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**Finding of Necessity**  
**Proposed North Beach Community Redevelopment Area**  
**City of Miami Beach**

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Prepared by

**BUSINESS FLARE™**  
Economic Development Solutions

**MIAMI BEACH**

Revised December 2019

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## Executive Summary

The North Beach neighborhood of Miami Beach has lagged the redevelopment, revitalization, and economic growth experienced by other parts of the city. There have been numerous efforts, most recently including the North Beach Master Plan, the Ocean Terrace Plan, the West Lots Plan, as well as other citywide efforts including the Transportation Master Plan and initiatives such as sustainability, economic development and land development regulation amendments.

A Community Redevelopment Area (CRA) is a tool created pursuant to State Law which designates an area for redevelopment and authorizes the governing body to exercise certain powers to implement redevelopment. The North Beach area is an area which can benefit from the public and private investments that designation as a CRA can bring. The City of Miami Beach has significant experience with redevelopment success through CRAs: The Miami Beach Redevelopment Agency was created in 1973, and the South Point Redevelopment Area and the City Center/Historic Convention Village Community Redevelopment Area are the two most successful CRAs in the State of Florida.

Pursuant to the direction of the Miami Beach City Commission, the City Administration has implemented steps to conduct a Finding of Necessity (FoN) to evaluate the North Beach area for designation as a Community Redevelopment Area. Florida Statute Chapter 163 Part III identifies a list of fifteen (15) criteria of which two (2) must be present in order to find that an area is blighted. Criteria that are found in the North Beach area include:

- Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.
- Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions.
- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.
- Unsanitary or unsafe conditions.
- Deterioration of site or other improvements.
- Inadequate and outdated building density patterns.
- Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality.
- A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality.
- Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

This firm has conducted research as well as site visits to confirm the presence of blight in the area, as defined by Florida Statutes. This document includes information for each item listed here with visual, descriptive, and/or research-based information that supports the finding of blight.

The proposed boundaries of the North Beach CRA are identified on the map on the following page:



*Figure 1: Proposed Boundary for a Community Redevelopment in North Beach*

Our evaluation identified the following blight conditions, which are detailed in the appendices to this report:

Predominance of defective or inadequate street layout, parking facilities, roadways, bridges or public transportation facilities.

The street layout in the area is faulty in a number of ways, many of which were identified in Section 2 of the North Beach Master Plan. This includes the one-way street characteristic of major roadways as well as mobility challenges in the area. Additionally, only one road connects the North and South ends of the City, and only one road connects the area to the mainland to the West. Public parking is inadequate and is a priority goal of the North Beach Master Plan, and the parking deficit is further demonstrated by the recent Walker Parking Study. Unlike other areas of the City, there are no city-owned parking garages in the area, and many private parking lots are poorly maintained. The Town Center has 90% parking occupancy, and the lack of loading zones along Collins Avenue creates traffic backups and pedestrian safety challenges.

Traffic counts in the area are high, and roadways are significantly congested. 2025 and 2035 traffic volumes are projected to grow at a higher rate than in Mid and South Beach and North Beach is an area with significant vehicle-pedestrian conflicts. Connectivity is a challenge, especially to Parkview Island, at the Indian Creek and 71<sup>st</sup> Street Intersection, to the Normandy Fountain area and between Collins and Harding Avenues. Public Transportation is heavily utilized, with additional improvements in the planning stage.

Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.

One of the findings of the North Beach Master Plan was that a challenge to redevelopment and revitalization is the prevalence of small lots in the Town Center. This creates a challenge to assemblage that creates efficient land areas that can attract feasible investment and redevelopment. The challenges in attracting investment in this area are part of the reason that voters have approved density increases, and zoning in the Town Center reflects that, but the zoning envisions higher intensity and larger scale full-block development. The number of small lots in the Town Center is antithetical to full-block redevelopment; as such, a significant amount of effort is needed to aggregate property, which may not be financially feasible without additional tools such as a CRA.

Unsanitary or unsafe conditions.

We identified a number of sanitation and safety related conditions. These included over 1,351 code violations within the proposed boundaries in 2018, of which 354 were sanitation related. Calls for service due to unsafe conditions which were proportionately higher than other parts of the City and included shorting/arcing electrical equipment, malicious false alarms, extraction of victims from vehicles, HazMat investigations, natural vegetation fires, and passenger vehicle fires.

According to the Transportation Master Plan, 71<sup>st</sup> Street is one of the areas with the highest density of vehicular crashes in the city involving a bicyclist or pedestrian. Additionally, the area is vulnerable to flooding and sea level rise, as identified in the North Beach Master Plan.

