

# 37 Years MIAMI TODAY

WEEK OF THURSDAY, OCTOBER 22, 2020

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**BUS RAPID TRANSIT HAS INSIDE TRACK AS EAST-WEST CORRIDOR DECISION DAY ARRIVES, PG. 9**



**UNEMPLOYMENT SOARS:** Miami-Dade's unemployment rate jumped in September to 13% from 8.1% in August, according to figures from the US Bureau of Labor Statistics. The new high figure was second-worst among the state's 67 counties. Only Osceola County – home of Walt Disney World – was worse, at 13.2%. In South Florida, Broward County's September unemployment was 8.2%, Palm Beach County was at 7% and Monroe

County was at 5.9%.

**TROLLEY TALK TABLED:** Miami Beach commissioners plan to address next month the resumption of trolley services in the city, which were suspended in late March due to plummeting ridership and public health concerns in the pandemic. This item was originally scheduled for discussion at last week's commission meeting, and had already been deferred at the September meeting. Per the item, city administrators recommend resuming service at a reduced rate and with safety precautions in place.

**BRANCHING OUT:** Miami Beach commissioners passed without objection last week a comprehensive forestry plan to increase the city's tree canopy and species diversity over the next 20 years. The \$5 million plan, which is to rest on general obligation bond funds, aims to plant 5,000 trees to increase tree canopy reach from 17% to 22% of city area. It also suggests reducing the percentage of palms relative to the total canopy, as these decorative trees don't reap the same environmental benefits as other species such as oaks.

**PRICE-WILLIAMS RETIRES:** After 30 years of service, Miami-Dade County Attorney **Abigail Price-Williams** officially retired Tuesday to praise and warm wishes from every commissioner, Mayor **Carlos Giménez** and her replacement, **Geri Bonzon Keenan**, over a nearly hour-long farewell. Chairwoman **Audrey Edmonson** proclaimed Oct. 20 "Abigail Price-Williams Day" and presented to her – by Zoom – a crystal vase inscribed with a quote by former US First Lady **Michelle Obama**. "We got this because Abbie was the candy lady ... when we met in person, so I'm getting her something real huge and beautiful so she can continue keeping her candy in this vase," Ms. Edmonson said. Ms. Keenan said of Ms. Price-Williams, "Abbie embodies the qualities of kindness, laughter, generosity, respect and love – that's her superpower." Mr. Giménez said, "She's not just an exceptional lawyer, she's an exceptional member of our community." An emotional Ms. Price-Williams said she was grateful for the sentiments. "It's been an honor and a privilege to serve you," she said. "I've enjoyed it."

## THE ACHIEVER



**Sandor Scher**

Set to bring hotel, condos, retail to Beach's Ocean Terrace

The profile is on Page 4

## Candidates can line up for city job

By GABRIEL POBLETE

With the City of Miami's District 5 commissioner stepping down in coming weeks, the remaining four commissioners could soon choose who will fill the spot.

Keon Hardemon must vacate his seat Nov. 17 because he is running for term-limited county Commissioner Audrey Edmonson's seat. Mr. Hardemon, a Liberty City native, has been on the commission seven years.

District 5 includes the neighborhoods of Overtown, Little Haiti, Liberty City, Buena Vista and most of Wynwood.

On Nov. 18, a special commission meeting is to name someone to finish the term, which ends in November 2021. If commissioners can't agree on who will fill the seat, they can call a special election.

At the Oct. 8 meeting, Commissioner Alex Díaz de la Portilla started the conversation about filling Mr. Hardemon's seat, saying the commission should name someone. He said a special election would be expensive during this time, referring to the city's financial challenges resulting from the pandemic.

"Because we have so many important issues coming up, and the 100,000 or so people that live in city commission District 5 need to have representation in the decision-making process," he said, "we can't have a lack of continuity in government, we can't have four commissioners."

To be eligible for the position, an applicant must have lived in the district at least a year, and if chosen, would have to maintain residence throughout the term in office.

Applicants for the seat must submit to the city clerk by 5 p.m. Nov. 13 an affidavit of appointment, which must be notarized by the city clerk or deputy clerk; a Form 1 2019 Statement of Financial Interests; and a State of Florida Candidate Oath. While not mandatory, applicants can also submit a résumé and a loyalty oath.

Forms for the post can be found at: <https://www.miamigov.com/CityClerk>

## Developers set to battle for West Dade deal

By JESSE SCHECKNER

Miami-Dade is in talks with multiple companies that want to develop up to 44 acres at and around Dolphin Station in West Dade. While details are sparse as the county's bid solicitation process goes on, the project's main champion is optimistic they'll lead to a deal.

"I've been trying to do this ever since I became a commissioner," said Jose "Pepe" Diaz, who last year sponsored an item calling for a bid solicitation for a mixed development near the station. "It's extremely vital that on the west end of Dade County that we have another transit-oriented community."

Transportation and Public Works Director Alice Bravo confirmed proposals are due soon but could not elaborate due to the county's hush rule barring communication about an ongoing bid. "But I'm hoping we can take an agreement to the county commission late this year or early next year," she said.

A draft Miami-Dade released in January shows the county wants proposals from "experienced developer with a proven track record of undertaking and successfully completing profitable, large-scale, multi-component, mixed-use developments."

Land targeted for development includes about 34 acres next to the new Dolphin Station, which in March opened at Northwest 117th Place in the unincorporated Beacon Lakes area and "optionally" 10 acres upon which the station itself sits "and/or the air space over the station."

Proposals will be scored based on financial strength and capability to secure financing, qualifications and past experience, project schedule, market/finance viability, project plan/development approach and financial benefits to the county and community.

"My dream is to have a transit-oriented community out there [like] what the Datan Center did for [the downtown Dadeland area]," Mr. Diaz said, echoing sentiments he expressed to Miami Today in January when asked about his priorities for the year. "When you can have a transit facility oriented with the community where people can live, work and play in the same area and ... go from one place to another, it's going to be a game-changer – an incredible game changer – for Dade County."

The \$17 million station's proximity to two major highways – the 836 and the Florida Turnpike – and location on otherwise undeveloped land "translates to high development potential," an October 2016 report by county

engineering consultant WSP said.

The report also said "considerations must be made" for several developmental obstacles, including the station's "significantly constrained" area, position on a Florida Department of Transportation right-of-way and nearness to environmentally sensitive lands, water drainage and wetland systems.

A development there should include:

- Three- to five-story buildings with "active ground floor use."

- A "cluster of mid-density apartment and office buildings" within a five-minute walk of the station.

- A park and open spaces system linking to the nearby Kitty Roedel Trail along Northwest 12th Street.

- A "series of passive recreation spaces" around existing and new stormwater detention ponds that will allow the site to be both a stormwater storage area and community gathering place.

"The Dolphin Station Urban Center District must deal with a severe space restriction due to the on/off ramps between [the Turnpike] and SR 836..." WSP personnel wrote. "Minimized restrictions on building orientation, open space requirements and setbacks would all support a dense district."

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## THE INSIDER

**DRAMA DEFERRED AGAIN:** A discussion on the best use for the ground floor of a city-owned parking garage in Miami Beach, originally referred to the Finance and Economic Resiliency Committee in July, now is to take place at the committee's November meeting. This item was also deferred last month. Miami New Drama, the resident company of the Colony Theatre on Lincoln Road, has asked the city to build out the bottom floor of the Collins Park Garage as a "cultural activation" site including a small theater, cafe and lobby for \$4.5 million to \$5.5 million.

**JUNETEENTH JUBILEE:** The holiday commemorating the declaration of the abolition of slavery, which took place June 19, 1865, in Galveston, TX, is to become a paid holiday for Miami-Dade employees, as commissioners Tuesday unanimously approved a directive by **Audrey Edmonson, Barbara Jordan** and co-sponsors **Dennis Moss** and **Jean Monestime**. Non-unionized county employees and those with bargaining agreements with the county that include provisions for Juneteenth will get a paid weekday off every June 19. If the date falls on a weekend, the county will observe the holiday the following business day. The move here follows others across the nation, including one by Santa Clara County in California last month and a decision by Ohio's Franklin County in June to replace Columbus Day with Juneteenth. "Although President **Abraham Lincoln's** Emancipation Proclamation became effective Jan. 1, 1863, and the Civil War ended on April 9, 1865, Texas remained rebellious following the end of the Civil War," the Oct. 20 Miami-Dade item said. "Juneteenth recognizes the day all remaining slaves were freed."

**MIAMI GARDENS ANNEXATION PUNTED:** A resolution that, if approved, would have directed Miami-Dade attorneys to prepare ordinances and interlocal agreements to aid annexation requests by the City of Miami Gardens won't be considered until new commissioners reach the county dais, as Commissioner **Xavier Suarez** punted the item to next month by invoking a rule allowing any item added to the agenda within four days of a meeting to be deferred without a vote. By then, Mr. Suarez, Ms. Jordan and other commissioners will be gone due to term limits, as will **Daniella Levine Cava**, who is giving up her seat for her mayoral run. Miami Gardens wants to annex 15.1 acres in the county's unincorporated area west of I-95 that abuts its city limits and contains 30 industrial and commercial parcels, six of which are vacant properties owned by the Florida Department of Transportation, a memo from Deputy Mayor **Jennifer Moon** says. Because no residents live in the area, county law requires no election to be held.

**BLACK DANCE:** As one of his last acts before vacating a seat he's held nearly three decades, **Dennis Moss** sponsored – and oversaw unanimous passage of – a resolution directing the county administration to establish a residency program at the South Dade Cultural Arts Center for "a dance company dedicated to the expression and appreciation of the many forms of Black dance throughout the world." Commissioners Tuesday and without comment approved the item, which states that "there is a dearth of public facilities that highlight the long history and culture of Black dance in Miami-Dade County." In addition to seeking out a qualifying dance company to celebrate styles ranging from the "tap dancing of **Bill 'Bojangles' Robinson** and traditional rumba of Black Cubans to the contemporary choreography of **Alvin Ailey**," the mayor's office is also to report on its progress in the effort in two months.

**WESTCHESTER CENTER HIKE:** The development of the nearly 12,000-square-foot Westchester Cultural Arts Center in Tropical Park will take a little longer – and cost a bit more. Miami-Dade commissioners Tuesday approved an amendment to the county's deal with architecture firm Zyscovich Inc. to extend the completion date of the project by 882 days, setting a new completion date of Dec. 8, 2022, and increasing the company's pay by more than 28%, from \$880,000 to \$1.1 million. The extra money will "cover additional professional services that have been identified as necessary for the project, such as special inspections as required by the Authority Having Jurisdiction (AHJ), scheduling consultant, additional design services to address the site conditions immediately to the east of the building structure ... and for the selection of furniture, fixtures and equipment including specialized theater equipment and replenishment of the reimbursable fund," a memo from county Cultural Arts Director **Michael Spring** said. The memo did not explain why those costs were not included in the original contract, which Zyscovich won through a competitive process in 2015.

**GETTING BACK ON TRACK:** Tri-Rail increased service to 46 weekday and 28 weekend trains serving Miami-Dade, Broward and Palm Beach counties starting Monday in the fourth schedule adjustment since the schedule was cut due to the pandemic. "Since the last increase in service a month ago, we have continued to see an upward trend in ridership," said **Steven Abrams**, South Florida Regional Transportation Authority executive director. "This increase will not only help accommodate workers for businesses that have recently reopened, but also holiday travelers as people start to plan their vacations." Now Tri-Rail trains are running at 92% of their normal 50 weekday/30 weekend train service.

