

C.R.A. Monthly Meeting

*April 8th, 2014
5:30 P.M.*



The Monthly CRA Meeting of the City of North Miami was held in Council Chambers of City Hall on Monday, April 8th, 2014, beginning at 5:30 P.M.

(Phonetic spelling of each speaker's name may be used throughout the minutes unless correct spelling is known.)

I. CALL TO ORDER / ROLL CALL

Chair Tondreau: Let the record reflect that it is 5:52. We are starting the CRA Regular Board Meeting. Mr. Clerk, roll call please.

ROLL CALL	Board Member Galvin	Here
	Board Member Keys	Here
	Vice-Chair Bien-Aime	Here
	Board Member Steril	Here
	Chair Tondreau	Here

Mr. Louis: Madame Chair, we have a quorum.

Chair Tondreau: Thank you. Do we have a motion for the consent agenda?

Board Member Galvin: So moved.

Board Member Steril: Second.

Chair Tondreau: Anyone wish to record a no? Thank you. Mr. Clerk.

Mr. Louis: May I have a motion to approve the minutes please?

Board Member Galvin: I'll motion to approve the minutes from our last CRA Board meeting.

Chair Tondreau: Second. Anyone wishes to record a no? Item 4 Mr. Clerk.

Executive Director Johnson: Madame Chair. If our CRA Coordinator can explain the approval of the minutes so that this Board is fully aware of the approval of the minutes.

Coordinator Prudent: Madame Chair, Board Members Leslie Prudent, CRA Coordinator. We are respectfully asking the Board to approve the minutes that was substituted and they're in your packets. Those minutes reflect actually what happened at

the last meeting. They're more reflective of what happened at the last meeting. And we'll appreciate very much if you would approve those minutes rather than the ones that were posted earlier on the website.

Chair Tondreau: What is the difference between the two?

CRA Coordinator: One is more reflective of what happened at the last meeting.

Executive Director Johnson: Full detail.

CRA Coordinator: More detail.

Chair Tondreau: Then before we approve it we need to have to time to read it. I think it's only fair before we approve anything for us to have a chance. I don't know if anybody has any objections.

Board Member Galvin: Can we continue it to the next meeting?

Board Member Keys: Second that.

Board Member Galvin: I'll make a motion to continue the amended minutes. I'll remove my motion for approving the minutes and instead ask that we continue them until the next meeting.

Mr. Louis: The case made here, they vote to approve the minutes here. Do we...

Chair Tondreau: Use the mic Mr. Clerk please. We can barely hear you.

Mr. Louis: No we have a vote. Now what exactly happen?

CRA Coordinator: We're going to table the approval of the minutes until the next CRA Board meeting.

Chair Tondreau: Because the one that is online and the one that is being printed is different. According to Mr. Prudent this one is more detailed. So we need time to read it and understand it and approve it.

CRA Coordinator: So they will approve it at the next meeting.

Board Member Steril: But which one? Both of them? We're going to withdraw...

CRA Coordinator: No, no. You only have the amended minutes.

Mr. Zelkowitz: Is it satisfactory Mr. Clerk or you want a motion to reconsider the matter by Director Galvin and amend them and then consider them at the next meeting?

Board Member Galvin: I'll make that motion.

Chair Tondreau: The one that says that...

Board Member Galvin: To reconsider a motion...

Chair Tondreau: A motion to approve for next Board meeting.

Mr. Louis: Who second the motion?

Chair Tondreau: I did. Anyone wishes to record a no? Item pass, amendment pass, motion pass. Are you with us Mr. Clerk? We good?

Mr. Louis: The Attorney for CRA says (inaudible). Because the issue is, we have already voted on the issue. There is a vote. Now there is another vote to continue. My point is, do we reverse the previous vote or do we continue with another vote?

Mr. Zelkowitz: Let me clarify. Director Galvin's motion was to reconsider the approval of the minutes. He was in the majority so he can move to reconsider. It was seconded. They voted and they have agreed to table it to the next meeting. So we're all set Mr. Clerk.

Chair Tondreau: Thank you. Item #1 on the agenda. Anything else Mr. Coordinator?

CRA Coordinator: No we're good. I think the CRA Executive Director will introduce Mr. Frank Schneidmann who he's our consultant for the CRA. And we're here to continue the process to lengthen the life of the CRA because it sunsets in 2016 unless we go through this process. And we are hearing some...Mr. Schneidmann has a presentation. So without further ado with the approval of the Executive Director, we'll here from Mr. Frank Schneidmann.

Mr. Schneidmann: Thank you very much Madame Chair and members of the Board of North Miami Community Redevelopment Agency. You know today we are going to continue to talk about the efforts to modify the redevelopment plan and to extend the life of the CRA. As discussed last month we also wanted to talk a little bit

about the details relating to the use of tax increment funds by the CRA. Talk about other studies that the City has going on that are being done concurrently with our work. And to talk about the issue of specific plans and specific projects; specific pictures that we had all talked about at the last meeting. At the Advisory Committee Meeting of the North Miami CRA on March 3rd, we actually went through the list of projects that the task force of City Staff that was working with (name indistinct) had come up with in relation to the responsibilities of the DAPAC, the Downtown Action Plan Advisory Committee. And in looking at that and trying to carve out what was appropriate for the CRA, the Staff Task Force had put together a series of priorities. And it was the conclusion of the Advisory Committee that among the priority activities that they saw appropriate for the CRA were the giving people a reason to come downtown. Public/private partnership, the parking garage, building actual mixed use, cooperate with the land owners and a major developer on the buildings in downtown. The aesthetic improvements, the streetscape on 125, improving the entrance ways into the City, into the CRA and to minimize the unattractive businesses. The repair garages etcetera through our blight and influence in the downtown area and beautify the area around the tracks on 125th. Now when we talk about models and examples, things that we can physically see we had talked about your trip to Fort Myers. Other communities that are in South Florida and more specifically about Delray Beach. And I wanted to begin the presentation with a short video, it's about five minutes. That was actually done as a television show that focused on Delray Beach. And so if I can ask for the video to be played.