Deterioration of site or other improvements.

An on-the-ground inspection of the properties within the proposed boundaries identified significant deterioration of buildings, sites, and property. This includes crumbling concrete, broken windows, cracked pavers and tiles, and derelict property. Exposed electrical conduit was observed, as well as unmaintained vacant lots. There are a number of buildings that are not boarded up and are exposed to the elements.

Inadequate and outdated building density patterns.

There is an erratic scale of buildings in the target area in both height and density. As properties get aggregated and redeveloped this problem may become more apparent until redevelopment of the Town Center occurs on a district-wide scale. The intent of the city and the community (as validated in the density referendum) is to develop the area with much more intensity. This erratic scale of buildings was observed and documented as part of this analysis and was identified as an issue in the North Beach Master Plan.

Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality.

This firm conducted both online research through CoStar and Loopnet, as well as an in-person survey of vacancies in the target area. CoStar identified 9 vacant properties in the area with 36,382 square feet. The in-person inspection identified those properties, as well as an additional 12 vacant properties with 23,000 square feet. There is a total of 60,000 square feet of vacant retail space in the proposed boundary, of 6.6% of the 904,000 total retail square feet. This is higher than the Citywide vacancy rate of 6.2%, and the Countywide rate of 3.9%.

Residential vacancy rates are 19.3% within the proposed boundary compared to a Countywide residential vacancy rate of 11.4%.

Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality.

Fire and emergency medical service calls are proportionately higher than in the rest of Miami Beach. Furthermore, as previously mentioned calls for service due to unsafe conditions which were proportionately higher than other parts of the City included shorting/arcing electrical equipment, malicious false alarms, extraction of victims from vehicles HazMat investigations, natural vegetation fires, and passenger vehicle fires.

A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality.

While the total number of Building Violations in the Proposed CRA Boundary were 915, out of 2,696 citywide, the hotspots in the North Beach area for these types of violations are in the proposed CRA Boundaries.

Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

There is significant diversity of ownership in North Beach, although some assemblage has taken place in the Town Center. However, there remain many smaller, older and historic buildings many which are condominiums that would be difficult to assemble. The North Beach area includes 4,321 properties that are not condominiums, with 3,549 owners, further demonstrating a diversity of ownership that may be difficult to overcome for successful redevelopment.

### **Conclusion**

Although only two conditions of blight must be present in order to designate an area as “blighted”, this analysis has identified the presence of 9 out of 15 conditions. The area has long lagged the redevelopment and economic success of other areas of Miami Beach despite public and private initiatives. The development of strategies such as the North Beach Master Plan, the West Lots Plan, the Ocean Terrace Master Plan, and the Transportation Plan have identified initiatives that can have success in revitalizing North Beach, provided that the tools that are necessary for implementation are present. Designation as a Community Redevelopment Area is one of the best tools for that implementation, as demonstrated by previous success that Miami Beach has had with other Community Redevelopment Areas.

This firm finds that the conditions of blight, as defined by state law, are present in the proposed target area, and that the area is appropriate for designation as a Community Redevelopment Area.

## Legal Requirements

Under Section 163.340, Florida Statutes, the requirements of the Finding of Necessity are established. This analysis examines the criteria identified below and provides a final recommendation regarding the finding that Blight exists.

### Slum Determination Chapter 163.340 (7), Florida Statutes (1 must be present)

(7) “Slum area” means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:

- (a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
- (b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
- (c) The existence of conditions that endanger life or property by fire or other causes.

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

(8) “Blighted area” means an area in which there are a substantial number of deteriorated or deteriorating structures; in which conditions, as indicated by government-maintained statistics or other studies, endanger life or property or are leading to economic distress; and in which two or more of the following factors are present:

- (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.
- (b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions.
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.
- (d) Unsanitary or unsafe conditions.
- (e) Deterioration of site or other improvements.
- (f) Inadequate and outdated building density patterns.
- (g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality.
- (h) Tax or special assessment delinquency exceeding the fair value of the land.

- (i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality.
- (j) Incidence of crime in the area higher than in the remainder of the county or municipality.
- (k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality.
- (l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality.
- (m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.
- (n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.
- (o) A substantial number or percentage of properties damaged by sinkhole activity which have not been adequately repaired or stabilized.

Information regarding the existence of the conditions of Blight are provided on the following pages.