**CORRECTION:** An article last week about delays in construction of a temporary bus terminal in Miami's Omni area errantly said an unsolicited proposal for a Miami-to-Miami Beach monorail by Malaysian casino company Genting and Chinese vehicle manufacturer BYD had halted progress. Genting and BYD's proposal was not considered and triggered the county's bid solicitation process, to which MBM Partners, a group led by Meridiam, the company behind the PortMiami tunnel, was the sole respondent. Genting is a minority partner in the group. BYD was barred from participation after the county prohibited Chinese companies from the bid request process.

# Interactive public kiosks returning to Miami Beach focus as windfall

By KYLEA HENSELER

Miami Beach commissioners this week were to take another look at adding interactive kiosks to Lincoln Road and other high-traffic areas.

Commissioners began exploring high-tech kiosks in 2017, a commission memo states, but tabled the idea the next summer after soliciting bids from contractors, stating the project was premature.

Now, the city's Finance and Economic Resiliency Committee is again planning to discuss the matter, which was referred to the committee in September after tech company IKE Smart City sent the commission a new proposal earlier this year.

The goal of the city's initial 2017 request for proposal, the memo said, was "to assist residents and visitors by providing key information on shops, services and transit in the surrounding area while providing a source of revenue for the city." As such, the administration solicited bids for a company to create such kiosks, and received five in March 2017.

An Evaluation Committee, it said, ranked Smart City Media and Orange Barrel Media as the top two proposers that December.

The commission shortlisted both



Kiosk by the proposer elsewhere.

companies for continued consideration, the memo said, and allowed them to present their plans at a July 2018 meeting.

However, "following presentations from the firms and substantial deliberations and input from members of the general public," the memo said "the City Commission declined to accept the City Manager's recommendation to award a contract for digital media displays."

At the time, the memo states, commissioners considered the technology "untested" and decided it didn't make sense to install new kiosks on Lincoln Road before un-

dertaking the Lincoln Road Master Plan to revamp the street.

IKE's proposal notes the commissioners past concerns about installations being "premature."

"Since (2018)," it said, "IKE has installed several interactive kiosks in Coral Gables, and was recently awarded the right to install over 100 kiosks throughout Miami."

According to the proposal, IKE hopes to pre-pay the city \$1 million to install 30 kiosks, an expense it expects to regain from advertising revenue. The installation, it said, will be at no cost to Miami Beach.

"After kiosks are installed," the proposal concluded, "IKE will share 40% of net revenues with the City. Under the proposed contract, the City is projected to receive between \$1,500,000 and \$2,000,000 annually, and between \$30,000,000 and \$40,000,000 across 30 kiosks over the 20-year term."

Notably, Miami Today reported in September, the Lincoln Road Master Plan may be re-written to eliminate the mass removal and reconstruction of sidewalks, which was part of the original plan.

Removing this piece of the plan, said Tim Schmand, executive director of the Lincoln Road Business Improvement District, would save the city money and be less disruptive to recovering local businesses.

# 4000 Alton Road luxury condo aim shrinks in height but spreading out

By KYLEA HENSELER

Developer Mast Capital has hopped another hurdle in its pursuit of building a luxury condo complex at 4000 Alton Road – though it won't be the structure that was initially imagined.

Miami Beach commissioners voted last week to pass three amendments regarding the project on first reading, with the condition that the city's planning board review it again before second reading in November. The developer's most controversial request, a petition for height relief, has been dropped after community controversy and a 6-0 planning board rejection in August.

The three amendments now on

the table address setbacks on the property and the use of a triangular parcel adjacent to the building that Mast Capital plans to acquire from the Florida Department of Transportation. The state has already approved the sale, City Planning Director Tom Mooney said, and the amendments passed on first reading would simply rezone the land to match the designation of Mast Capital's current land there.

The third amendment, if passed in November, would change building setback requirements on the back and sides from 34 to 50 feet on the rear and 37 to 40 on the sides to 10 to 15 feet for both. This measure, Mr. Mooney said, would not affect the size of the building's footprint but would allow developers to move it further from Talmudic University next door. A representative from the school spoke at the meeting in favor of this request.

The building is now being proposed as 85 feet high, in line with current zoning. In August, developers were requesting height relief for a 140-foot structure, and original plans suggest the very first design called for a 290-foot-tall building, Miami Today previously reported. However, the reduction in height plans resulted in a wider building that would need the additional setbacks.

While commissioners noted that the proposal's most controversial aspect has been dropped, they still voted to send the project back to the planning board Oct. 27 for an advisory opinion before taking it up for second reading next month.

"We're in a very uncomfortable position," Commissioner Michael

Gongora said, "because we're reviewing something very different than what the planning board rejected. The request for additional setbacks is the new issue. I'd feel more comfortable with that going back to the planning board."

While some community members still spoke out for and against the project, Commissioner David Richardson noted that he received far fewer emails from constituents after the added height request was dropped.

The luxury complex, Miami Today reported in August, would feature residential units averaging 1,200 square feet for an average price of \$1.2 million.

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*'We're in a very uncomfortable position because we're reviewing something very different than what the planning board rejected.'*

**Michael Gongora**





# 18-story Edgewater-Midtown residences wins city backing

BY JOHN CHARLES ROBBINS

A mixed-use residential development is being proposed for the area where Edgewater meets Midtown in the City of Miami, and not far from Wynwood.

Called 27 Edgewater, the planned 18-story building would rise at 2728 NE Second Ave. and be home to 108 dwellings.

The project by developer 908 Group Holdings LLC was recently reviewed by the city's Urban Development Review Board and unanimously recommended for approval.

The entire building would be 198,572 square feet and include a parking pedestal to hold up to 177 vehicles. The plan also calls for 4,600 square feet of commercial-retail space.

Miami 21 zoning requires at least 10% open space, or 2,680 square feet, but the developer is planning on 24.3% or 6,525 square feet open.

The property is comprised of three land parcels on Northeast Second Avenue, bound by Northeast 28th Street on the north and Northeast 27th Street on the south. The site is about a block west of Biscayne Boulevard.

Attorneys Ethan B. Wasserman and Marissa A. Neufeld represent the developer.

In a letter to the city, Mr. Wasserman said the project will contain 108 multi-family apartments and ground-floor commercial space.



108-multi-family apartments and commercial space are planned.

"One of the Project's essential programmatic features is the rooftop amenity and pool deck, which take advantage of sweeping City views," he wrote. Corwil Architects Inc. designed the project.

Ms. Neufeld spoke to the board during its meeting and said, "Sometimes garage screening is seen as somewhat of an afterthought. This is a unique feature of this building."

That proposed screening façade on the pedestal was described in a prerecorded video shown to the board by Albert Cordoves, one of the founding members of Corwil Architects.

The inspiration for the art

treatment on the garage screening is the location of the project, so close to Edgewater and the Wynwood Arts District, he said.

The screening will express a waters theme and mix in the dynamic colorful treatment of Wynwood.

The screening will be a wave pattern of curving aluminum ribbons, said Mr. Cordoves. The design will allow natural light and ventilation for the parking levels, he said.

Board member Ignacio Permy said, "Very nice presentation. When I first saw these renderings, it clashed a little bit, but hearing the concept I think it will work very well."

*'Sometimes garage screening is seen as somewhat of an afterthought. This is a unique feature of this building.'*

**Marissa Neufeld**



Ms. Neufeld said the color scheme was going to be teal, but they now plan an "orangey-red" to better represent Wynwood.

Mr. Permy responded, "I think you've done a great job. I look forward to seeing this built."

Board member Fidel Perez called it a "pretty nice project."

Chairman Willy Bermello praised the project design. He mentioned appreciation of the color and suggested even more of a splash of colors.

"If you were in other parts of the city, I would not even suggest it, but here (near Wynwood) urban walls are part of the mosaic of the landscape."

"Instead of Sherwin-Williams gray (on the upper levels) why not make the whole thing look like a piece of art, not just the base?" said Mr. Bermello.

Ms. Neufeld said, "We can explore introducing other colors throughout ... We can definitely explore that with staff."

As part of the motion to recommend approval, Dean Lewis offered a recommendation for "a stronger push on three dimensional aspects" of the façade.

The developer is requesting waivers, including:

- To allow up to a 30% reduction of required parking for a development within one-half mile of a Transit Oriented Development (TOD) or one-quarter mile of a Transit Corridor.

- To permit, along a primary frontage and a secondary frontage, parking above the first story to extend into the second layer along the frontage, if an art, glass, or architectural treatment of a design approved by the planning director, with the recommendation of the review board, is provided.

- To reduce the required drive aisle width from 23 feet to 22.

- To allow a 10% decrease in the side setbacks above the eighth floor. The property is narrow, which presents a challenge in trying to locate all the required features within the footprint of the building.

- To allow substitution of one commercial loading berth for two residential berths.

# Lummus Eye, sporting events eyed for Miami Beach park

BY KYLEA HENSELER

The massive London Eye Ferris wheel is known around the world... could a Lummus Eye be next?

Whether it comes in the form of a carnival ride, artsy architecture or frequent sporting events, Miami Beach officials are eyeing a plan for year-round activation at beachfront Lummus Park.

According to a resolution passed at last week's commission meeting, city staff will have until December to put together a plan for the park with the help of a pre-approved outside firm, which will be chosen through a request for proposals process.

Commissioner Steven Meiner, who sponsored the item, said he is hoping this plan will provide a set schedule of activations for 2021 – though Covid complications might prevent many early events.

The goal, the item said, is "to implement positive family-friendly activation of the Lummus Park/Ocean Drive/Beach area 365 days a year for both kids and adults to enjoy, which could include a Ferris wheel, a carousel, cultural exhibits, concerts, sporting tournaments and food."

The activations, Mr. Meiner said, will be a combination of everyday activities and special events like art shows or beach volleyball tournaments. Hopefully, he said, providing year-round entertainment will bring more economic activity for local



*'It's an idea I've had for a number of years. I always thought opportunity was there.'*

**Steven Meiner**

business and increase public safety in the area.

Three firms, he continued, were pre-approved by the city earlier this year to produce special events and will receive a request for proposals to work on the Lummus Park plan.

Los Angeles-based Tom Bercu Presents, the firm behind Pride Miami Beach, is one company on the table. SWARM Inc., which presented Wynwood Pride and the Super Bowl LIV Team Arrivals, has also been pre-approved, along with IDEKO Productions, which has produced events and shows for Nike and Alicia Keys.

The pre-approval process,

which ended in July, consisted of a request for qualifications from cultural programming and event producers and led to four proposals from a total of 5,199 notified companies, according to a summer commission memo.

"The purpose of the (process)," the memo said, "is to proactively prequalify firms so that proposals can be expedited when the need for an event producer is identified."

Planning to activate Lummus Park, Mr. Meiner said, fit perfectly into the commission's plans for re-imagining the city's Art Deco Cultural District/Mixed Use Entertainment District.

"It's an idea I've had for a number of years," he told Miami Today. "I always thought opportunity was there. When Mayor Gelber sponsored the item to re-imagine (South Beach), I thought this was the perfect time to implement family-friendly activation (at Lummus Park) year round."

Before a Sept. 17 workshop on the district, Mr. Meiner said he created a Facebook post about the Lummus Park idea that garnered significant attention. Outreach from businesses and cultural organizations, he said, quickly followed.

Activations such as the London Eye and Santa Monica's Pacific Wheel, he said, inspired the item. Many Facebook commenters lauded the idea of some sort of activation, though many questioned whether it should be in the form of a carnival ride, art

installations or stage area like the North Beach Bandshell. A few suggested any amusement ride would be "tacky," and some said Lummus Park should remain untouched altogether.