(VIDEO PLAYING REGARDING DELRAY BEACH)

Mr. Schneidmann: In a moment I will talk with you about some of the specifics of Delray Beach and why it serves as a model. But I did want to share with you a couple of paragraphs from an article that appeared in the Miami Herald in 2011, it was entitled 'South Florida's Downtown'. A street of dreams or delusions. The article began by saying, today's sluggish economy has hit local Florida downtowns hard. We do see customer foot traffic while at the same time thinning out cities redevelopment resources. But everyone can still dream, can't they. While local cities wait for an economic rebound, some are dreaming big. Anticipating a future of not only becoming a local hot spot but also finding that all important sense of identity. Downtown North Miami once aspired to art gallery greatness but lately sees its future as a trendy furniture showroom. It's just timing and luck, said North Miami Councilman Scott Galvin. As a long booster of his City's (inaudible) downtown. If you go into it knowing that you're rolling the dice a little bit, it's worth at least taking a shot. For a decade Galvin's city has marked its downtown as NOMI, an abbreviation similar to South Beach's SOBE. Those early NOMI year boasted a growing collection of art galleries and a Starbucks. A Starbucks which when the economy tanked, so did they go away and left several galleries adjourning them in the exodus but actually brought in, replaced by furniture stores. Galvin is still optimistic. He praises the new furniture for selling funky fun and designs. Optimistic and we still have that optimism. And today what I want to do as we go

through my presentation is to talk to you about the things that redevelopment agencies do. Because in Miami Dade County we have 14 community redevelopment agencies. We have about 215 statewide and this is a common tool that's used to alleviate blight and to focus redevelopment resources on specific areas of the City. And so when you look at what's before you and got the hard copy, the invest in your community or the points that I would like to make and to call to your attention and to say that realistically because you have a focus on a specific section of the City and not Citywide, you see the ability to take action that otherwise might not be done. And what do I mean by that? Basically if we look at the CRA in North Miami it's about 60% of the City. And we talk about you as the CRA Board focusing on projects that are for the CRA. And I've appeared before you many times and told you about your role as the CRA. And even as late as last week we had discussion that said, before we extend the life of the CRA and before we accept the plan we want to see projects in each of our districts. And that is not the hat that you're wearing when you sit as the CRA. The hat that you're wearing is not, I'm from District 4 or five or two or one. It's I'm representing that 60% of the City which is the CRA. And on a priority basis what the redevelopment plan is going to require is with limited TIF resources, what do you focus on. I think that decision has been clear that initially like Delray you want to focus on the downtown area recognizing that there are needs in the CRA wide. But as Delray the strategy is to increase the tax base more effectively so that you'll have additional TIF revenue coming. So that when you look at the whole CRA, yes there is a need to alleviate blight in all areas. But it's time to focus on trying to maximize the impact that you're going to have. And you maximize the impact with tax increment financing. Because when the legislature establish the community redevelopment act in 1969 what they were doing is providing a financing technique to foster redevelopment in areas that were identified with a specific boundary based on a finding of necessity. And the idea was, with the County and the City and in some counties other taxing authorities contributed the increment to a trust fund to fund the projects that were identified in the plan. And so when the CRA was established in North Miami in 2005, what you had was the establishment of a base year that meant that at that time the tax from the General Fund that was coming from the CRA properties would continue to come into the General Fund. And only the increment, the increase after that date from the City and the County would go into the tax increment trust fund to fund projects. And so when we look at the way that it works, is that you get the public redevelopment expenditures. They support, they incentivize private projects. It increases the tax base and the tax increment trust fund gets that revenue and it's a circular process as you saw in Delray. And Delray now has an \$18 million dollar annual budget coming from the tax increment from the projects that they have fostered. And this is the procedure that we have followed in North Miami to establish the CRA, the finding necessity, establishing the agency, coming up the plan, the base year. We've had a variety of projects that have incentivized smaller scaled projects but have been from façade grants and the like. And then we've actually, not yet, gone into depth. And I pull this chart from a well-respected book on tax increment theory to illustrate the point that at year 0 the school district, the municipality of the park district in the County, this would

