

Intracoastal Mall – Frequently Asked Questions (FAQ's)

1. What is the impact of the request to reconsider the actions at final adoption of the ordinances?

Reconsidering the actions at final adoption will undo the final adoption done on 11-20-20. As such, the ordinances were approved on first reading on September 24, 2020 and will need to be considered by the Commission for second reading/adoption warrant another meeting to consider the adoption of the ordinances.

2. Do we know what the economic impact will be?

A Fiscal Impact Study (FIS) was conducted by Lambert Advisory on behalf of the City. The FIS estimated the construction of the project will generate \$7.2 million in Impact Fees for the City, and upon completion and stabilization, an increase of the Ad Valorem Taxes to \$11 million per year. Based on the findings in the FIS, the estimated Developer Contributions to the project total over \$54,850,000.

3. Did the applicant consider further options to satisfy the multiple access point requirement?

The applicant satisfied the multiple access point requirement according to the City's Zoning Code and the Comprehensive Plan that require the development to provide for multiple access points. The comprehensive plan requires at least one east/west access point to and from SR 826, unlike the zoning code that requires more than one (1) access point providing direct east and west access to and from SR 826. When there are inconsistencies between the Comprehensive Plan and the Zoning Code, deference is given to the policies in the City's Comprehensive Plan.

4. Was a hotel included in the 2015 mixed use MU/EWF zoning ordinance?

Yes, a Hotel was envisioned for the district and permitted as a conditional use.

5. Have we included standards for the hotel to ensure a high quality?

Hotel Standards. Any hotel use developed within the Project shall be rated with a minimum of a AAA Three Diamond rating, which indicates comprehensive amenities, style, and comfort level, in order to ensure overall quality, range of facilities and level of hospitality offered in connection with this use.

6. Why does the project include a police substation?

In 2015, the City adopted Mixed-Use zoning regulations and required the developer to provide, or otherwise address per City direction, a police substation onsite.

7. Who is paying for the police substation?

The developer will be paying for the construction of an on-site police mini-station or substation office consisting of up to one thousand, five hundred (1,500) square feet of unimproved office space (the "Police Substation"). The Developer and City shall enter into a separate lease agreement establishing the terms of occupancy of the Police Substation. Prior to the issuance of a Certificate of Occupancy (C.O.) for the building in Phase I where the substation is located, Developer and City shall agree on lease terms for the police substation shown on the Master Plan. The lease shall: (i) establish the term of the lease agreement such that, at a minimum, it shall not be less than the term of the development agreement unless mutually agreed to by both City and Developer; (ii) establish that the city shall only pay common area maintenance fees typically charged to Developer's tenants and maintain insurance as required by the lease agreement; (iii) that any additional beneficial lease terms agreed to by the Developer between the County or the City shall be equally applied to both City and County; (iv) if at any time relocation is necessary, the costs shall be borne by the Developer and the same terms shall

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be made available to the City; and (v) any other terms mutually agreed upon between City or County, and Developer.

8. Explain the maintenance fees required for the substation.

The Developer and City will enter into a separate lease agreement establishing the terms of the maintenance fee. The agreement will require the city to pay the insurance, common area maintenance and other common assessments.

9. Should the project include a sports/youth complex?

This was discussed with Parks and Recreation and will be discussed with the Developer to consider constructing additional recreational features. These additional features may result in a reduction of the parks impact fees paid to the city.

10. Why are we not assessing the entire park impact fees to the project?

We are not assessing the entire park impact fees to the projects because the Developer is required by code per section 24-58.7 (o) Development Approval conditions to construct six (6) acres of publicly accessible open space and waterfront property anything above this the Developer shall pay the Park Impact Fee associated with the Project to the City in accordance with Article XVII of the Land Development Regulations (2020). In the project proposal, the Developer is exceeding the required levels of service for park activities.

11. Explain why the Texas U-turn is not a viable option

Staff undertook an analysis of the City's Comprehensive Plan polices and city code as they relate to the potential encroachment into the natural areas and into Oleta State Park by the Texas U-Turn or Flyover lane design options presented by the Applicant. The City's Comprehensive Plan and city code policies would prohibit the proposed Texas U-Turn design that encroaches into the Oleta State Park and conservation lands. The Conservation Element of the Comprehensive Plan requires the protection and enhancement of natural features, particularly, the mangrove areas, which are the most sensitive lands in the City.

12. Can the revenues attributed to this project be dedicated to benefit areas well beyond the project boundaries?

Revenues attributed to this project can be placed in the General Fund and used for benefit areas well beyond the project area.

15. What are the public benefits and fiscal impact benefits of the project to the City?

The FIS estimated the construction of the project will generate \$7.2 million in Impact Fees for the City, and upon completion and stabilization, an increase of the Ad Valorem Taxes to \$11 million per year. Based on the findings in the FIS, the estimated Developer Contributions to the project total over \$54,850,000.