## Street Layout, Parking Facilities, and Roadways

The street layout in the area is faulty in a number of ways, many of which were identified in Section 2 of the North Beach Master Plan. This includes the one-way street characteristic of major roadways as well as mobility challenges in the area. Additionally, only one road connects the North and South ends of the City, and only one road connects the area to the mainland to the West. Public parking is inadequate and is a priority goal of the North Beach Master Plan. The parking deficit is further demonstrated by the recent Walker Parking Study. Unlike other areas of the City, there are no city-owned parking garages in the area, and many private parking lots are poorly maintained. The Town Center has 90% parking occupancy, and the lack of loading zones along Collins Avenue creates traffic backups and pedestrian safety challenges.

Traffic counts in the area are high, and roadways are significantly congested. 2025 and 2035 traffic volumes are projected to grow at a higher rate than in Mid and South Beach and North Beach is an area with significant vehicle-pedestrian conflicts. Connectivity is a challenge, especially to Parkview Island, at the Indian Creek and 71<sup>st</sup> Street Intersection, to the Normandy Fountain area and between Collins and Harding Avenues. Public Transportation is heavily utilized, with additional improvements in the planning stage.

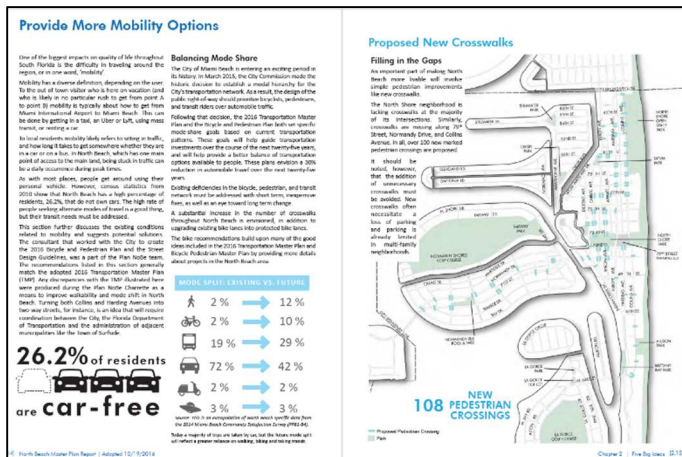


Figure 2: the NBMP identified Mobility as a significant challenge and need.

### Harding Avenue

Cities all over the country are reassessing the use of one-way streets. More often than not, they are the result of an antiquated planning paradigm that prioritizes high speed, high-volume car travel through cities, instead of slow speed, and transit alternatives that move higher volumes of people.

The Harding Avenue-Collins Avenue one-way pair can be better designed and function with improved mobility if they are each restored to two-way travel. Harding Avenue, north of 71<sup>st</sup> Street, has two distinct conditions (shown below).

#### Harding Avenue between 71<sup>st</sup> Street and 75<sup>th</sup> Street Existing Conditions

This section of Harding Avenue has three travel lanes heading south with on-street parking on both sides of the street. Sidewalks are typically five feet wide and there are street trees within a consistent planting strip.

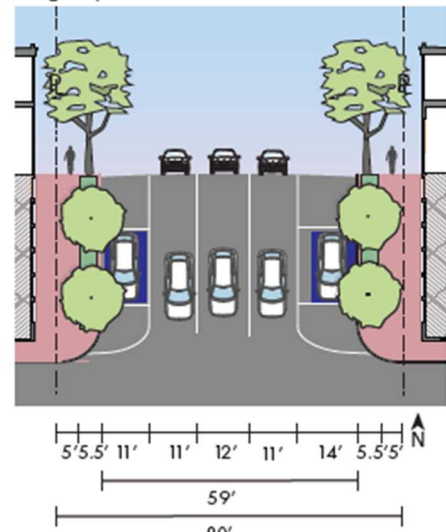


Figure 1: The North Beach Master Plan identified one-way streets as an issue.

The existing condition in the proposed CRA includes deficient pedestrian safety and connectivity. Contrary to the City's Modal Prioritization adopted by Resolution of the City Commission in 2015, the streets in the North Beach area are currently designed to prioritize vehicles over pedestrians, bicyclists, and public transit. North Beach streets lack pedestrian safety amenities, such as wide sidewalks with a path clear of obstructions, pedestrian curb ramps that meet ADA standards, an adequate number of pedestrian crosswalks that are signalized or enhanced with flashing beacons and the area does not have protected bicycle lanes.