be the amount of money that they get and the triangle wedge which is the CRA. And what happens over the 20 years and this is a 20 year example. Because of the base year the taxing authorities that put into the tax increment trust fund, their income remains stable. And as the tax increment increases and the CRA gets to use the trust fund, at the end of the CRA you can see that the revenue from each of the contributing entities is substantially greater because of the activities of the CRA. In focusing the use of those resources of both the...of all these taxing jurisdictions on the redevelopment within the redevelopment area. A recent study that was done in Broward County looking at how much public investment and how much private investment occurred because of the tax increment found that for every dollar of tax increment that was spent, \$20.00 of private money was invested in the CRAs. And so we've also talked and Steve Zelkowitz gave you a presentation in February based on the inter-local agreement we have with Miami Dade County, the CRA is to sunset in 2016. However the initial inter-local agreement set the life of the CRA for 30 years. And it was a 30 year agreement but it was going to sunset earlier in the event that we were not able to identify significant projects to go forward with. And so what we're trying to do at this time is to meet the mandate of the original inter-local agreement to identify the projects that would justify the continued contribution of tax increment from both the City and the County in order to fund the projects that would be identified in the redevelopment plan. And Steve talked to you about the process of extending the life of the CRA and what a community development project is and what you can and cannot do. And the reality of it is, in order for us to go forward what we've been asking and what the other consultants have been trying to facilitate is the creation of a vision that (inaudible) saying of how do you know when you get there unless you know where you're going. And so a vision is a clear and concrete picture of the results that you want to achieve. And Board Member Steril was very emphatic at our last Board meeting about pictures, about she wanted to see and understand. And when we amended the redevelopment plan the last time in 2008, we actually started in 2009 with collecting the information that would be used for updating the plan and to try to focus. Because before we were spending money and even as late as 2011, if you look at the millions of dollars spent in 2011 from Claude Pepper Park to the swales and the neighborhood improvement projects, they were spread all over the CRA. And not concentrated in trying to have a significant impact. The Urban Land Institute Technical Advisory Panel Program was the first one that identified the downtown area as a primary area to get the biggest bang for the buck. To increase the tax base by investing in improvements. Basic principles, give people a reason to go downtown, eliminate the infrastructure problems and eliminate the impediments to redevelopment. So what makes a great downtown, you hire Keith & Snares to come up with, what is it that's downtown, what do you see. What do we have to do? Patience, a vision, opportunities, linking the action plan to the capital improvements program, mixed use. Having champions, people that actually support and go out and lobby for the improvement of the downtown. The political will, community support, flexibility and the ability to update. Because as I've said before, plans are important. But what's really important is planning. If we go back and think about Rucks Park. The planning was what was critical, not the plan. Because

the plan evolves over time. Once you do the plan its static and things continue to change. And you have to continue to do the market studies to understand what's happening and to get the community input to know that the plan evolves. And you've got to continually get the input of the community. And again you have to acknowledge the existing economic conditions of the region and try to cope with the externalities that are being placed on you. Now you have actually worked with Keith & Snares to create a downtown action plan and to create an advisory committee. And it's interesting the approach that you're taking because...and I don't mean to divert your thought. But DPAC, an advisory committee on the redevelopment of your downtown is really like the Board of a museum. You sit on the DPAC, you sit on the Board of a museum for one of two reasons, maybe one of three. One, you're going to write a check. Two, you know people that are going to write a check or three, you're a significant resource, architect or engineer that actually can bring to bear information that professionals would otherwise be needed. And so when you have an organization that is going to be focused upon facilitating the downtown. It's going to be focused on helping you determine what is best. The people that should be there as your assistants, should be people for example, the Regional Planning Council, the Department of Transportation. The entities that can back to their own office and say, we can get them grant money for doing this. And when you think about whose going to sit on your advisory body to get this downtown done, you want people sitting at that table who can tell you where to go and can lobby to get the money. It wouldn't hurt to have your Congressman sitting on it though I don't think you're going to get that kind of cooperation. In any event, the golden rod color was the area of the downtown that seems to be the major focus of where redevelopment activity should occur. And we're talking about the area that goes from the railroad tracks to five points. We're talking about focusing on the municipal complex, we're talking about...and we will talk to you a little bit more focusing on the area around the railroad tracks. And we're talking about the diversity and the strengthening of the retail mix and figuring out how to attract and incentivize and identify and in fact, one of the subcontractors to Keith & Snares is looking at that kind of issue. We're talking about the distinguishing assets. The fact that you have Johnson & Wales. The fact that you've got that antiques and the art gallery business. And the fact that with the proposed commuter rail having a station. We're not talking about all aboard Florida, we're talking about the commuter rail and I'll talk about those details in a minute. You're talking about the opportunity to have a transit stop, a facility here in North Miami. We're talking about the whole approach to getting around the City. We're talking about the complete streets. We're talking about figuring out how to make it an attractive place to bring people downtown. We've talked about the business assistance program and you brought in a consultant who's actually the Corodina Group that's talking about new places from old spaces. They're building upon your downtown master plan. And they've looked at your trip to Fort Myers. They've looked at aspects of Fort Myers that are appealing as the alleyway improvements and so on. But the big difference between North Miami and Fort Myers is they have water all over their downtown and we don't. And that's why I continue and I was with the Mayor and Commissioner Keys when we went to Delray. I