The city's General Obligation Bond, Mr. Meiner said, already has a tranche dedicated to the park that could be used for activations, and Commissioner David

Richardson noted that a master plan concerning Lummus Park infrastructure and lighting was already underway.

Mr. Meiner said he plans to remain very involved in this, and that city staff will take into account the suggestions of an outside firm, local organizations and city commissioners in the planning process.

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# Sandor Scher moves forward to redevelop Ocean Terrace...

For almost two decades, Sandor Scher's Claro Development has advised on more than 100 projects in over 60 cities, adding nearly 2,500 hotel rooms in South Florida and, according to firm figures, delivering more than \$750 million of hospitality, commercial and historic restoration development.

His entrée into real estate came through a restaurant startup that over 6½ years opened more than 100 dining establishments nationwide. Mr. Scher, the company's first employee, found his calling on the real estate side of the business.

"I was taught by some of the best individuals at the time," he said. "When I left the firm, I was director of development—an incredible ride."

He founded Claro while in New York City but relocated with his wife to Miami in 2003. From there, he said, it's been one project after another, all by word of mouth.

The first major hotel projects Claro led were The Standard and The Raleigh Hotel in Miami Beach in 2004. Both were for Greenfield Partners, an equity fund with which he'd formed a relationship, and renowned hotelier André Balazs.

Since then, Claro has been involved in many notable projects on the beach, including Costa d'Este Beach Resort & Spa in Vero Beach with Gloria and Emilio Estefan, Faena Miami Beach and Shelborne South Beach.

In 2014, he formed a second company with business partner Alex Blavatnik called Ocean Terrace Holdings to redevelop Miami Beach's Ocean Terrace neighborhood with hotel, condo, retail and public space pieces.

The project is overdue for the area long in need of revitalizing, he said, and it will help to spur similar developments nearby.

"The Ocean Terrace neighborhood needs a project that is a catalyst for the entire North Beach area, and one that's dynamic enough that it brings the entire community together and works as an anchor for areas immediately adjacent to it, like Town Center," he said. "They also would love to have a hub with some energy that's more in line with today's Miami Beach."

Mr. Scher spoke by phone with reporter Jesse Scheckner.

**Q: What are your responsibilities at Claro Development?**

**A:** Working with our team to make sure they're doing the best they can for our clients. That means working with them on providing leadership on projects, managing risk, applying my experience and knowledge to help them see risks before they become something we don't have answers to.

It's helping them find answers to difficult problems, being part of their communications to clients to ensure they have confidence that it's not just a person from Claro they're dealing with but a whole team and a principle behind it—a peer of theirs who can help solve problems and make things happen.

**Q: How do you split your time between Claro Development and Ocean Terrace Holdings?**

**A:** It's very fluid. In terms of running two companies, the main thing I've done is set up infrastructure at Claro and Ocean Terrace that allow me to effectively do both.



Sandor Scher is simultaneously directing Claro Development and Ocean Terrace Holdings.

## The Achiever

### Sandor Scher

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Personal Philosophy: "I've never met a problem that didn't have an answer."

At Ocean Terrace we have a separate team and office—a separate financial team, vice president of development, associates. You have to invest in the infrastructure so that you truly have two separate companies that function independently.

The synergy is that Ocean Terrace as a developer has a tremendous need for project management and ownership representation, and Claro provides that. So, everyone works closely, but they're distinct entities.

**Q: What has been the history of the Ocean Terrace neighborhood in which you're working?**

**A:** It's lacked any new development for 35-plus years. The lack of attention from both the commercial and city side has led it to where it is.

There are some bright spots in the neighborhood, and we've tried to be part of that. But the current state is an area that in many ways doesn't serve the residents of Miami Beach that live in the immediate area. It's more a place for transient-type people.

**Q: What are the major elements of the Ocean Terrace redevelopment project?**

**A:** Bringing in a hotel with a tremendous amount of energy and connection with the community and that's a real destination.

It's bringing in high-quality local retail to make it a destination for people who live in Miami Beach and are looking for places

to congregate and have a good feeling about what the overall area brings, similar to Sunset Harbour, a very community-oriented local retail area.

Then it's being part of the community by having some incredible residences that will dramatically upgrade the area. That residential community is so lacking right now.

**Q: The project was estimated to cost \$220 million in 2018. Has the cost changed since?**

**A:** It's increased dramatically, but the project has also grown dramatically as well. We are now building a five-acre public promenade. It'll be one of the largest and most expensive public improvement projects a private developer has undertaken in Miami Beach history.

The hotel and residential components have also expanded.

**Q: Where is the funding coming from, piece by piece, and have any parts of construction costs been affected by the pandemic?**

**A:** Ocean Terrace is a partnership between myself and Alex Blavatnik. We have some great partners in Synovus Bank and City National Bank. They've been part of this development a long time.

As for construction costs being affected by Covid, coming back to Claro Development, we're regularly buying hundreds of millions of dollars of construction, so we have a good pulse on the market.

We're seeing some meaningful decreases in some of the pricing we're getting back—nothing earth-shattering, but something in the 5%-6% range since Covid hit.

**Q: Who are the project's other main players?**

**A:** Our architect is Luis Revuelta. Our landscape architect for the public promenade is Raymond Jungles. Our landscape architect for the project is Enzo Enea. Those are really the main players.

Our land use attorney, who's been incredible, is Neisen Kasdin from Akerman. And Matthew Barnes from Akerman is also great.

**Q: Ocean Terrace Holdings in August filed suit against Miami Beach over a conflicting interpretation of the floor area ratio of parts of the project. Can you move forward with construction during the suit?**

**A:** No. We need to resolve this so that we can know what the square footage is for the project we're designing.

**Q: The Ocean Terrace project includes turning two existing hotels into one redeveloped hotel and adding another "boutique" hotel. In light of the pandemic and its potentially lasting effects, are you and your partners contemplating changing the project to reflect possibly lower hotel room needs?**

**A:** We haven't. The hotel product on Ocean Terrace is so unique in that it's directly part of a development where there's local retail and residential. It's unlike any other hotel product on Miami Beach.

Being that it has that uniqueness and that it'll have so much vitality and local inspiration, which travelers are yearning for, makes us well-positioned.

Travelers want to go where the people who live in the city they're visiting spend time. They don't necessarily want to go to the most touristic and commercial place. They want to go somewhere authentic, an energy created by Miami locals. This hotel will be uniquely positioned to deliver that.

**Q: How has the pandemic impeded the project? Has it set back your schedule?**

**A:** Sure. Between the world being shut down, hearings being canceled and people being unavailable, whatever the things you need to get done—all that has an effect.

We're still in the middle of it now, so it's hard to say how much it's been set back. One of the biggest issues of delay for us is our lawsuit with the city, the issue for which predates the pandemic.

That has to resolve before we can move forward, but certainly Covid has been a factor for everyone.

**Q: What are the needs of North Beach, which has generally been left behind as Miami Beach has changed?**

**A:** North Beach needs a combination of things. It needs new developments that create high-quality, market-rate housing. There's a tremendous shortage of it in North Beach. That has a real effect on the overall area.

North Beach needs better options for retail and restaurants. It needs customers who use them to live there. North Beach needs more destinations, more improvements to its parks and public spaces.

There's been a lot of talk about it, but the execution's been slow. North [Shore] Open Space Park is an example. North Beach needs the kind of attention South Beach has gotten for decades.

Your words were well-chosen. North Beach has been left behind.

**Q: What do you see as North Beach's future? What's your vision for the neighborhood?**

**A:** That we're able to execute on Ocean Terrace and we're able to see the Town Center developments get built. The Town Center developments are all about high-quality, market-rate housing.

They've got new hotels and retail planned. With that, combined with Ocean Terrace, which will be a world-class destination, the future of North Beach can be spectacular.

Our policymakers have done a lot in the last few years to finally listen to the development community. Everything that's happened in North Beach that is a perceived benefit to development or a


  
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# ...bringing Miami Beach neighborhood hotel, condo, retail

win for progress has been so hard-fought.

The people who deserve the credit are developers on the ground who have the resilience and persistence to keep figuring out a way forward against all odds. All that hard work will bear tremendous fruit for North Beach.

**Q: Transportation is a big issue in South Florida and certainly in Miami Beach. As a developer, what transportation and transit solutions do you see as being the best fit for the area?**

**A:** To continue to find ways for people to not need to get into their car. That's a big part of the North Beach Town Center and Ocean Terrace districts' development plan in that you can walk out your door and everything you need is right there.

Encouraging development that doesn't necessarily require parking and takes into account people's vehicle usage has dramatically changed and will continue to do so will be a huge help.

**Q: Is the "live, work and play" model the future for local development projects in Miami-Dade, and is there a perfect example that you see as the best one to follow?**

**A:** Sunset Harbor is a great example of an area that evolved – it certainly wasn't designed that way – as developers saw an opportunity to create something great there. That's become truly a neighborhood.

Off the beach, there are areas all over Miami – Wynwood, Brickell City Centre or anywhere that's under the new code of Miami. They really seem to be focused on urban infill development that's not car-centric. That's great to see.

**Q: What other areas here in the county do you see as ripe for redevelopment?**

**A:** I'm so focused on what we're doing at Ocean Terrace and with all our projects I'm doing at Claro Development, I don't really have a good gauge for what's the next place. But I'm in the middle of one of those places now.

**Q: Is your market at Claro more domestic or global, and at what economic levels?**

**A:** We have overseas clients who are investing in the US and are choosing to invest in South Florida, so it's very global.

Miami is a gateway city.

The size of the projects we're involved in now range from \$20 million to about \$80 million. Those are pretty significant investments in South Florida.

**Q: Describe your management style. With which responsibilities are you more hands-on, and where do you delegate?**

**A:** I try and be a great coach, leader and mentor for my team. I try to make sure I learn as much from them as they from me. I'm very hands-on with what we're doing, and I have very high standards for the work our team does.

However, I also count on them greatly and therefore do delegate quite a bit, which is necessary. We're 16 people at Claro, so it requires a high level of delegation and trust.

I've also looked at it from a management perspective to create a support system around our employees. I like to make sure they feel fully supported, that there's people they can turn to besides me to get their work done and their questions answered.

I'm a demanding person. I expect excellence from everyone here, but I also go out of my way to make sure the human side to working together is a huge part of our culture here, that they know no matter what's going on in their lives that they know they'll be supported.

**Q: What's the best piece of advice you've gotten in your professional career?**

**A:** Make sure that the people working with you know how much you appreciate them. When you're extremely demanding and have high standards for the work happening around you, people need to know that the umbrella over it all is that you're there for them – that you support and love them and make sure they're not focused on the wins and losses, that this is their home and they can feel safe to take risks.

If people know they're truly appreciated and that there's trust in the relationship, they're more willing to go the extra mile. It helps them grow as professionals. If you don't take risks, you don't grow.

**Q: Of which three of your civic engagements are you most proud?**

**A:** I'll start with my pro-bono work through Claro with the Overtown Youth Center, helping them with the budgeting, entitlement and design for an expansion that includes a new facility.

They're doing nothing short of saving lives. The work that the Mourning Family Foundation is doing, their vision, is so inspirational.

We talk about this internally all the time, my team here. The sooner we get this building built, the quicker they get up and running and the community feels that impact from day one.

Unidad, we were involved with that for years with Victor Diaz to get the building built and really becoming part of the culture of that organization.

For us on an annual basis, through Ocean Terrace, to be such a huge part of their senior meals program and provide the funding we've been able to is incredibly moving.

It's hard to say which ones I'm most proud of. Helping the Sabrina Cohen Foundation with its planned accessible beach, playground and recreation center for the disabled has meant a lot on a personal level.