The intersection of Indian Creek Drive/Abbott Avenue is a critical intersection in the North Beach roadway network that is substandard and lacks capacity. Currently, 6 southbound lanes (3 on Indian Creek Drive and 3 on Abbott Avenue) are constricted to only 3 southbound lanes along Indian Creek Drive. This intersection is a source of frequent congestion in North Beach. Additionally, the major thoroughfares in North Beach (i.e. Collins Avenue, Harding Avenue/Abbott Avenue/Indian Creek Drive corridors) currently operate at a failing Level of Service (F) during morning and afternoon weekday peak periods. In addition to the county transit service the City provides the North Beach Trolley Loop with service that extends from 88<sup>th</sup> Street to 65<sup>th</sup> Street and which serves 71<sup>st</sup> Street and Normandy Drive



*Figure 4: Blighted Parking Lot*



*Figure 5: Congestion due to lack of loading zones*



*Figure 3: Google Map showing congestion*



*Figure 6: Traffic backup between Normandy Island and the Town Center*

In 2014, the City of Miami Beach engaged Walker Parking Consultants to perform a Parking Demand Analysis for North Beach. The Study found that there are 20,859 total parking spaces in the area, of which 65% are private and on-street parking accounts for 27%. Only approximately 6% of the spaces were in city-owned and operated surface lots and that there are no parking garages operated by the city in the study area.

In the Town Center, there were a total of 9,817 parking spaces.

On-Street	758
City Lots	676
Private Garage Open to the Public	428
Private Lot Open to the Public	11
Private Spaces	7,944

Three growth scenarios were conducted for the analysis, utilizing growth rates of 2.5%, 3.9%, and 6.8%, and included any known developments applied to the observed parking demand for the Town Center area.

	Scenario 1		Scenario 2		Scenario 3	
	Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2015	8,999	197	9,028	168	9,086	110
2016	9,054	142	9,115	81	9,241	-45
2017	9,110	86	9,205	-9	9,407	-211
2018	9,168	28	9,299	-103	9,584	-388
2019	9,227	-31	9,396	-200	9,773	-577
2020	9,288	-92	9,497	-301	9,975	-779
2021	9,350	-154	9,602	-406	10,190	-994
2022	9,414	-218	9,711	-515	10,420	-1224
2023	9,479	-283	9,824	-628	10,666	-1470
2024	9,456	-260	9,942	-746	10,928	-1732

Source: Walker Parking Consultants

## Faulty Lot Layout

One of the findings of the North Beach Master Plan was that a challenge to redevelopment and revitalization is the prevalence of small lots in the Town Center. This creates a challenge to assemblage that creates efficient land areas that can attract feasible investment and redevelopment.

The challenges in attracting investment in this area are part of the reason that voters have approved density increases, and zoning in the Town Center reflects that, but the zoning envisions higher intensity and larger scale full-block development. The number of small lots in the Town Center is antithetical to full-block redevelopment; as such, a significant amount of effort is needed to aggregate property, which may not be financially feasible without additional tools such as a CRA.

### Make A Town Center

The center of community life in North Beach is found along 71<sup>st</sup> Street from Collins Avenue to Normandy Isles and includes a block in either direction down the cross streets. 71<sup>st</sup> Street is one of Miami Beach's limited connections to the mainland and the only one in North Beach.

A 2007 plan designated the area into the Town Center District. The intent of the plan was to:

- "Promote a diverse mix of residential, business, commercial, office, institutional, educational, and cultural and entertainment activities for workers, visitors and residents;
- Encourage pedestrian-oriented development within walking distance of transit opportunities at densities and intensities that will help to support transit usage and town center businesses;
- Provide opportunities for live/work lifestyles and increase the availability of affordable office space in the North Beach area;
- Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and greater social interaction;
- Create a place that represents a unique, attractive and memorable destination for residents and visitors; and
- Enhance the community's character through the promotion of high-quality urban design."

In addition to this plan, the Planning Department adopted the Town Center Design Review Standards in 2010, which included a regulating plan depicting where new development should occur and what form it should take. However, North Beach's Town Center District has seen little new development since the concept was adopted by the Mayor and Commission in 2007.



71<sup>st</sup> Street looking east from Abbot Avenue

### Why Has It Not Happened?

#### Economic Factors

A combination of factors have prevented the Town Center concept from realization. A worldwide economic downturn followed shortly after the adoption of the plan in 2007 and this stalled plan implementation. However, at the same time, other parts of the City saw development after the downturn. The reasons for the stall are more nuanced than macro-economics.