continue to believe that the Delray model where you actually don't have the catalytic project, that you incrementally look at trying to preserve the identity that you have and support the businesses to attract a critical mass to expand. And to focus on downtown residential to put feet on the street, for the businesses that you're trying to create. To deal with and on Atlantic Avenue we know they actually took over Atlantic Avenue from the State in order to calm the traffic. And interestingly enough did a bypass and on any night of the week that go to downtown Delray Beach you will see the cars having the option to go the bypass and yet they go through Atlantic bumper to bumper just to see everything that's going on. And in a previous agenda package we had this article that actually detailed the visioning process in Delray. And a decade ago we saw this article about the best run town in Florida being Delray. And 10 years before that Delray was the laughing stock of Florida because at City Council meetings people actually threw things at each other. Which I don't think we've devolved there yet and so...so you've now got the effort going to model the downtown. You're looking at the blocks in the downtown that are the subject to City incentivizing the private sector by being able to toss in the real estate they own as an incentive. You've got the municipal complex and you've development that goes from 123rd looking to 126th trying to evaluate the buildings. And back in February of 2006 you'll recall for those of you Galvin, Steril that were sitting up there, we had talked about what was called NOMI-SO and NOMI-NO, which was trying to figure out how to evolve the downtown. To take the entrances of the businesses off of 125th like Misner Place and to provide pedestrian access north and south of 126th. Here if you look at this map we're talking about the parking lots that exist in the downtown and the municipal owned space. Because as I said, the largest incentive to getting the private sector to act is to offer as an incentive the real estate. And I said last month, what is acceptable to you? What would you allow us to do? And the other hand out that you have in addition is covered by email is material that relates to parking garages. Because it's very important. First one is the master plan concept and it shows the Miramar Town Center for which Steve Zelkowitz was the attorney. And the reality of it here is that the City bought 54 acres of vacant land in the middle of an area that was undergoing a housing boom. Fourteen acres you see outlined was where the municipal complex was going to be. A New City Hall, a new office building, a building built for Broward County Library with two floors of Broward College above and a performing arts center. And a public/private partnership with a developer for the other 40 acres to provide two garages, wrap around retail on the garages and residential. And the second picture actually shows you construction a number of years ago with one of the wrap around garages completed on the right. The other garage which is currently facing a wrap around and the municipal complex that was done. The area to the left is the area where (inaudible) was going to be doing the residential development. It was Rockefeller Development that was a partner with the city on the area. Miramar was able to tell the private sector exactly what to do. They had a pattern book. They had contracts. They knew where the buildings were going to do and they knew what they were going to look like because they owned all the land. And they incentivized the private sector by giving them the land to make the numbers work. You don't have that luxury in North Miami

and we'll address that in just a moment. The next picture is a wraparound garage in St. Louis and this is interesting because the garage is in the center and you have ground level retail and residential. And this garage services retail and residential in the downtown. I've next provided you with an article about project Prospect Park 2020, which is in a transit corridor in Minneapolis. And this article and six pages actually covers the key points to consider when you're talking about parking in an urban area. And when we talk about the commuter rail in a minute, this is an article that you should basically go to as a resource in the future. Next the last item there is a parking garage wrap where it discusses the fact that the restaurants are moving in because the tax increment is being used as an incentive to pay for the tenant improvements. And so another example of a garage which is not as stark as we've seen in many public garages because you're actually using a non-residential...excuse me a non-parking use tied to the garage. It's not quite as glorious as the one in Miami Beach where you've got a forest growing up on all four sides of the garage. But these are effective financially, viable alternatives. So again, and there is the Mayor conversing with our Transportation Expert as they walk down the Atlantic Avenue in Delray. And again North Miami and the idea is, the option of converting 125th from State to local control and what that will mean. Now again we're back to the question of, I want to see a picture. And you saw this as the demonstration of MOCA Plaza and what the current zoning would allow. So you got this and the current zoning would allow that. The question is, what will it take to make the numbers work to turn this into that. You've got the building across the street and you've got the façade grant treatment. This is the something the CRA is more than capable of doing and has done. The problem is, that it is spread too far, too thin so you don't see an impact because you've got scattered buildings. If you look at the map that's on the CRA webpage about where all the projects are, there are stars all over. And it hasn't had the impact of showing the private sector how committed you are to redevelopment activity. Right now you've taken the innovative step of going out for a competition for design for your public spaces in the downtown. And I was really pleased when I found out it was one of my current students that actually running this for you. And I was very pleased to find out that the City has hired the third of my student's full time to work here. So I'm very proud of the fact that you've recognized the students that come out of my program to help in a variety of everything from GIS to zoning. This is someplace that you've all talked about. This is City Place in West Palm Beach. There are no trees. There are no people. This is Macy's. There's nobody with a shopping bag and we need to think about what is North Miami and what is unique about North Miami. And we're not trying to create someplace else in North Miami, it has to be us. This is a kind of a place we're trying to create. Something that is something to scale, that is attractive, that gives people the idea that they want to come down. This is the example of a CRA in Cape Coral that does an art festival that over a two day period each year in January draws over 100,000 people. And what is one...when we say what is a leading edge issue? As far as planning is concerned, healthy living places and healthy eating. And farmers markets are taking on and garden plots and urban agriculture are becoming a 'in thing'. You've seen the patch in Dania Beach becoming very successful. You see Oakland Parks CRA actually going

forward and leasing individual garden plots for the residents on real estate that it owns on Dixie Highway just north of its new microbrewery. And you see the kind of mixed use projects that have residential above office space popping up all over the country, all over the City, all over Florida. This one on the west coast and in reality this is the kind of scale that would be appropriate for many of the areas, commercial areas in North Miami. This is one of the commercial buildings along Atlantic. And again there's the example of Misner Park. If you recall the old shopping mall that was there was torn down and they did something that was really unheard of at that time. They built the two parking garages on the south facing federal highway. The theory had always been you have access to the major traffic. They internalized the pedestrian access. They basically said, we're turning our backs to Federal Highway. It's like turning your back to 125th and saying we're going to have pedestrians accessing our retail in a safe and attractive manner. This is a proposed project that's been approved in Cape Coral. And what's interesting about the area on the left is that that's actually the wraparound of a parking garage. And so what you've done is, Cape Coral Parkway which is four and a half miles of a major transportation route bringing people to Fort Myers is the same as 125th. It's the same as Atlantic. And so the question is, how do you plan to provide an attractive plan for feet on the street. This is an article that actually discusses the NOMI-NO and NOMI-SO idea that we had talked about in 2006. A turnaround might be coming to Downtown North Miami literally. The concept is an effect to turn our backs to 125th and to focus on the side streets. And the agenda package actually has the pictures and the GIS work that was done for that. And I think it lists February 14th, 2006 agenda package where I pull this from. Again we've talked about DPAC, the Downtown Action Plan Advisory Committee and the importance of having committed stakeholders that are able to guide as much as your advisory committee. DPAC is an advisor to the City Council. Your CRA is not only dealing with downtown, your CRA Advisory Committee is actually for the entire CRA. So though we are focusing on downtown there are still housing issues and storm water and drainage and transportation and beautification issues that still have to be addressed as funding allows. This is the strategies that I talk about as I began my presentation where the task force of City Staff identified priorities of projects and identified who would be the appropriate one to implement these projects. And it was that last that the March minutes of the Advisory Committee show we discussed as being priorities. This is what's going to be further refined as the DPAC gets organized and the CRA is going to be looking at, what is appropriate for them. Again, the CRA were assigned exploring housing opportunities, targeting sites for parcel acquisition, targeting land acquisition and assembly, getting housing developers and then completing the business and retail inventory; the market study. And then this potential CRA involvement is to work with the City on what was appropriate in relation to the City Hall complex. And the development public/private that would go on there. The street scape improvements and a catalytic projects. And in looking at catalytic projects, we're trying to identify those things that the City of North Miami needs to have happen but also are important to the citizens of Miami-Dade County. And we all agree that everybody that lives in North Miami is a citizen of Miami-Dade County, a tax payer of Miami-Dade