My father has multiple sclerosis. He was an avid swimmer in college. Had a building been available to us as a family when he was still able to take advantage of it, we would have spent a lot of time down here.

I'm pulling for her to get the money raised so we can help build that building. It's a concept right now. Sabrina once said in reference to detractors of the project, "If you want to tell me that I can't do something, just watch me."

The other one I'd say is a toy drive we do every year through the Miami Beach Police Athletic League and Ayuda, a nice, touching event. We get all the development community in North Beach, raise a bunch of money and all these kids come. That's really special.

I like being in the community, being there, feeling that energy and touching the people. I go with the Miami Beach Police Department. They pick six to 10 families a year, and we hand deliver a

full Thanksgiving dinner to them. That's a good one. You feel the gratitude.

They say the best gift you can get is to give.

**Q: What was the last good book you read, and what is your favorite book?**

**A:** The last good book I read, I picked it up for my son. But I just read it again. I remembered how much I liked it the first time – "The Invisible Man" by Ralph Ellison.

My favorite book – it's kind of a goofy answer, but my kids enjoyed it and there's a lot we can learn from it – is "The Lorax" by Dr. Seuss. I'm passionate about the environment.

**Q: What do you consider your greatest achievement?**

**A:** In early 2019, my identical twin brother went from being a competitive triathlete who did 140-mile races – a next-level kind of guy in terms of that stuff, a father, a businessman, very successful – had a serious health situation.

So, from February to June, I basically checked out and told Ocean Terrace and Claro, "You guys are going to be OK. You'll figure it out."

When I resurfaced – I was in touch here and there but not much, just asking a few questions here and there – everything was in pretty good if not very good shape.

At Ocean Terrace, we got our development agreement signed in July, and the runup to getting that signed is massive amounts of lobbying, commission meetings, cajoling and negotiations.

It's a complex document, hundreds of pages long. It was all teed up, but I wasn't there to bring it home. The same thing at Claro. We had a lot of projects and hotels we had to get open for the season.

Both of those teams did such a great job without me. Looking back on it, it gave me the perspective that I'd built two organizations that were able to be successful without me being there on a day-to-day basis.

When, literally without any warning, I needed to step away for many months, the trains still ran. That's something I feel really good about.

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MIAMI-DADE COUNTY



# MIAMI TODAY

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## In the real world, pandemic precautions can't be optional

One reason Covid-19 cases are spiking despite the care most of us are taking to slow the spread is that an alternate universe somehow co-exists with us that doesn't believe in taking the same precautions – or any at all.



Michael Lewis

We all knew these people exist because we've seen them on national news. But until last week I had never spoken with a Covid denier. Now I have, and I know how hard it's going to be to change their minds to get them to voluntarily take basic precautions to protect the rest of us.

We had a home appliance repaired. As the repairman arrived, wearing a proper mask, we put on our own masks as we would with anyone entering our home in order to protect our visitors.

Don't bother, he told us, because he

doesn't believe in all that virus stuff. He wouldn't be wearing a mask himself, he said, except than his company requires it.

We told him that just the day before, a funeral had been held for one of our good friends who had died of the virus. How can he say it isn't real?

"How do you know?" he asked us sharply. "Can you prove personally that it was the virus that killed him?"

We replied that the widow had told us that was the cause of death, and the doctors had told her. But we had no first-hand proof it was the virus that killed him.

He then proceeded to tell us that 90% of the deaths attributed to the virus are not real. He'd learned that on social media.

Then why, we asked, were medical professionals saying the thousands of deaths we all know about are from Covid-19?

It's because doctors and hospitals get paid extra if their patients die of Covid-19, he said. So they just say it's the virus, but it's not. They're only in it for the money.

He didn't want to talk much more about his beliefs, he said, because the week before he'd been thrown out of a customer's home for saying the same kind of thing.

If that earlier customer had also mentioned a personal Covid-19 loss, only to be told it wasn't the virus at all but some lie by the medical establishment in order to make more money, could you blame him for ordering the denier out of the house?

I'm not big on castigating others for their beliefs. In the news business we meet people who believe almost anything. Some of them must be right about something.

But unlike some of our elected officials, I don't believe basic medical protections that can and do affect the health of others should be optional. And their use certainly can't be based on the beliefs of an alternate universe where today there is no pandemic and it's all a conspiracy.

The day the repairman visited us, Florida had had 744,988 cases of Covid-19 and a daily increase of 3,356, with 15,736 total deaths and 141 more that day. The repairman believes nine out of ten of these never happened – and he lives his life accordingly.

Each Friday night, he told us, he has a group over to his home. He doesn't believe in wearing masks, and it's a good bet that none is worn as they sit close together

watching movies. That's a recipe for spreading a disease that is killing more of us every day – including some of us who try to take precautions.

How hard can it be to wear a mask, stay out of big groups, social distance and wash hands? That's all we're asked to do to slow the spread of a pandemic.

But if this young man thinks everyone is lying and that a pandemic doesn't really exist, he's not going to comply unless his employer tells him he must – and then only during working hours.

People have a perfect right to be wrong, but not when it harms the rest of us. If he wants to believe that space ships have landed on Brickell Avenue, let him. But allowing each of us to decide whether to follow the precautions that protect the public health of everyone else is just as crazy – and infinitely more dangerous.

We are seeing clearly a new spike in Covid-19 cases across this nation, not just in Florida. When are our officials going to stop pretending that each of us has a right to decide individually what measures we are going to take to protect our neighbors? What universe do they live in?

## Responsibility to maintain bay's health falls on us

In August 2019, the National Oceanic and Atmospheric Administration released a study comprising 20 years of data on pollution that reveals we are at risk of losing Biscayne Bay. The study shows that from 1995-2014, 80%-90% of seagrass had been lost throughout the bay.



Darwyn Kelly

Fast forward – on Aug. 10, 2020, Biscayne Bay residents were distraught at what they witnessed, and even more disturbed by what they smelled. Thousands of floating fish carcasses were seen washed up along the shores of northern Biscayne Bay and Morningside Park, a sight leaving many residents perplexed about what led to such a tragedy.

"The water ran out of oxygen. Fish and wildlife need oxygen. The nutrient pollution coming from septic tanks, storm water run-offs, industrial waste, and the use of fertilizer that spills into the bay all contributed to the fish kills," said Rachel Silverstein, executive director of Miami Waterkeeper.

"These nutrient pollutants feed algae – resulting in algae blooms. When it's too much bacteria, algae uses up all of the oxygen – leaving fish with not enough oxygen to breathe," she said.

The potential dreadful implications that stem from this crisis should sound the alarm for residents and elected officials.

"The South Florida economy is built on high-end real estate and rapid tourism. If the bay goes south, the economic loss will be devastating," said Todd Crowl, director of the FIU Institute of Environment.

"Clean water is what makes Miami Miami. If we lose Biscayne, we lose a lot of value from a recreational, cultural and economic standpoint," said Ms. Silverstein.

The bay has experienced decades of neglect and mistreatment. The recent fish

### The Writer

Darwyn Kelly is a graduate student in real estate development and urbanism at the University of Miami School of Architecture.

kill demonstrates that this ongoing negligence is nearing its culmination. We must help the bay restore its balance because we are the ones causing the imbalance.

Nutrient pollutants are stemming from multiple sources. Mr. Crowl suggests we "find out where all the pollutants are coming from and fix the infrastructure around it."

The major culprits are industrial waste, use of fertilizer, storm water run-offs, and outdated and malfunctioning septic tanks.

"People that live along the canal are putting fertilizer on their lawns which spills into the canal that meshes into the bay," said Chris Langdon, professor of marine biology at the University of Miami.

"There needs to be an enforcement structure. The state needs to establish a nutrient concentration criteria – if over, certain regulations that would trigger fines for those who violate," he said.

Ms. Silverstein advocates for storm water retrofits to address the storm water run-offs. Storm water retrofits will slow down and lower the amount of runoff, and clean it up before it enters streams and lakes.

Many homes in Miami-Dade are not connected to the sewer system. They are connected to septic tanks that spill into the ground water and leak into the bay.

"56% of properties are not connected. They are not working properly due to sea level rise. You need two feet of dry ground of bottom around septic tanks and water tables and sea level rise has taken that away," said Ms. Silverstein, who advocates for septic-to-sewer conversions and sewage upgrades.

As the county begins to transition from septic tanks to sewer conversions, Mr.

Crowl suggests it create a "comprehensive map of septic systems" that will allow it to identify which communities are still running on septic tanks – therefore, the county would know where infrastructure improvements are needed.

2020 caught many of us by surprise. Nonetheless, it is the year that our world and nation needs to take heed to the lessons that the world is trying to teach us – if we listen.

We have had an abundance of time to sit and reflect on our own lives and to reprioritize what matters most to us. As a country, we must learn to live in harmony with our environment and lose our sense of entitlement to earth. Life is a privilege.

Election day is swiftly approaching. We must realize the power of our voice individually and collectively and rise up.

"Local elections matter and they reflect your background. Do research on candidates' views and see if they align with yours. Consider candidates' environmental record," Ms. Silverstein said.

We must hold elected officials accountable for their promises, make sure their actions follow their words. Restoring the bay will take collective action; let them know how important this is to you.

At the end of the day, the responsibility of maintaining the bay's health falls on us. "Take personal accountability for our impact on the environment, reduce the use of single-use plastic, and avoid pouring harsh chemicals down the drain – they end up in the bay," Ms. Silverstein said.

Subscribe to the Miami Waterkeeper's newsletter and follow them on social media. They will inform you when there are opportunities to speak to elected officials and to partake in volunteer events.

Miami Waterkeeper also created "1,000 Eyes on The Water" program, that teaches ordinary people how to document and report pollution. The program is free and takes only 1 hour to complete.

The future is in our hands – what we decide to do today determines the world our children and grandchildren will inherit.

### LETTERS TO THE EDITOR

#### Recreate 1990s glamour for 'adult' South Beach

South Beach is known around the world for its night life. It's an adult playground, not a family-oriented destination.

What has changed is the type of people coming to the Beach. Gone are the movie stars and super models of the 1990s. What they need to do is recreate the South Beach and glamour of the 1990s, not close bars and nightclubs at midnight or 2 a.m. That will be like killing the goose that laid the golden eggs.

William P. Martin

#### Miami Beach isn't 'cool' with changes in tourism

I've lived on Miami Beach 20 years and run a production company for advertising and fashion shoots. My clients and friends used to love to come to Miami Beach, now they don't want to be here anymore.

Miami Beach needs to turn around quickly, Miami Beach is not "cool" anymore.

Usually tourism is good for any city but not the tourism Miami Beach is getting. Our tourists leave trash everywhere, destroy hotel rooms, drive scooters in unacceptable manners, consume alcohol irresponsibly and bring lots of crime.