One impediment is that it is difficult to secure financing from banking institutions for mixed-use projects in North Beach. In order to secure private financing, the developer would have to ensure that the profits were high enough to benefit both the investor as well as himself. Although foreign buyers have flocked to South Florida in the last five years, purchasing units in cash, North Beach has not benefited from that type of investment. Those buyers are looking for amenities and other attractions that are currently not found in North Beach like ample dining, shopping, and access to the airport.

#### Property Ownership and Physical Layout

One challenge in North Beach is the small size of lots in the Town Center, generally 50 by 100 feet deep. Excessive parking requirements - reflections of our history of over-reliance on one-person car trips - should be questioned; they make the small lots hard to use. Today's parking requirements, require parking to be built on site, which would turn ground floor spaces into parking rather than the retail that would encourage a walkable environment.

#### Traffic

71<sup>st</sup> Street sees rush hour and peak time congestion making it difficult to get around by car. The car-centric design of the roadway can also make walking unpleasant, and even fatal. This restricts the number of visitors the area can accommodate.



Each color used in the graphic above represents a different property owner. The red properties are City owned parcels. Also notice how the narrow side of parcels fronts the street as discussed in this section.

North Beach Master Plan Report | Adopted 10/19/2016

Figure 7: The NBMP identified ownership and layout as an impediment to revitalization

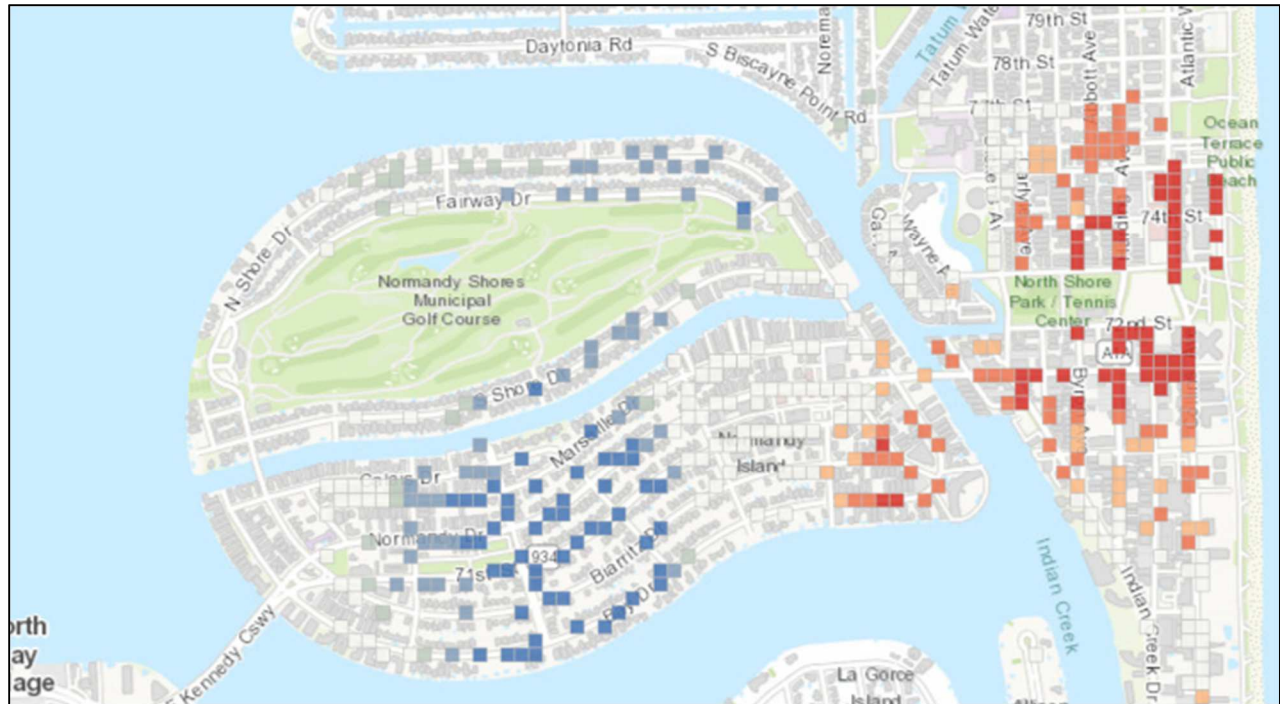
## Unsanitary or Unsafe Conditions

We identified a number of sanitation and safety related conditions. These included over 1,351 code violations within the proposed boundaries in 2018, of which 354 were sanitation related. Calls for service due to unsafe conditions which were proportionately higher than other parts of the City included shorting/arcing electrical equipment, malicious false alarms, extraction of victims from vehicles, HazMat investigations, natural vegetation fires, and passenger vehicle fires.