County. But the real question is, what is it that would excite the County Commissioners to say yes. The increment that we pay under the trust fund should be focused on CRA projects in North Miami like they are in the blighted 13 other CRAs in Miami-Dade County. We talked about the train station. Now this is a brochure from 1958 when you had your new train station that was built just north of 125th on the railroad track and that's what your train station looked like in '59.

Board Member Galvin: It's actually in an episode of I Love Lucy too, by the way.

Mr. Schneidmann: So, I Love Lucy.

Board Member Galvin: The one with red hair.

Board Member Galvin: So we can You Tube it and play it for the next meeting. But this is what it looked it. Now, it's interesting because the State is actually looking at providing commuter rail back in South Florida. And as much as we say rail is never going to happen, we're talking about a different generation making the decisions. A generation that doesn't want to drive cars. A generation that doesn't want to live in Hollywood and go to work in Palm Beach County. And so what's happened is, there's actually studies that have funded and ongoing about using different locations along the railroad track in conformance with plans for providing the 'All Aboard Florida' but also commuter rail. And North Miami is one of the potential identified sites. And they've also talked about the kind of facility that would be a transit orientated development that would be the headquarters of your own mini bus operation. It would have office and it would have retail. And so they've got a glorious picture. But again the commuter rail service that is actually being planned is an 85 mile commuter rail service from Miami to Jupiter and it's going to be 20 to 25 stations linking 28 municipalities. And they anticipate 25,000 daily boarding's by 2016. And they're sharing the existing track and they've actually funded the project development stage by FDOT. So this is actually ongoing without City participation. But they're looking for the City to say, we put the station here. What are you going to do to help us plan the area that it's going to be located? They've got the route maps. They've actually done the strengths and opportunities, the weaknesses of the different locations along the way. They're looking at Johnson & Wales. They're looking at the fact that we are...that railroad station is downtown, is downtown. And though they seem to say in their studies that there's going to an exodus of people from North Miami, the people are going to get on the train station to go someplace else. The key responsibility for the City is to figure out how to provide the attractiveness so somebody from Hollywood is going to come here and work here. And whether we have a circulated bus that picks people up and takes them up and down Biscayne Landing or over to Five Points or whatever. But that's the responsibility of the City to work with the State to come up with a plan to maximize the opportunity for having a new train station. Again, they've looked at a future vision. They're going

forward and planning and we have to basically decide and our own City Staff has been involved in all this. But as the CRA Board, it's within the CRA is this, one of the projects where we should take the train station that we had which was just a shelter and turn it into a transit orientated development by somehow incentivizing and partnering with everybody. Can we provide classroom space for Johnson & Wales? What are the things that we can do to put partners together to build on that site? This article from the South Florida Business Journal, developers learn to ride the rails. Is about the developers that are actually looking at the sites for the train stations to make sure that there's proper zoning so that they can go forward and actually build the development. And so I actually kind of sped through the presentation because we got a little bit of a late start. But I think that we still have time for questions. And so at that point, I'll turn it over back to our Coordinator and our Chairperson, Chairwoman to see what other questions there are.

Chair Tondreau: First of all let me thank you and thank you also for all those articles that you have forwarded to me over the weekend. The more we're looking at this, the more real it's becoming. This is just amazing and I was looking at the railroad that was built before I was born.

Mr. Schneidmann: Probably before Leslie.

Coordinator Prudent: That's a long time now.

Chair Tondreau: And the opportunities, endless opportunities that we have in the City to make it happen. And the idea of developing a downtown, when we went to Delray Beach...the first time I went to Delray Beach after you recommended that we go and visit there, I was amazed. The first thing that struck me was that Atlantic Avenue from I-95 when we get to downtown. It gives you the opportunity to go straight or to go in through that bypass. And the way that the downtown expended itself. It's not only Atlantic Avenue. Because when I went there I got lost. And I kept on going west and then I went east, then I went north and I went south and it was all over the place. I couldn't figure it out until I actually find that Atlantic Avenue that takes me straight to where the action was. And the other day when I was talking about the north/south development, this is what mostly I was thinking about. Having the east/west but as the north/south development for downtown. For it not just to be a street in North Miami but to be a whole area.