Gerrit Kretz

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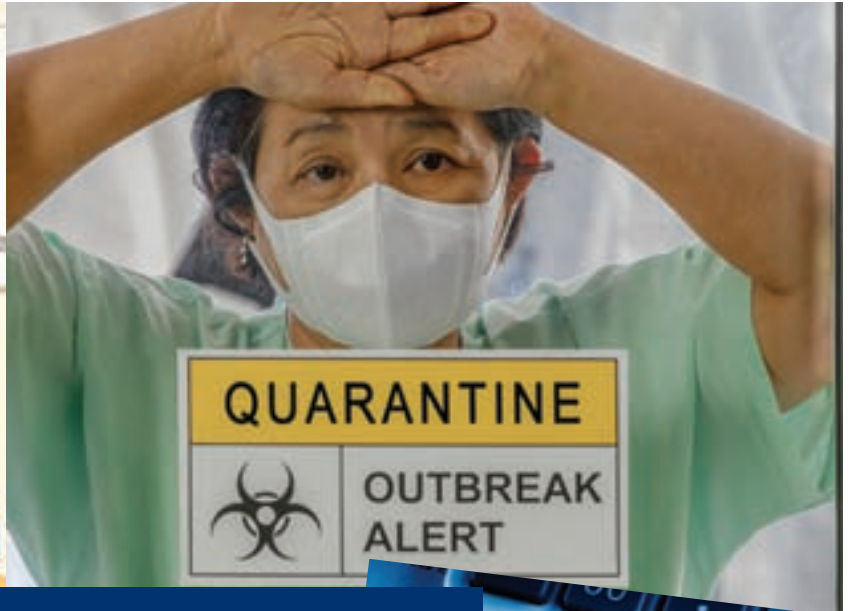
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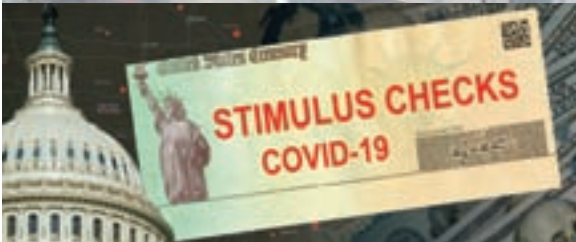
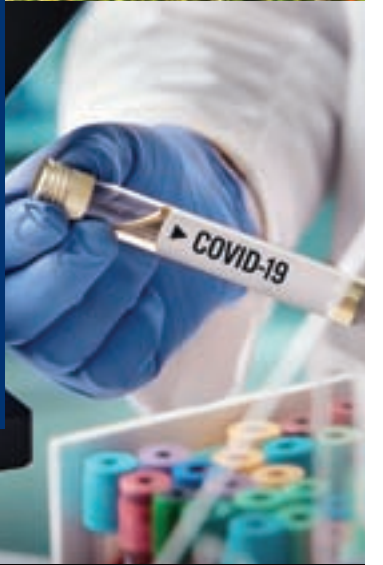
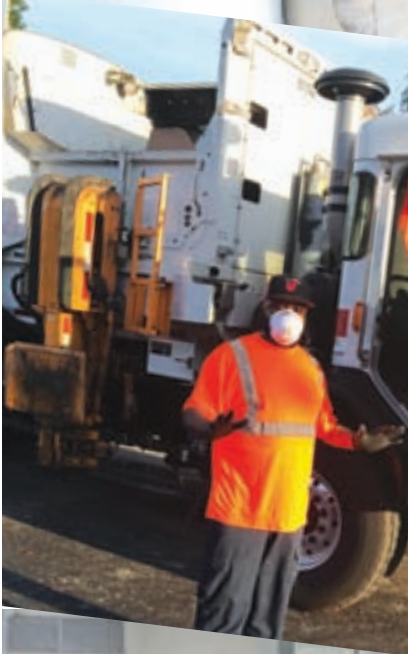
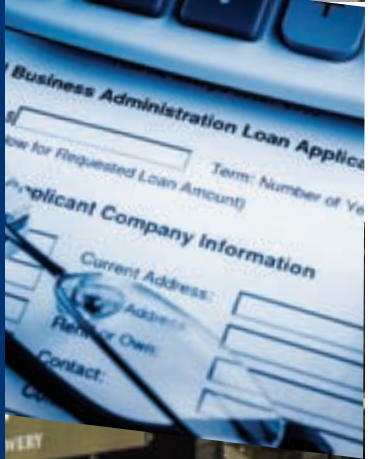
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## South Beach revamp gets cold shower

BY KYLEA HENSELER

Revamping South Beach's Mixed-Use Entertainment District is a top priority for Miami Beach commissioners, but two proposed planning-related ordinances with this goal in mind may be on the chopping block after being passed to full commission with a negative recommendation from the city's Land Use and Sustainability Committee on Tuesday.

The first, a proposal to remove a noise ordinance exemption for businesses from Ninth to 11th streets, proved controversial as community members and commissioners questioned whether it would hurt businesses without solving the problem.

As the ordinance stands, businesses on these blocks are exempt from the city's noise ordinance for eastward-projecting sound only — excessive noise to the north, south or west is prohibited. "The proposed revision," a commission memo said, "would remove the current exemption from the noise ordinance for live or amplified sound projecting eastward between Ninth and 11th streets, along Ocean Drive."

The second ordinance was a proposal to install an alcohol review board in the Entertainment District. While this proposal was met with negative feedback from most commissioners during a Sept. 17 workshop, city administration suggested it be continued to the next committee meeting so new ideas could be presented. However, citing a lack of political support for the board, Commissioners Ricky Arriola and Michael Gongora moved the item out of the committee and onto the agenda for the full commission with a negative recommendation.

Discussing the noise ordinance proved trickier, and many commissioners and members of the public suggested the noise issue may be a matter not for legislation but for enforcement.

Alexander Tachmes, an attorney representing Cleveland and The Palace, said the proposed amendment could put his clients out of business.

A representative from Mango's Tropical Cafe said part of the problem was poor code enforcement. Other businesses and cafes that are only allowed by code to produce ambient noise are actually much louder, she said, and enforcing code on these properties would solve the problem. Answering a request from another member of the community, she added that turning speakers inward towards her establishment instead of outward toward the beach would have a more detrimental effect, as this would broadcast music west toward neighborhoods instead of east toward the water.

Henry Stolar, who said he was a longtime resident of Miami Beach, also said that legislation that could put The Palace, an iconic gay establishment, out of business could be seen as a slap in the face to the LGBTQ community, though he said he did not believe this was commissioners' intent.

Mitch Novick, owner of Sherbrooke Hotel, said these businesses should confine noise to their own



*'I don't want to put iconic businesses out of business and not solve the problem.'*

**Ricky Arriola**

property. "The message that needs to be sent out," he said, "is 'The party's over, kids, go find another city to destroy.'"

"Look at the patrons who are there at The Palace," Mr. Stolar said, "do they look like people we need to keep away?"

Mr. Gongora and Mr. Arriola also questioned why the city administration was recommending this noise ordinance in the middle of the pandemic, noting that the businesses that would be most affected by it had ceased operations for months and yet the noise problems persisted.

"Most convincing to me," Mr. Arriola said, "is that we have had a controlled experiment for many months. The Cleveland, Mangos and Palace have been closed but we're seeing the same behavior." It wouldn't make sense then, he said, to suggest a correlation between these businesses and bad behavior. "I don't want to put iconic businesses out of business and not solve the problem," he said. "A lot of this is an enforcement issue."

Tom Mooney, the city planning director, said the thinking behind the ordinance was gaining control of the area and making all businesses "play by the same rules." This would not be the only measure, taken, he said, but one of many.

Mr. Gongora said this piecemeal nature of proposing legislation was concerning, and questioned what evidence from this year existed to support the measure. The city, he said, is in the process of developing a master plan for Ocean Drive, and taking steps such as passing this ordinance before a plan is in place is premature.

"Why would we pass this until we even know what we want to do?" he asked.

Commissioner Mark Samuelian said that while there are wonderful businesses in the area, the situation in the Entertainment District is "out of control."

"I feel like we have to take all the measures on the table," he said.

Ultimately, Mr. Gongora and Mr. Arriola voted to pass the ordinance on to the full commission with a negative recommendation. Mr. Samuelian dissented.

All three commissioners voted to add another item requesting city staff come up with a plan for increasing enforcement of violations in the area. Commissioners and residents alike stated that hawking, loud music from non-exempt businesses and a general "party in the street" atmosphere were contributing to the area's problem that would not be solved by the pending ordinance.

## Beach looks outside but hopes inside to replace its departing manager city

BY KYLEA HENSELER

Miami Beach will seek outside help in the search for a new city manager, but many commissioners are hoping internal candidates will apply.

On Oct. 7, current manager Jimmy Morales announced that he will step down next February after seven years on the job. At last week's commission meeting, city officials discussed the process for naming his replacement and settled on hiring a multinational consulting firm to help find the right person.

To kick-start the conversation, Mayor Dan Gelber, with the help of city staff, put together a proposed path forward, which commissioners worked from in discussing details of the process.

According to Mr. Gelber's skeleton timeline, the first step is to approve a process, and the next is to bring in a firm to assist the city. Then the firm and city would work together to determine job qualifications and specifications, and once applications start rolling in the firm could present commissioners with a proposed shortlist of candidates.

Importantly, Mayor Gelber said, there should be a method for commissioners to add candidates to the shortlist that multiple officials would like to see.

Finally, individual and then public interviews with possible candidates would take place before a decision is made.

While commissioners noted the need for a time-sensitive process, they agreed that finding the best fit was a top priority and should not be rushed. An interim manager, therefore, will probably be named to lead the administration in the meantime, Mr. Gelber said. This person, commissioner Ricky Arriola noted, should not be someone who is seeking the position long term.

The greatest point of discussion among commissioners was which type of firm should be hired — a "headhunter" firm that would ac-



*'This is a decision we live with for a long time, and we owe it to the community to leave no stone unturned.'*

**Mark Samuelian**

tively seek candidates, or a "recruitment" firm that would advertise and manage the process without contacting individuals.

While a "headhunter" firm would probably be more costly, Commissioner Arriola said, any extra funds would be worth it as the new city manager would hopefully serve 10 to 20 years.

"We want a top firm that will go out to the market and find out who the top candidates are," he said. "We will not know unless we engage the best of the best."

Commissioner David Richardson said using a "headhunter" firm could make the process take longer at a time when the city needs a strong manager sooner rather than later, and he noted concerns about financial considerations. Firms that seek out individual candidates, he said, often get paid a commission if someone they found is chosen. This, he continued, could provide an incentive for short-listing candidates that were "headhunted" over other qualified internal candidates or those the firm didn't "find."

Commissioner Michael Gongora noted that Mr. Morales was not found by any such firm, but that if outside help was used, qualified

Miami-Dade candidates should still be encouraged to apply.

"We should get the headhunter," he said, "and encourage everyone to apply. If we don't get who we want, we can open it up again. This is one of the best manager jobs in the country and we should make sure we get the best of the best."

Commissioners ultimately chose to go with a "headhunter" style contract, and directed city staff to shortlist two to three qualified firms, which commissioners are to choose from within a few weeks.

"We need a robust process," said Commissioner Mark Samuelian. "This is a decision we live with for a long time, and we owe it to the community to leave no stone unturned."

But, Mr. Gelber noted, this choice of firm shouldn't cause the process to take too long or discourage internal applications.

"I don't want the use of the 'headhunter,'" he said, "to suggest that we don't believe we have incredibly qualified internal candidates. We can say without question that we have qualified people. I also don't want to create a process that leaves us rudderless for too long."

Next year, he said, will be crucial as the city recovers from Covid while focusing on General Obligation Bond projects and an Entertainment District overhaul. An interim manager, commissioners said, may be prone to leaving big decisions up to the final hire.

One thing commissioners could consider, Commissioner Micky Steinberg said, is agreeing to be under a "cone of silence" for some period of time to prevent lobbying. According to City Attorney Raul Aguila, this step was taken during previous search processes for city managers.

Finally, Mr. Arriola noted, Mr. Aguila will also be retiring at the end of next year, and embarking on the right path now would set a strong precedent for the process of finding his replacement.

## Social media challenge boosts Wynwood

BY ABRAHAM GALVAN

As local businesses continue to adjust and reopen their doors after months of being closed, the Wynwood Business Improvement District has launched a #FortheWyn social media challenge encouraging visitors to safely come back to the neighborhood.