71<sup>st</sup> Street is one of the areas with the highest density of vehicular crashes in the city involving a bicyclist or pedestrian. Additionally, the area is vulnerable to flooding and sea level rise, as identified in the North Beach Master Plan.



*Figure 8: Unsanitary and unsafe conditions were observed within the proposed CRA boundaries*



*Figure 9: Heat map of code violations (red=hotspots)*

## Deterioration of Site or Other Improvements

A on-the-ground inspection of the properties within the proposed boundaries identified significant deterioration of buildings, sites, and property. This includes crumbling concrete, broken windows, cracked pavers and tiles, and derelict property. Exposed electrical conduit was observed, as well as unmaintained vacant lots. There are a number of buildings that are not boarded up and are exposed to the elements.



*Figure 11: Crumbling eyebrow along Collins Avenue*



*Figure 10: Vacant lot on Collins Avenue*



*Figure 17: Dilapidated Building*



*Figure 16: Vacant hotel property along Collins Avenue*



*Figure 14: Vacant building exposed to the elements*



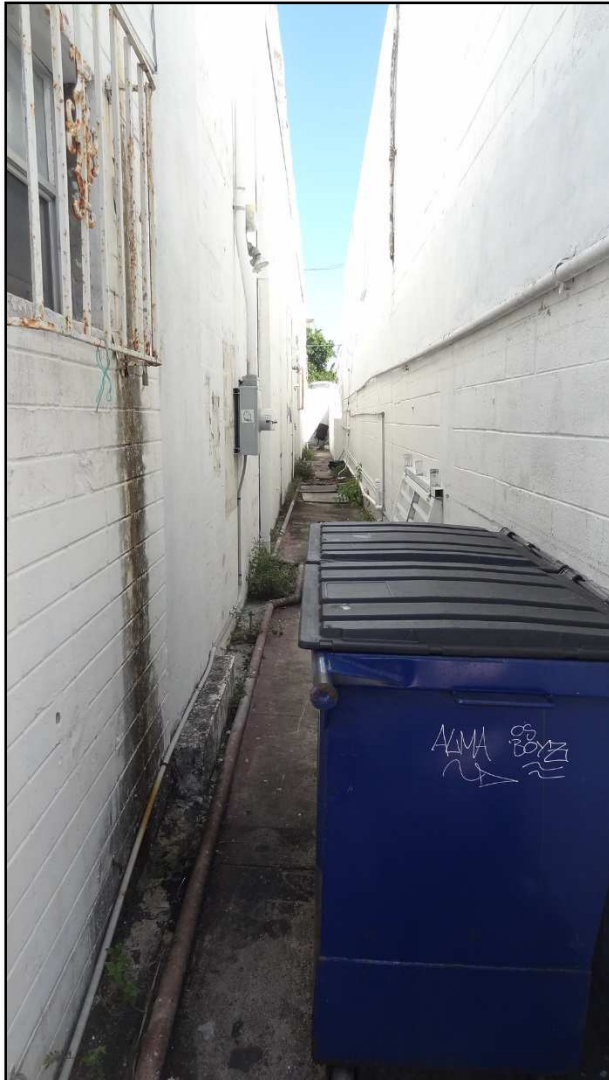
*Figure 15: Fenced in vacant lot on Harding Avenue*



*Figure 12: Broken Tiles*



*Figure 13: Dilapidated Property*



*Figure 18: Alley conditions*



*Figure 19: Exposed electrical*

## Inadequate and Outdated Building Density Patterns

There is an erratic scale of buildings in the target area in both height and density. As properties get aggregated and redeveloped this problem may become more apparent until redevelopment of the Town Center occurs on a district-wide scale. The intent of the city and the community (as validated in the density referendum) is to develop the area with much more intensity. This erratic scale of buildings was observed and documented as part of this analysis and was identified as an issue in the North Beach Master Plan.



Figure 20: The NBMP identified the need to address building scale to improve walkability



Figure 21: AT&T facility in multifamily neighborhood on Harding Avenue



Figure 22: High density residential adjacent to low rise multifamily buildings



Figure 23: Erratic building scale near and along 71<sup>st</sup> Street



## Residential and Commercial Vacancy Rates

According to ESRI, residential vacancy rates are 19.3% within the proposed boundary compared to a Countywide residential vacancy rate of 11.4%.