Mr. Schneidmann: If you remember the Hyatt Place is two blocks north of 125th.

Chair Tondreau: Yes Coordinator.

Coordinator Prudent: Madam Chair, Board Members, the purpose of this exercise is really to clarify for us, for the possible projects that we can identify. To bring

to the County in the process of extending the life of the CRA. So first of all let me thank Mr. Schneidmann for his wonderful presentation, very detail. A lot of ideas, a lot of the same concepts that can adopted here in North Miami. And he did a wonderful job and we will thank him for that. The next thing I'd like to bring to your attention is, we have with us members of the CRA Advisory Committee. We had a meeting last night and I'm going to ask the Chairperson come up and perhaps give us the detail of what was resolved at that meeting.

Mr. McDearmaid: Mayor and Council, Mike McDearmaid, Chairman of the CRA Advisory Committee. We saw this presentation that Dr. Schneidmann presented here tonight in fuller version because time allowed. We had a great deal of discussion afterwards involving a lot of issues as far as zoning and expanding downtown. But the one resolution that everybody agreed on and was moved forward is that the CRA focus all its assets and all of its resources on Downtown North Miami. From the railroad tracks east of Five Points cause this is the center of the City. This is where everything can expand out from. And again there's a lot of issues that go with that as far as rezoning adjacent properties and etcetera. But the primary resolution last night from the Board was to, all the resources of the CRA rather than being disbursed needs to be focused on downtown and the railroad tracks to Five Points. Thank you very much.

Coordinator Prudent: Thank you. I see Mr. Each...Chief Each is here.

Chief Each: Madam Chair and members of the CRA, as Mr. McDearmaid stated we had a meeting last night and a great deal of discussion. I've been in the City since 1970 and I can remember when 125th Street was a vibrant, good street with full of commerce and people and we had nice restaurants and so forth and so on. And the (inaudible) kind of set in the '80s when we came up with this great idea that we shouldn't develop, we should keep this as a bedroom community and not build anything higher than four stories. We kept it as a bedroom community. I had the homeless sleeping under I-95 and 131st Street. And it just seemed to continue. We had an expression in the Police Department that this was the town that time forgot. And I've seen studies come and go. And you know I'll tell you, I am very excited about this, the CRA and what we want to do with downtown. We redevelop the downtown area and that will spread throughout the City. And now when we cross 125th Street by the railroad tracks, what do you see? You see an old gas station from the '50s and the '60s, and old Gulf station that was a dump. You look across the street and you see another gas station, another gas station. And we have a chance now to get a beautiful train station right there, a hub which we can grow from. We've got to plant the seed some place. You know I can come up with different ideas. I day dream at night. I can remember when I was up in Illinois in Chicago lower Wacker and upper Wacker where they built the city on top of a major thoroughfare. Or the East River Side Drive in New York where condo...actually probably then co-ops were built over the East River Side Drive. And I play with that in my mind, can we build over 125th Street our major street. Can we close it down? Can we

make it into two lanes going east and west? We need to have (inaudible). We need to bring people in. We need to develop our businesses. And collectively the CRA Advisory Board said look, let's concentrate our assets on our goals, on developing the business corridor of North Miami. Thank you very much.

Chair Tondreau: Thank you. Any other comments?

Coordinator Prudent: Madam Chair actually with the permission of the Executive Director, I think what with the recommendation of the Advisory Board last night, we may need to look at our current budget and make sure that we allocate our resources as is suggested to downtown redevelopment. So I don't know if we need a motion to do that? Or if this is something that can be on the next agenda? We can put an amendment to the...a resolution stating that fact at the next Board agenda.

Executive Director Johnson: Basically if I can Madam Chair and Board Members, when we presented the CRA Budget there were allocations for certain projects and programs. So if we're moving in this direction, the budget should mirror the vision of the CRA. So I'm recommending that it would be on the next agenda of course with individual follow ups so that you can see what areas of the budget and the amount of funds that it be allocated.

Chair Tondreau: Any Board Member wish to ask questions, comments?

Board Member Keys: I would just want to ask Mr. Schneidmann. You weren't here last month and we're getting ready to review our Downtown Action Plan. And I want to make sure that from what I heard over the years, was it anything identified as a City project could not then be...the CRA could not spend money on that City project. I don't know if that's accurate. But do we have to watch what we do with our Downtown Development Plan in conjunction with the CRA? Do we have to work together? Do we have to separate them?

Mr. Schneidmann: Well I think it's obvious that we can work together in a partnership because that's what most CRAs do and we're actually bringing the County in effect because they're helping us finance. And you know the legal answer I'll let Steve give in just a second. But the reality of it is, is that the City is responsible for things that are basic City services and the CRA can...you know like the New City Hall is a City responsibility. But in fact doing the improvements to the public realm that would incentivize the private sector, can be CRA responsibilities. We just have to watch because the statute in effect feels that it's not appropriate to fund those projects which are actually included in the City's Capital Improvement Program. And Steve I think can give you chapter and verse on the specifics.

Board Member Keys: I guess that's where I'm going. To make sure that any projects don't go in our City Capital Improvement Plan if we want the CRA to help fund it.