Running until Nov. 13, the improvement district is hosting a series of social media challenges on its @WynwoodMiami Instagram account with the #FortheWyn to promote foot traffic, highlight local businesses and increase overall economic development.

With a total of 12 challenges across four weeks, the #FortheWyn campaign will offer participants prizes from Wynwood businesses that include a month-long coworking space at Minds Cowork; a \$100 shopping spree from Frangipani; a month-long workout pass for Cross-Fit Wynwood; a spray-paint graffiti class led by the Museum of Graffiti, and many more.

"Since the beginning of the crisis, we have been working proactively to support businesses in

the neighborhood through a series of efforts that include our virtual series #WynAtHome and our outdoor dining program," said Albert Garcia, Wynwood BID's chairman. "The #FortheWyn social media campaign builds on these efforts, inviting hundreds of thousands of our social media followers to experience, celebrate and support our Wynwood establishments."

#FortheWyn will have a variety of challenges, where participants will have to complete specific tasks and post them on Instagram to quality, with winners being selected and announced by the BID.

"The idea behind this is to give folks who have been at home to re-engage with our cultural arts," said Allison Freidin, Museum of Graffiti co-founder.

The winning participant will get a free spray-painting class to learn control techniques and create their own art piece somewhere in Wynwood, she said. The challenge is to post a graffiti mural in Wynwood that they admire the most and explain why. The outdoor crash course, valued at \$100, is offered Saturdays at the museum, at 299 NW 25th St.

"The BID has really been the backbone of our neighborhood and we are excited to answer the call in however we can participate," Ms. Freidin said.

Minds CoWork, 114 NW 25th St., is offering a free working professional space or office for a month, valued at up to \$600. Participants will have to upload a 30-second business pitch or brand idea, said co-founder Juan Youssef. "We want to show our support to entrepreneurs who are trying to start a business during this time," he said.

Offering a \$100 one-on-one shopping experience, Frangipani retail shoppers will have to tag a friend and post an image of their home décor-corner, said owner Jennifer Frehling about her lifestyle boutique at 2239 NW 2nd Ave.

"Wynwood has taken a hard hit with the nature of how people spend time here," she said. "I'm just rooting for things to get better and show people that it's OK and safe to come out and shop ... they sometimes just need a little nudge."

*Details: [www.WynwoodMiami.com](http://www.WynwoodMiami.com).*



# Transportation

## Bus Rapid Transit has inside track for East-West Corridor

By JESSE SCHECKNER

After nearly three decades of studies, local transportation decision-makers are set—again—to choose a mass transit upgrade for a 14-mile commuting route linking West Miami-Dade to Miami International Airport and downtown Miami.

Today (10/22), the Miami-Dade Transportation Planning Organization Governing Board is to vote on a preferred transit mode for the route known as the East-West Corridor.

The board punted on voting in April, but the county recommendation remains the same: bus rapid transit (BRT), including three Metrorail-like elevated stations in the center of SR 836 and nine premium curbside stations on arterial roadways.

Estimated costs for BRT have since risen, but according to Commissioner Jose “Pepe” Diaz, whose district the corridor traverses, the plan being considered today is an improvement on past iterations and will better serve residents.

“It’s finally gotten to the place where it’s viable, doable and I think it’s going to work,” he told Miami Today. “When it started, it was in every freaking direction you can imagine. Now I’m proud to say people can be happy something is getting done to what they want.”

Connections in Doral, Miami, Sweetwater and unincorporated Miami-Dade include the under-construction Tamiami Station, Florida International University, Dolphin Station, Dolphin Mall, Flagami, Fontainebleu, Mall of the Americas, Blue Lagoon, Miami Intermodal Center and Government Center.

BRT beat Metrorail and commuter rail, the two other “build” options for the corridor, in travel time, cost, environmental impact and time to build, according to the most recent report by the Miami-Dade Department of Transportation and Public Works and consultant WSP.

The project would cost about \$418 million to build and up to \$25.6 million per year to operate and maintain once both construction phases end. In April, a different version of the plan estimated a roughly \$330 million build cost.

But the project would still qualify for federal Small Starts dollars to cover a third of construction costs. The plan assumes another third would come from the state. Miami-Dade would cover the final third and fund operations and upkeep with toll revenues.

Getting the project into the Federal Transit Administration’s Small Starts program “makes it a realistic alternative” for residents, Commissioner Eileen Higgins said earlier this year.



Her district also contains part of the route.

“Five years from now, we can say we have it,” she said.

But it could come quicker. From start to finish, county transportation personnel and WSP estimate that the project would take two to three years to build.

A Metrorail extension between the Miami Intermodal Center and Tamiami Station would cost about \$2.35 billion, up to \$48 million to run yearly and take six to eight years to build.

Commuter rail using existing CSX freight tracks from the Miami Intermodal Center and Dolphin Station and then a Bus Rapid Transit shuttle to Tamiami Station would cost about \$1 billion to build over four to five years and up to \$33 million per year to operate.

Despite also being the highest-ranked mode in terms of cost-effectiveness, the report still only ranked BRT “medium-low” in the category.



Viable, doable: Jose Pepe Diaz.

Phase one of BRT construction would cost \$265 million and consist of building out two BRT routes. One route would run between Tamiami Station at Southwest Eighth Street and 147th Avenue and the Miami Intermodal Center at Miami International Airport.

The other route would run between Tamiami Station and the Government Center Metrorail station in downtown Miami. Both would include three stops

between on the 836 at Northwest 107th, 97th and 87th avenues.

Phase two of construction would cost \$153 million and add one more route between the Miami Intermodal Center and Dolphin Station, a park-and-ride transit terminal at NW 117th Place.

In addition to the three 836 stations, other stops along the route include Mall of Americas, Northwest Seventh Street and 62nd Avenue, Blue Lagoon Drive and 60th Avenue and Northwest 57th Avenue and LeJeune Road, among others.

Covered stations on the 836 would feature level platform boarding, air-conditioned vestibules, safety lighting, information panels with arrival and departure information and barrier walls separating the bus lanes from regular vehicular traffic.

Riders would be able to access the elevated stations from below, similar to the way riders access the overhead Metrorail.

Curbside stations on arterial roadways would also have level platform boarding and air-conditioned vestibules, as well as mesh screening “for optimum ventilation and arts in public spaces,” the report says.

Dedicated transit-only lanes on the 836 would run both ways in the center. The county transportation department and WSP recommended a reversible transit-only center lane on Southwest Eighth Street between Tamiami Terminal and Southwest 137th Avenue, the same on Southwest 137th Avenue from Southwest Eighth Street to the 836, and dedicated lanes in each direction from the Mall of Americas to Northwest 52nd Avenue “in addition to existing lanes.”

Frequency on all three routes would be identical, the report says, with weekday services from 5 a.m. to midnight at 15-minute headways, Saturday service from 6 a.m. to midnight at 15-minute headways and Sunday service from 8 a.m. to 10 p.m. at 30-minute headways.

Travel time end-to-end, from Tamiami Station to the Miami Intermodal Center, would be 24 minutes – one minute faster than a Metrorail extension and four minutes quicker than the commuter rail/BRT shuttle option.

Earlier figures from the county and WSP estimated all three routes would serve between 9,610 and 10,680 daily riders. New estimates included in a slideshow to be presented to the transportation planning board today show that BRT on the corridor would serve between 7,000 and 11,000 daily riders.

The upgrade would also subtract about 25,000 to 31,000 daily vehicular trips on the corridor, the report says.

In contrast, Metrorail would serve 19,520 to 23,860 riders and take 53,000 to 65,000 car trips off the road every day. Commuter rail/BRT would perform worst, with just 6,630 to 7,290 riders and a reduction of only 16,000 to 19,500 car trips.

The East-West Corridor is the second-to-last route in the 2016 Strategic Miami Area Rapid Transit (Smart) Plan to be given a transit upgrade designation, following the South Corridor (“gold standard” BRT), North Corridor (elevated fixed guideway with a preference for rail), Northeast Corridor (commuter rail served by Brightline), and Beach Corridor (elevated rail or automated people mover).

Selection for the Kendall Corridor, for which BRT and Metrorail are also being examined, lags behind them all.

If the board chooses BRT for the East-West Corridor, the county expects federal approval by fall 2021 after required environmental studies and hearings end.





# Coral Gables scoots into lead in return of electric scooters

By ABRAHAM GALVAN

Since the county issued an emergency order halting all operations to avoid the spread of Covid-19, the City of Coral Gables is the first municipality to bring back electric scooters as a safe transportation alternative.

On Sept. 14, the ban was lifted, allowing Coral Gables to lead the charge in providing an alternative method of transportation for commuters to get around while continuing to promote social distancing, according to city officials. On Oct. 1, a fleet of 50 Spin electric scooters was launched and spread throughout the city, including popular destinations like Miracle Mile, Merrick Park and other metro areas.

“Scooters are another way to move people more efficiently and safely, and it helps to provide the ‘last mile’ connection to transit. Coral Gables currently provides a free trolley system connecting directly to Metrorail, and the use of scooters will serve as a second option for connection,” said Douglas Cobb, the city’s senior traffic engineer and mobility program manager. “We believe the benefits are many, as are the people that benefit, from downtown workers



50 Spin electric scooters are spread throughout Coral Gables, with 50 Bird scooters due soon to follow.

headed to lunch to visitors wanting to explore.”

In response to the pandemic crisis, Spin has increased the frequency in which its e-scooters are disinfected. Each scooter is cleaned by employees with disinfectant wipes or spray and a clean

towel at all major points of contact, said Nabil Syed, Spin e-scooters’ regional general manager for the Southeast.

“We also have disinfectants attached to the scooters for riders and upgraded them with antimicrobial hand grips. They are

clean before riders jump on them, but these protocols give riders a sense of comfort,” he said.

Last week, Spin was approved to expand fleets in the City of Miami with 381 scooters available in Brickell, downtown Miami, Edgewater and Coconut Grove,

Mr. Syed said. It will cost commuters \$1 to unlock and 39 cents per minute to ride with top speeds of 15 mph.

“We’ve received more vocalized feedback from Coral Gables with average trips of about 25 minutes,” he said. “Business owners are starting to request scooters to be placed in front of their establishments.”

Coral Gables will soon welcome an additional 50 Bird electric scooters, and city officials said they are open to expanding the fleet if the demand is there.

Scooter riders are welcomed and encouraged throughout Coral Gables, but city officials have designated No Ride Zones to protect pedestrians in specific areas. The No Ride Zones include Miracle Mile, the Granada Golf Course and Giralda Plaza. “It’s important to note that scooters may operate on Miracle Mile, just not on the sidewalks,” Mr. Cobb added.

The city is not collecting revenue from the vendors. This is a service for residents and visitors, Mr. Cobb explained. “Like the trolley and freebee, we want to offer as many sustainable transportation options as possible,” he said. “This is an ongoing project which was first approved in 2018.”

# Kendall Corridor solution drops 18 months farther to rear

By JESSE SCHECKNER

As many expected, Miami-Dade’s effort to upgrade six major commuting corridors across the county will end with the most confounding one: the Kendall Corridor.

And according to Florida Department of Transportation (FDOT) officials, a final study of the 11-mile route between the Dadeland North Metrorail station and Krome Avenue probably won’t be done until January 2023, a year-and-a-half later than originally expected.

The delay, said Daniel Iglesias, director of transportation development for FDOT District 6, stems mostly from additional county requests to more deeply examine another transit option for the corridor.

“We’re undertaking that right now,” he said.