Job Creation

- Existing Conditions: 633 retail/office job
- During Construction: 11,800 temporary jobs
- After Redevelopment: 2,700 permanent jobs

Summary of Public Benefits

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REQUIRED BY CODE PER SEC. 24-58.7(O) DEVELOPMENT APPROVAL CONDITIONS	ESTIMATED COST
<ol style="list-style-type: none"> 1) Public Infrastructure and Streetscape Assessment and Funds 2) Fire Rescue Station. 3) Police Substation. 4) Six (6) acres of publicly accessible open space and waterfront promenade 5) Multiple access points, including to and from SR 826 and traffic mitigation on NE 35th Avenue. 6) Streetscape improvements 	<ol style="list-style-type: none"> 1) \$900,000 2) \$1,800,000 3) \$750,000 4) <i>Included in overall Development Cost.</i> 5) \$7, 500,000 6) <i>Included in overall Development Cost.</i>
ADDITIONAL CONTRIBUTIONS	ESTIMATED COST
<ol style="list-style-type: none"> 1) Relocation and Improvement of Existing Lift Station 2) Extension of Existing Gas Line 3) On-site Community Center 4) Dredging Canal into the Site for Additional Public Open Space 5) Premium Transit Shelters with Digital Displays, Wi-Fi Access 6) Public Art 7) Hiring of Local Workforce Coordination with City HR Dept. 8) Maintenance of Onsite and Streetscape Improvements in Perpetuity 9) Guard Houses & Neighborhood Entry Feature 	<ol style="list-style-type: none"> 1) \$1,000,000 2) \$800,000 3) <i>Included in overall Development Cost.</i> 4) \$35,000,000 5) <i>Included in overall Development Cost.</i> 6) \$100,000 7) N/A 8) <i>Included in overall Development Cost.</i> 9) \$500,000

16. What is the feasibility of including a basketball court?

Basketball court was not included as part of the staff review, but it was discussed at the last meeting. In our subsequent meetings with the Developer, they are assessing the request to be constructed near the proposed community center.

18. What is the impact to the city of a 30-year agreement vs a 20 year (or shorter period)?

The City typically approves a 30-year developer agreement and has for several recent projects. A 30-year agreement ensures that the developer is obligated to the fire station, police station, parks, maintenance and other conditions and public benefits they are providing beyond our current codes.

19. What is the validity of the traffic study?

The traffic study was conducted by the applicant’s traffic engineers, using modeling standards used within the industry. The City’s traffic engineer, the Corradino Group, reviewed the applicant’s reports, reviewed revisions and supplements and accepted the proposals submitted by the applicant.

20. The 2015 approval offers some residential/non-residential entitlements. How much of a difference is being proposed by the applicant?

The City’s Comprehensive Plan and Zoning Code allows the MU/EWF zoning district to include 2000 dwelling units and 2.5 million square feet of non-residential space. The Developer is proposing 2000 dwelling units and 575,000 square feet plus a 250 room hotel of non-residential development. This is a reduction of almost 1 million square feet of non-residential space permitted on the property.

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21. What are the traffic mitigation strategies proposed by the City's traffic consultant

- *The addition of the signalized intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway/NE 36th Avenue. The proposed signalized intersection will operate as a continuous green T-intersection*
- *The addition of one (1) southbound left-turn lane, the addition of one (1) additional southbound right-turn lane,, the addition of one (1) eastbound left-turn lane, and the addition of one (1) receiving lane to the west leg of the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway;*
- *The addition of one (1) eastbound left-turn lane at the intersection of SR 826/NE 163rd Street and NE 35th Avenue;*
- *The elimination of the exclusive westbound left-turn lane along Frontage Road at NE 34th Street;*
- *The intersection of SR 826/NE 163rd Street and NE 35th Avenue is proposed to be modified to remove the eastbound partial continuous green T-intersection as well as the exclusive pedestrian phase;*
- *The reconfiguration of the intersection of SR 826/NE 163rd Street and NE 35th Avenue to include signalized eastbound through and left-turn lanes, signalized southbound left and right-turn lanes, and signalized westbound through and shared through/right-turn lanes;*
- *The addition of pavement markings, a 10-foot shared-use path, and a buffered bicycle lane on NE 163rd Street westbound fronting the site; and*
- *The addition of crosswalks on both the east and west sides of NE 35th Avenue at NE 164th Street.*
- *In the event that the Applicant, after good faith efforts, does not receive the approval from the Florida Department of Transportation for the construction of the preferred alternative for NE 163rd Street and NE 35th Avenue, the Applicant shall submit to the City a revised alternative plan, with traffic study, for review and approval by the City, that maintains or improves upon the level of standards as originally proposed.*