Mr. Schneidmann: Correct and I think that what the Staff Task Force is doing in creating that DPAC preliminary list with priorities and assigning them to the CRA or to the City. Is to make sure that there's discussion about all of them. And I think that currently there are issues with the street scape as to whether that's going to be funded by the CRA or the City in the downtown. And that has to be resolved. And then there's a question which you've talked about before about the resources that the CRA has to actually implement projects that are needed. If you're going to have a development coming online in the next year, does the CRA have the resources to do that and what happens if they don't. And where are the resources coming from? I know that one of your...Keith & Snares subcontractors is looking at the financing but we talked about the fact that there is a precedent for how the CRA can fund things when there's a shortfall of current available cash. Because the trust fund monies are not coming in quantities sufficient to pay for a project. And that is the example of the inter-local agreement the CRA entered into with the City for the first year. If you recall and I mentioned last month, the CRA started we had no trust...no money in the trust fund. I think I put a twenty dollar bill in the trust fund out of my wallet when I started the bank account. Bottom line is, is that what we did for the first year is, we had an inter-local agreement. We borrowed the money from the City and when the tax increment came back, we paid it back. And it was a first obligation against the tax increment coming in to pay back the loan. And so there's State grants, Federal grants, bank loans, bonds and there's always the ability to borrow from the City. And you can say that all relates to the City's own ability to be able to finance its own budget. But these are all issues that have to be dealt with. And it's just one option of how you go forward in the partnership to fund projects.

Board Member Keys: And when is it that we decide the TIF structure and whether we're going to keep all the income? We're going to keep the CRA the same way. And my specific concern is, through the years of TIF money from Biscayne Landing every tax dollar from Biscayne Landing for the next 30 years going directly into the CRA. It's a big concern of mine and we...I keep bringing it up. It gets brushed over. I'm not really getting the answer but I'm concerned. I think we need to reevaluate the TIF money coming from Biscayne Landing for the next 30 years.

Mr. Schneidmann: And the reality of it is, is that right now there is a formula that is part of the redevelopment plan. In 2016 the CRA unless there is an extension will sunset. And all of the tax increment revenue that would have gone into the trust fund from the City's payment to...for the increment of Biscayne Landing will go into the General Fund. And all of the County's tax increment that would go into Biscayne Landing...into the trust fund from Biscayne Landing would no longer come to the City but would remain in the County's General Fund.

Board Member Keys: But the question is, can we readjust it so...I'm concerned all of the CRA...I mean all of the Biscayne Landing TIF, I do not feel the CRA needs all of that TIF money for the next 30 years. I would like to see some of the money instead of going into TIF, go back into our City's General Fund so we can operate our City.

Mr. Schneidmann: I mean I think that when you redo the redevelopment and you go before the County and you ask for the amendment, you can ask for any kind of change in the TIF formula that you would like. The issue is the County's going to ask probably for the same percentage. And so you're talking about foregoing millions of dollars, multiple of millions of dollars of County funds. And then the real question is, how do you identify the projects that the CRA would fund that would benefit the entire City. Whether it's the transit station or incentivizing commercial development. Because once the CRA Trust Fund no longer exists and you go back to it and there's no longer a CRA. The five of you sit up there as City Commissioners and I hear exactly what I heard last month which was, I'm not going to do something unless there's money spent in my district. And so the money that would be coming from the trust fund and focused on the CRA or the downtown would be spread like peanut butter across the whole City and you would end up not being able to have the kind of mass commitment to incentivize a private sector to do the redevelopment. On the other hand...

Board Member Keys: My question hasn't been answered and...

Mr. Schneidmann: The question really is, you have the authority. The three of you have the authority...

Board Member Keys: Who's going to do that for us? Are you going to do that? Is Mr. Zelkowitz going to do that? Is Mr. Prudent going to do that?

Mr. Schneidmann: What is it that you would like? Would you like a formula...

Board Member Keys: I want a recalculation, a new formula for the TIF money in Biscayne Landing.

Executive Director Johnson: If I can just interject. What Board Member Keys, what her concern is, is that any movement upper vertical building is going to increase the TIF money.

Mr. Schneidmann: Any development.

Executive Director Johnson: Any development. And all of that money will be coming into the CRA. She is opposed to it coming to the CRA...all of it coming to

the CRA. She would want some of it to come into the General Revenue. The answer that you're giving her is, is that if you modify the plan to increase the...

Mr. Schneidmann: You decrease.

Executive Director Johnson: If you decrease it you're going to be...the City would get some money to the General Revenue but you will be losing millions as a result of that.

Board Member Keys: We're going to building a City of 6,000 units and commercial and we're not going to get a single tax dollar from those taxes to maintain in our General Fund to maintain services and the maintenance of the City, employees and everything else that goes with it. A few extra cops that the CRA can pay for is not going to help our City maintain the built up at Biscayne Landing. We're building an entire City 6,000 people at least are going to be living there. And we're not going to have a single tax dollar to help maintain that. So I'm just saying that and that's where I'm coming from. Thank you.

Chair Tondreau: If I understand the question is the reallocation of the TIF money. That's what she wants. She's wondering should 100% of the TIF money go to the CRA or should a percentage of it come to the General Fund of the City. Is that correct?

Coordinator Prudent: Madam Chair, I would suggest for the second, I will work with Dr. Schneidmann. We will put together a presentation of what it means if you do that. What it would mean for the City and the CRA.

Board Member Keys: Thank you.

Chair Tondreau: We would like to be educated on that so that way we know exactly where we stand.

Mr. Schneidmann: The reality of it is, it goes back to, what is it that you want the CRA to accomplish as far as being able to improve the taxable value within the boundary of the CRA.

Chair Tondreau: Would you mind making a presentation for us for the next CRA meeting so that you can educate us in what it means?

Mr. Schneidmann: Yes.

Chair Tondreau: Thank you.

Coordinator Prudent: And also we have to keep in mind that the County has to approve that. They have to go along with that.

Chair Tondreau: Do I hear a motion to adjourn?