That won’t stop progress or some decisions from being made, said project manager Nilia Cartaya, FDOT District 6 modal development administrator.

A critical step in advancing the project is the endorsement of a preferred transit upgrade by Miami-Dade’s transportation planning board. That, she said, is likely to occur “toward the last part of next year, maybe into 2022.”

Once that’s done, Ms. Cartaya’s team can further refine the study’s focus and begin working with federal transportation authorities to vet the project’s environmental aspects and qualify it for funding.

“Once we have that endorsement, we can right-size it to meet the needs of the corridor,” she said.

FDOT is studying five “build” alternatives for Kendall Drive (Southwest 88th Street). Two are for a Metrorail extension. Three are for bus rapid transit.

One Metrorail alternative would send elevated rail along the entire route. The other would see elevated Metrorail run from the Dadeland North station to Southwest 142nd Avenue, where it would continue westward at

ground level. Both options would create 10 new stations, a November 2019 FDOT report said.

The three rapid bus options include a solution in which the vehicles run along the corridor’s center and another that would use curbside service on dedicated shoulder lanes in some areas and reversible lanes elsewhere. A third option, which FDOT added later to the study at the county’s request, Mr. Iglesias said, would use only outside vehicular lanes. All three options would create 13 new stations, the report said.

The report also included a “milestone schedule” that anticipated construction on the project to begin in mid-2029, with revenue service starting in late 2032. That timeline depended on the county’s endorsement of a transit upgrade this year.

While the county’s selection of a preferred solution is still likely more than a year away, Mr. Iglesias said his team has already determined that the curbside-only rapid bus and elevated-only Metrorail options

are most promising.

Each of the front-running modes has pros and cons that should factor heavily into the county’s decision. Positives listed for elevated Metrorail in the 2019 FDOT report include high capacity, frequent service, no loss of road capacity, a direct connection to downtown Miami and no need to buy more vehicles, as the mode would use the system’s existing railcars.

Negatives include high cost — \$2.1 billion to build and \$25.2 million to run and maintain — as well as a longer construction timeline and “major” visual impacts.

Conversely, positives for curbside bus include a much lower cost — \$262 million to build; \$5.9 million yearly for operations and upkeep — as well as maintained curbside access to businesses and residences, high capacity and frequent service.

Negatives for rapid bus include a loss of roadway capacity, as one lane in each direction would be taken away from the three-lane thoroughfare, and vehicle lane conflicts, lane enforcement issues and traffic diversion to other streets.

In terms of ridership, it’s no contest. Elevated Metrorail by 2042 would serve about 31,200 daily trips, FDOT found. Curbside rapid bus would attract just 8,900 trips, of which only 3,400 would be new users of the system.

Metrorail could handle up to 90,500 riders per day, with peak morning eastbound and southbound trips taking 18 minutes and 17 minutes, respectively.

Curbside bus could serve up to 74,500 daily riders, running end-to-end during peak morning hours in 23 minutes each way.

The disparity between the two

is even starker by another metric: the potential reduction of car trips along the corridor due to the transit upgrade’s existence there.

While bus on dedicated curbside lanes would remove about 1,900 daily car trips from Kendall Drive, overhead Metrorail would subtract 6,500 trips, Mr. Iglesias said.

Both modes would adversely affect residential properties in the area. Rapid curbside bus would require 28 residential relocations. Elevated Metrorail would require 42 residential and 21 business relocations.

Curbside bus pulls far ahead in terms of cost effectiveness, a category so vital that, despite other disparities, FDOT personnel cited it in the 2019 report as a major reason they recommended that the county choose it over rail.

The cost effectiveness of curbside bus, as measured last year, was \$2.51 per trip. Cost effectiveness on elevated Metrorail, they wrote, is \$10.65 per trip.

There’s a lot to consider, Mr. Iglesias said. Kendall Drive features interchanges with three major regional highways — the Turnpike, Don Shula Expressway and Palmetto Expressway — that each act as natural dividers for the corridor.

Further, it has a robust mix of suburban residential development and major commercial areas, including Dadeland, The Palms at Town & Country, Kendall Village Center and hospitals, including Baptist Hospital.

“This is a transformative project,” Mr. Iglesias said. “The Kendall Corridor... has a big mix of everything, and of course there are limited options for expansion on the roadway because of the built-out nature of the corridor. Those make it challenging.”



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# 10 electric buses coming from California firm are for 836

BY JESSE SCHECKNER

Of up to 75 electric buses Miami-Dade is buying from a California manufacturer, 10 will be reserved for express service on the 836 and none will run on the South Dade Transitway being upgraded for “gold standard” bus rapid transit (BRT), a transportation spokesperson said.

County commissioners in October 2019 approved a contract with Proterra Inc. for up to 75 40-foot plug-in buses. At the time, they OK’d an initial 33-bus order, which cost \$29.6 million and included \$4 million for three charging stations. Another \$37.5 million may also go toward buying 42 more.

But because the Proterra ZX5 models won’t fit the 20-mile South Dade Transitway, known as the South Corridor in the county Smart Plan, another purchase of battery-powered buses is now underway.

“The technical specs and size for the battery-electric vehicles for the South Dade Corridor are different from the Proterra buses,” county transportation and public works spokesperson Luis Espinoza said



Photo by the Department of Public Works

Miami-Dade officials tested a Proterra electric bus this month. The county is buying 75 from the company.

by email. “The BRT vehicles for the South Dade Corridor will be procured under a different contract, which is currently out for bid...”

In June, commissioners signed off on a deal with the Florida Department of Transportation to split the \$9.5 million cost of buying 10 new e-buses for the 836 east-west express service linking Dolphin

Mall to Miami International Airport and downtown Miami.

The state’s \$4.7 million contribution will go toward paying Proterra, Mr. Espinoza confirmed, which the county expects to deliver the first ZX5 bus by June 2021.

“Then, [the Department of Transportation and Public Works] will test the vehicle and provide

feedback to Proterra so they can make any necessary adjustments prior to delivering the rest of the 32 buses,” he wrote. “Once all adjustments are made, delivery of the remaining 32 buses is scheduled to start January 2022. A total of 10 Proterra buses are scheduled to be placed into service on the State Road 836 Express bus route.”

On Oct. 7, Miami-Dade officials including Mayor Carlos Giménez, Transportation and Public Works Director Alice Bravo and commissioners Esteban Bovo Jr., Daniella Levine Cava and Eileen Higgins tested a prototype Proterra bus at the Vizcaya Metrorail station.

Mr. Espinoza said Monday that the prototype model was not a ZX5.

“The ones we’ll be getting will be different,” he said.

Over its expected 12-year lifespan, a zero-emission battery-powered bus will cut 1,700 tons of carbon dioxide, said the mayor, who has previously opined that more than half the county’s bus fleet should be electric by 2035.

It’s also quieter, more comfortable and can accelerate 150% faster than traditional diesel vehicles, he added.

Asked whether she anticipates complications from the pandemic to affect delivery of the Proterra buses or ongoing negotiations for South Corridor e-buses, Ms. Bravo told Miami Today, “I think it’s uncertain to say what the continued impact of the pandemic will be.”

# Miami strides to make Little Havana pedestrian friendly

BY GABRIEL POBLETE

Little Havana has been cited as Miami’s most dangerous area for pedestrians. But soon, the city could be adopting an ordinance aimed at improving pedestrian safety in the neighborhood.

City commissioners are slated to vote today (10/22) on a resolution directing the administration to develop an ordinance that would establish the Little Havana Pedestrian Priority Zone. The administration would then have to come back with the legislation in November.

The resolution, sponsored by Joe Carollo, follows a report this month that presents a path toward a more pedestrian-friendly Little Havana, especially near schools. The report was created by Miami-based planning firm MHCP Colab and non-profit organization

Healthy Little Havana for the City of Miami, with funding from the Health Foundation of South Florida.

During the report’s development, the organizations met with stakeholders and community leaders, including the city administration, Mr. Carollo, county Commissioner Eileen Higgins and the Florida Department of Transportation.

According to the report, Little Havana has the most pedestrian-involved vehicular crashes in the county, which it attributes to the high concentration of pedestrians in the neighborhood, aggressive drivers and the neighborhood being designed to be walkable. From 2012 to 2016, the area saw 293 pedestrian-involved crashes and 12 fatalities.

The plan proposes four pedestrian priority zones, all of which have schools within their boundaries. The zones would feature neigh-

borhood greenways, streets that have safer crossings, higher visibility and more shade.

The four zones would be:

- Citrus Grove Middle/Elementary, Northwest 18th to 23rd avenues from Northwest Sixth Street to Northwest First Terrace.

- Riverside Elementary, Flagler Street to Southwest Fifth Street from Southwest Ninth to 14th avenues.

- Riverside Park to Jose Marti Park, Southwest First to Sixth streets and Southwest Fourth to Eighth avenues.

- Miami Senior High School, Southwest 22nd to 27th avenues and Southwest Third to Flagler streets.

The city memo consists of several recommendations drawn from the report. Improvements to designated greenways include crosswalks with perpendicular curb ramps and warning strips, painted and striped park-

ing lanes, and making turns safer by either building a curb extension or painting lines that make for a tighter turn, which would slow drivers.

The memo recommends improving major thoroughfares that move traffic between local streets and arterial streets with crosswalks at all four crossings and curb ramps. Additionally, the plan calls for prohibiting right turns on red lights toward schools during school hours, improving pedestrian signals with a countdown, studying opportunities for mid-block crossings, and installing 25-mile speed limit signs on residential streets.

The report states the city should make the Little Havana Pedestrian Priority Zone a capital project.

Back in January 2014, the city created a Pedestrian Priority Zone for downtown.

# Aid on menu for restaurants that used delivery programs

BY KYLEA HENSELER

Miami Beach officials are hoping to deliver aid to local restaurants that have been affected by the pandemic and incurred expenses from third-party delivery programs such as UberEats, GrubHub and Postmates.

City commissioners are to review Oct. 28 a program developed by staff for aiding these businesses, and the administration hopes to roll out applications by Nov. 1 to be reviewed on a first-come, first-served basis until funds run out.

At a Sept. 29 budget meeting, a commission memo said, \$60,000 was allocated to assist local restaurants with delivery expenses. Over 600 restaurants, the item continued, could possibly be eligible for the proposed grant.

With limited funds, city staff are aiming to help around 10% of these businesses by capping grants at \$1,000 per restaurant and establishing eligibility requirements for businesses and reimbursable fees.

Rickelle Williams, the city’s



Freebee was among companies that feasted on restaurant delivery.

economic director, told commissioners at a committee meeting Monday that the goal of the program was to help small businesses and mom-and-pop restaurants, and that limits would be put in place to ensure that funds are spread to as many local restaurants as possible.

Only expenses incurred between March 12 and Oct. 31 will be covered, the memo states, and these expenses must be delivery

service fees from third-party services such as UberEats, DoorDash or others.

In a pre-Covid era, the memo noted, such services helped transform food delivery from a pizza-dominated landscape to a dream-come-true for foodies looking for all types of cuisine. During the pandemic, however, they became a lifeline for local restaurants barred from seating guests. However, the memo con-

tinued, this seemingly sweet deal turned sour as customers became increasingly reliant on delivery and continued to opt for ordering in over eating out. Fees charged by apps, therefore, have become a costly concern for small business owners in the industry, the memo said.

In addition to offering this aid to restaurants, it added, “the administration is exploring opportunities to partner with food delivery apps/companies to promote Miami Beach restaurants and increase patronage.”