This firm conducted both online research through CoStar and Loopnet, as well as an in-person survey of vacancies in the target area. CoStar identified 9 vacant properties in the area with 36,382 square feet. The in-person inspection identified those properties, as well as an additional 12 vacant properties with 23,000 square feet. There is currently a total of 60,000 square feet of vacant retail space in the proposed boundary, of 6.6% of the 904,000 total retail square feet. This is higher than the Citywide vacancy rate of 6.2%, and the Countywide rate of 3.9%.

INVENTORY SF		UNDER CONSTRUCTION SF		12 MO NET ABSORPTION SF		VACANCY RATE		MARKET RENT/SF		MARKET SALE PRICE/SF		MARKET CAP RATE	
904 K <div>0%</div>		0 <div>-</div>		650 <div>-74.8%</div>		6.9% <div>+6.7%</div>		\$38.75 <div>+1.9%</div>		\$330 <div>+3.2%</div>		5.9% <div>0%</div>	
Prior Period 904 K		Prior Period 0		Prior Period 2.6 K		Prior Period 0.2%		Prior Period \$38.03		Prior Period \$320		Prior Period 5.9%	

Availability		Inventory		Sales Past Year		Demand	
Vacant SF	20.9 K <div>↓</div>	Existing Buildings	102 <div>↓</div>	Asking Price Per SF	\$403	12 Mo Net Absorp % of Inventory	1.2% <div>↑</div>
Sublet SF	0 <div>↓</div>	Under Construction Avg SF	-	Sale to Asking Price Differential	-18.2%	12 Mo Leased SF	28.9 K <div>↑</div>
Availability Rate	4.0% <div>↓</div>	12 Mo Demolished SF	0 <div>↓</div>	Sales Volume	\$3.7 M <div>↓</div>	Months on Market	6.3 <div>↑</div>
Available SF	36.4 K <div>↓</div>	12 Mo Occupancy % at Delivery	-	Properties Sold	2 <div>↓</div>	Months to Lease	-
Available Asking Rent/SF	\$43.17 <div>↑</div>	12 Mo Construction Starts SF	0 <div>↓</div>	Months to Sale	6.0 <div>↑</div>	Months Vacant	-
Occupancy Rate	97.7% <div>↑</div>	12 Mo Delivered SF	0 <div>↓</div>	For Sale Listings	1 <div>↑</div>	24 Mo Lease Renewal Rate	80.7%
Percent Leased Rate	97.8% <div>↑</div>	12 Mo Avg Delivered SF	-	Total For Sale SF	12.7 K <div>↓</div>	Population Growth 5 Yrs	3.4%

Figure 25: Proposed CRA Retail Real Estate Market

Menu		CoStar™	
Address or Location		Listing Type	Retail
Property Size		☆☆☆☆☆	
Properties	Spaces	Demographics	Changes
Address	Building Name	Type	Asking Rent/yr
666 71st St	Gerson Preston	Retail	30.00 - 75.00
701-715 71st St		Retail	48.00
1101 71st St		Retail	30.00 - 40.00
7145 Abbott Ave		Retail	44.00
7100 Collins Ave		Retail	55.00
7300-7310 Collins Ave		Retail	45.00 - 50.00
7426-7438 Collins Ave	North Beach - 74th & Colli...	Retail	39.00
7441-7455 Collins Ave		Retail	28.00 - 33.85
6782-6804 Collins Ave		Retail (Strip Center)	\$52 - 63 (Est.)

Figure 24: Vacant Retail space identified in CoStar

Vacant Retail Spaces Included in CoStar

1. 666 71st Street	7,600
2. 701 71st Street	700
3. 1101 71st Street	3,000
4. 7145 Abbot Avenue	2,750
5. 6782 Collins Avenue	2,040
6. 7100 Collins Avenue	550
7. 7300 Collins Avenue	12,652
8. 7426 Collins Avenue	5,200
9. 7441 Collins Avenue	1,890
<b>Total</b>	<b>36,382</b>

Vacant Properties Not in CoStar but Identified during Photo Survey

1. 6960 71st Street	1,500
2. 216 71st Street	5,000
3. 6980 Carlyle Avenue	1,369
4. 7443 Collins Avenue	1,000
5. 7424 Collins Avenue	3,000
6. 7405 Collins Avenue	1,000
7. 7314 Collins Avenue	1,000
8. 7319 Collins Avenue	1,200
9. 7349 Collins Avenue	1,000
10. 235 Collins Avenue	2,400
11. 7124 Collins Avenue	1,000
12. 740 71st Street	3,937
<b>Total</b>	<b>23,406</b>