Coordinator Prudent: Before we do we have a...

Chair Tondreau: Go ahead Madam.

Board Member Steril: Thank you Madam Mayor. From what I'm hearing Madam Keys this is a policy decision. It seems like we're asking either the Director or the Consultant to make the decision for us. Whatever that we want this CRA to be, that's what it will be. They can't tell us. They only can advise us what they think. But whatever that you want it to be, you need to bring it as a motion and discuss it. And then we'll take the decision up here. My other issue with the CRA, I'm hoping that we keep in mind that the CRA is not the Board that actually we're supposed to put together for the Downtown for a lack of better words.

Mr. Schneidmann: Action Plan, DPAC.

Board Member Steril: So while we take into consideration of what we want to do or the kind of project as I stated last time. The kind of project that we want to fund with the CRA money. But we need to understand that does it fit on our Action Plan for downtown. I know this one does but I'm just reminding you guys, we need to keep that in mind. Having saying that, I would rather that if...another question for your guys. I know that we actually voted on a form of payment for Mr. Schneidmann. Is that included in the \$5,000.00?

Coordinator Prudent: He is still under contract until the end of the month.

Board Member Steril: Okay so whenever that he comes and...

Coordinator Prudent: To the end of the month, I'm sorry.

Board Member Steril: Is that the answer?

Coordinator Prudent: He is still under contract until the end of the month.

Executive Director Johnson: We need to rush him to hurry up. He's dragging a little bit. I have to tell him that in front of this Board. He's going a little slow. I've had that discussion with him and we need to move this along. So Dr. Schneidmann, we need to move along and get this item to the County. We don't want to strain us out over two or three more months. We know what we want. We need to at least know that

you're having conversations with Miami-Dade County to get this item on the agenda to get it extended.

Mr. Schneidmann: All I need is the list of projects that this Board wants and I can go forward.

Chair Tondreau: Education, education, education.

Board Member Steril: And I think that what we have been doing in the past is that, we take our time and meet with the consultant. He'll tell us everything that we need to do and then we get one presentation. But instead of asking a question and one question turn out to be a presentation every CRA meeting. So we're going like years and years while we working on downtown and we need to...we need the CRA money to support the downtown. So we need to do it a little bit faster. If we have questions just call Mr. Schneidmann and ask the question and then get it over with.

Mr. Schneidmann: Please understand that my contract, I am basically the drafter of your redevelopment plan. I am basically the editor of the pieces that are required. I'm not an architect. I'm not an engineer. I'm not an economist. Those pieces were to be prepared by others to be given to me along with a vision. And so I can edit the tax and put in the materials. But I need to be provided with the materials in order to go forward. And so far I'm still waiting for the substance of materials. The vision of what it is that you want before I go to the County. I've met with the County Commissioner from this district to talk about his support. I know the two committees that we have to go to the County. I know the process. I've talked it over with Steve Zelkowitz. And we need to have the projects that we want to put in the plan and a budget for the costs of those projects in order to be able to get a hearing before the County to actually move the process forward.

Board Member Galvin: Madam Chairwoman, can we ask that Staff drive this train a little bit too. Because remember we only meet at best once a month. And we've got a multitude of other moving parts. I say this for the CRA and it would be the City too. We need the day to day paid leadership that pull in pretty good salaries to start taking ownership and moving things forward. And then if we don't like what we see, we can say maybe we can do this. But if you're waiting for us to just tell you day to day, then we might as well fire all of you guys and just let us take your salary and we'll come in here and we'll be here every day. You follow what I'm saying?

Board Member Keys: I second that.

Board Member Galvin: But in reality, don't want for me. It's time for Staff to start driving. You're here every day. Everybody's pulling a salary. And if we

see something we really just don't agree with, then we'll speak up. But otherwise we trust you guys to move the ball.

Chair Tondreau: Well in all fairness to the Staff, I know that they're very excited about the downtown. They are working very diligently to make sure that things are in place. I have to disagree with you on that. Although I would love to have their salary but they have been working and with a lot of enthusiasm. This is one of the things that make me believe that finally we're going to have something done. But Staff is there and I'm sure at night when they go home, they dream of that downtown. And everybody has that energy to make it happen. And they're good. I have to take the difference in that sense.

Executive Director Johnson: That's why on the 17th of this month we have a workshop. We will be putting together a DPAC committee who is going to help draw and drive that and come up with those projects in the budget for you.

Chair Tondreau: That's April at the same time. On the 25th of April as well at the Joe Celestin Center we're going to have a finance opportunity workshop. And it will be business loans, government grants, business counseling. Steps to open a new business, business plan writing. So we're going to have all types of people there to help you. If you intend to open a new business or if you already have a business and you're struggling with it. It's the place to be on April the 25th from 3:30 to 6 P.M. at the Joe Celestin Center. And we are partnering of course the CRA, Haitian American Chamber of Commerce and...can I put on my glasses? When it comes to small print I get stuck. Councilman Jean Monestime, NANAY, Bank of America, Tools for Change, (inaudible), Small Business Initiative, Senal Consultant Services, Popular Community Bank. They've been wanting to do something with us for the longest. Partners for Self Employment, Small Business Administration and South Florida Regional Council of Planning. So it is a wonderful opportunity for those of you who want to start a business and start a business right here in the City of North Miami. There are going to be wonderful opportunities as we develop the downtown. And those of you who are not onboard now, later on don't say you missed the boat because it's now or never. Do I hear a motion to adjourn?

Board Member Galvin: So moved.

Board Member Keys: Second.

Chair Tondreau: All in favor? AYE. Good-bye.