**Total Vacant Space 59,788**

**Total Space 904,000**

**Vacancy Rate 6.6%**

**Citywide Vacancy Rate 6.2%**

**Countywide Vacancy Rate 3.9%**



Figure 26: Vacancy along Collins Avenue:



Figure 27: Vacancy along 71st Street

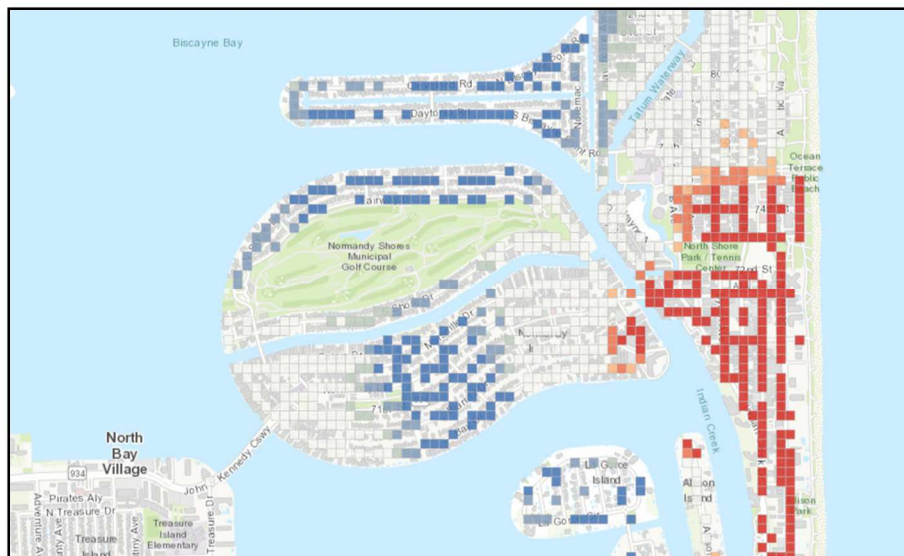
## Fire and Emergency Medical Service Calls

Fire and emergency medical service calls are proportionately higher than in the rest of Miami Beach. Furthermore, as previously mentioned calls for service due to unsafe conditions which were proportionately higher than other parts of the City included shorting/arcing electrical equipment, malicious false alarms, extraction of victims from vehicles HazMat investigations, natural vegetation fires, and passenger vehicle fires.

- Calls for service due to unsafe conditions are higher in the proposed boundaries
  - 53% of all calls for Shorting/Arcing Electrical Equipment
  - 44% of Malicious/False Alarms
  - 52% of Cooking Fires
  - 37% of Smoke/Odor removal calls
  - 50% of Extraction of Victims from Vehicles
  - 75% of HazMat Release Investigations
  - 38% of Natural Vegetation Fires
  - 25% of Passenger Vehicle Fires

## Florida Building Code Violations

While the total number of Building Violations in the Proposed CRA Boundary were 915, out of 2,696 citywide, the hotspots in the North Beach area for these types of violations are in the proposed CRA Boundaries.



*Figure 28: Heat Map showing location of building code violation hotspots (red)*

## Diversity of Ownership

There is significant diversity of ownership in North Beach, although some assemblage has taken place in the Town Center. However, there remain many smaller, older and historic buildings many which are condominiums that would be difficult to assemble. The North Beach area includes 4,321 properties that are not condominiums, with 3,549 owners, further demonstrating a diversity of ownership that may be difficult to overcome for successful redevelopment.

## Appendix – Additional Information

The following systems, reports and data were utilized in the development of this finding of necessity and are available upon request.

ArcGIS Online

ESRI Business Analyst

CoStar

Loopnet

Microsoft Access

North Beach Master Plan

Ocean Terrace Master Plan

West Lots Plan

Miami Beach Transportation Master Plan

2014 through 2018 Miami Beach Property Tax Rolls (Miami-Dade Property Appraiser)

Building Code Violations (City of Miami Beach)

Code Violations (City of Miami Beach)

Fire/Emergency Service Calls (City of Miami Beach)

2017 compared to 2018 Crime Statistics (City of Miami Beach)

Attached to this report as Exhibit A is the Finding of Necessity Criteria Tracking Document which contains notes and observations regarding the criteria that was observed in the area that is consistent with the blight criteria established in Chapter 163, Florida Statutes.