At Monday’s meeting, commissioners challenged staff to make sure the grant program would help the intended recipients, and asked for language clarifying procedure in scenarios that could include a group of partners that own multiple restaurants.

If, for example, two partners own two restaurants together, Ms. Williams said, only one would be eligible for funding. Commissioners suggested these requirements be explicitly clear when the application rolls out.

“If any individual is the president/general manager/majority owner for more than one eligible business, the individual may only apply on behalf of one business,” the proposal currently states. “Note,” it continued, “this means that if one or more eligible businesses have an owner in common, only one of those businesses may apply for the program, even if the business(es) has(have) more than one owner.”

Commissioner David Richardson also said that franchise owners, who are excluded from the proposal, are sometimes small business owners and should be considered – though franchises owned by corporations should not qualify.

The current proposal states that eligible businesses must be up-to-date on taxes and licenses and not have any pending fines or litigation with the city. “Nightclubs, bars without restaurants, mobile food trucks or carts, restaurants within hotels and home-based businesses,” the memo said, are also excluded.



# Port dredging plans may rest on economic future of cruises

By JONAN MORALES

PortMiami continues to plan for more dredging, pandemic or not. As the coronavirus has plagued both Miami and the rest of the nation, there has been an increased focus on cruise ship travel and economic recovery.

Last year, Miami-Dade County commissioners authorized a three-year study. Now, after about a year and a half, US Army Corps of Engineers project manager Laura Reichold has an update on dredging work.

“There are two different types of dredging,” she said, “there’s federal dredging and operational maintenance. We’re looking at what’s happening in the next few years, and what we can do to maintain the harbor.”

The corps ran simulations using hydrodynamic models to determine whether widening the channels that vessels pass through would allow for faster shipping times, while keeping the ecosystem within the waters intact. That study considered the potential impacts dredging could have on the environment, wildlife, and life in the water.

In an effort to preserve the natural



PortMiami has seen periodic dredging. A draft of federal plans is expected in late 2021.

resources, the Army Corps began by coordinating with wildlife agencies including the US Fish and Wildlife Service. Now however, that focus has shifted a bit to the future of commerce on the waters.

“We’re evaluating the cruise ships from an economic standpoint, and the future of the cruise ship industry amid the pandemic,” Ms. Reichold said.

Environmentalists have been concerned for years about the damage dredging can do to environment, including to coral. Many were concerned about a deep dredging project several years ago that they said significantly affected the area around the port.

To address those concerns, the crews overseeing the dredging process are now

looking at the long-term effects of channel widening.

“When we look at deepening or widening the harbor, [we use] a projection of over 50 years,” Ms. Reichold said. “While the results may not be instantaneous, I’d say those effects are being evaluated. Right now, we have no results to share.”

But, she said, those results will come sooner than later.

“The public can expect a draft to be released to the public come mid to late 2021,” she said. “I can tell you we don’t have the current pricing on the project ready at the moment.”

While the widening of water channels continues amid the pandemic, so does the need to maintain the natural resources underwater.

Environmental groups in South Florida continue to meet periodically with Army Corps representatives to discuss the future of the PortMiami dredging project and to give insight on how to preserve the ecosystems in the water as well as keep wildlife safe.

The US Centers for Disease Control and Prevention recently extended a ban on cruises from American ports that expires Oct. 31. That has eased some pressure to finish the study more quickly.

# Ridesharing firms expect to take off at airport post-pandemic

By URSULA MUÑOZ

Ride-on-demand service has been ballooning at Miami International Airport for years, almost doubling last year from 2016.

But after the Covid-19 pandemic knocked out travel, the bottom fell out. So far in 2020, there have been only a measly 1,166,272 pickups and dropoffs at MIA – down roughly 57% from 2019.

Despite the sharp decline, public affairs manager Javier Correoso predicts demand for Uber use at MIA will increase as Miami-Dade continues its reopening process.



Javier Correoso

“We have seen an increase in demand on the Uber platform in South Florida as the economy has slowly re-opened throughout the last few months,” he said. “As the airport continues to expand its flight capacity in the coming months and passengers begin traveling, we expect an increase in ridesharing demand at MIA.”

Both ridesharing and public transit have taken a hit across the country.

In August, Uber CEO Dara Khosrowshah I reported a 50% to 85% decrease in top U.S. markets during the second quarter, as well as a 35% year-over-year decrease in top European markets. However, Uber’s food delivery business, which is smaller and less profitable, saw a 115% increase in bookings, as users saw the benefit of ordering food from home to avoid exposure to the virus.

Lyft reported a nationwide decline of 53% in rides between July 2019 and July 2020, although they have since recovered slightly since then.

At MIA, Uber, Lyft and taxis saw a combined total of 1,949,490 pickups in 2016. That grew to 3,618,022 pickups and drop-offs in 2019 before plummeting to

1,166,272 so far this year.

“The pandemic has had a significant impact,” said Mr. Correoso. “The months of March and April tend to be high demand for the Uber platform, given the number of events that attract visitors from all parts of the world.”

“I think that was a time where all ridership took a hit,” says Alice Bravo, director of Miami-Dade County’s Department of Transportation and Public Works.

Metro rail boardings at MIA dropped 63.9% between August 2019 and August 2020, plummeting from 43,067 to 15,550. The total combined ridership for Metro rail, Metro mover and Metro bus showed a 48.2% drop during the same period of time.

“Even when businesses were closed down, we still had people riding the public transportation system,” Ms. Bravo said. “At the end of the day, having a good public transit system is giving people access to opportunity.”

Studies have also shown rideshare services to be essential to residents from low-income communities, who may rely on applications like Uber and Lyft to get by in counties where public transit is sparse – like Miami-Dade.

“As we navigate Covid-19 in Miami, it is clear that Lyft helps connect individuals with essential needs and services,” wrote Lyft Communications Manager Fatima Reyes in an emailed statement.

The company has paused shared rides in all markets including Miami to help flatten the curve, launching a new lower-cost ride mode called “Wait & Save” for those who previously depended on the affordability of shared rides. Uber has taken similar steps to reduce contagion such as limiting capacity and requiring photos of drivers and passengers wearing masks. Mr. Correoso said Uber has provided 1.4 million masks to drivers in Florida.

Some experts expect ride-on-demand boarding numbers at the airport to continue the climb that started in recent months.

“Rides to and from the airport[s] are rebounding strongly,” wrote Lyft’s Ms. Reyes, citing a company earnings call from Aug. 12 in which Lyft co-founder and CEO

Logan Green reported a 350% increase in weekly airport rides nationwide between April and late June.

Uber’s Mr. Correoso is optimistic.

“As riders begin to move within South Florida once again,” he said, “users will feel safe using the Uber platform, and demand will slowly return.”

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# FPL hoping to bury a power line system in Miami Beach

BY KYLEA HENSELER

Florida Power & Light is hoping to have by Christmas 2021 a new substation on Alton Road and a system of buried power lines running from the MacArthur Causeway to 19th Street. Customers are to pay the bill.

The lines, project manager Cara Smith told Miami Beach's Neighborhood and Quality of Life Committee Monday, will begin at the Miami Beach substation on MacArthur, snake under the causeway to the new substation on Alton and continue north along Michigan Avenue before popping up at Flamingo Park and then going back underground from the park to the Venetian substation on 19th Street.

Most of the boring, representative Chris Ferreira said, will be 50-80 feet underground, typically below municipal utilities, and the façade of the new substation will "blend in with the neighborhood." The design, he said, was already approved by the city's Design Review Board.

FPL, Ms. Smith's presentation stated, needs to install this new line and station to continue providing "reliable service" in the area.



A new Alton Road substation would be open by the end of 2021.

"The project's cost, which has not been finalized," spokesperson Matt Eissey told Miami Today via email, "will be reflected in future customer rates to be reviewed and approved by the Florida Public Service Commission sometime after 2020."

Benefits of the underground lines, a project fact sheet said, include "enhanced service reliability, a more resilient energy grid and reduced outage times." The lines should meet full distribution needs, Ms. Smith said, by spring 2022.

The main impacts of the project for neighbors, she said, will be loud noise throughout the

roughly year-long construction. The company is also requesting from the city two easements and access to three staging sites, which they hope to lease.

The easements, the presentation said, will be at Flamingo Park to "facilitate the installation of the underground line" and at the Miami Beach Golf Course, where a permanent manhole will be installed on the median on Fifth Street between Lenox and Michigan avenues.

The staging sites, she said, will be at Flamingo Park, the Miami Beach Golf Course, and North Lots at the 8500 and 8600 blocks, if the city allows the

lease of these properties. City staff said this is a question for the legal department but that the request would likely be possible.

FPL, Ms. Smith said, would restore any property damaged during construction process such as sidewalks and shrubs.

Commissioner Micky Steinberg asked who would be responsible for possible accidental damage to municipal utility lines during the process, and Ms. Smith said the contractor would bear liability.

In addition to noise, Ms. Smith noted, various sidewalks and left-turn lanes along the route would be blocked off during construction. The noise, she said, could be comparable to that of highway construction. Crews, she said, would work daylight Monday through Saturday, and noise could begin around 7:30 a.m. and cease around 5:30 p.m. However, she said, while construction will take a year, residents and businesses near each segment of the project may only be subject to noise for a few weeks to months.

The company, Ms. Smith noted, has engaged in community outreach including sending fact sheets to over 16,000 residents and meeting with

neighborhood associations. FPL is also working with city staff to set up a virtual meeting where the community can get more information and ask questions, she said.

City staff requested a more detailed explanation of the sound in measurable decibels, noting that it would likely break Miami Beach's noise ordinance and need a variance.

Commissioner David Richardson suggested the item be sent to the full commission without recommendation to keep the process moving, to which the committee agreed.

Coral Gables residents may also see buried power lines in the future, Miami Today previously reported, though a ballot question on their installation won't be on the table until at least next year due to the pandemic.

Coral Gables has "repeatedly discussed undergrounding power lines since after Hurricane Andrew in 1992, citing a multitude of aesthetic, safety and reliability advantages."

However, if this measure moves forward in the future, it will come at a high price as it could cost up to \$25,000 per property for over 14,000 properties in the first two years, payable through financing.

# Miami pondering a Wynwood Norte revitalization district

BY GABRIEL POBLETE

After a series of community outreach meetings, a visioning plan, and staff analysis, the community-driven effort to establish Wynwood Norte is in its final stretch.

The City of Miami Commission is slated to vote today (10/22) on the Wynwood Norte Neighborhood Revitalization District, also referred to as the NRD-2.

"Wynwood Norte is a neighborhood especially waiting to be recognized and given the attention it deserves," said Will Vasquez, a resident for five decades and member of the Wynwood Community Enhancement Association, at the Oct. 16 Planning, Zoning and Appeals Board meeting.

Known as Little San Juan from the 1950s through the '70s, Wynwood Norte is between the I-95 on the west and North Miami Avenue on the east, and I-195 on the north and Northwest 29th Street on the south. Today, more than 4,100 people live in the area.

The origin of Wynwood Norte could be traced back to at least August 2018, when stakeholders met to address neighborhood enhance and quality of life issues. Soon after, they formed the Wynwood Community Enhancement Association.

The association commissioned a vision plan from Miami-based planning firm, Plusurbia Design. The Wynwood Norte community is trying to take a proactive approach to the escalating development pressures, with the neighborhood situated among Midtown, Wynwood and The Design District.

City Planner Joseph Eisenberg presented the planning department's analysis of the NRD-2 and the zoning and land uses changes during recent Planning, Zoning and Appeals Board meetings.

He said that NRDs strive to conserve the character of neighborhoods while also allowing room to grow. He said that whereas the NRD-1, which applies to Wynwood, was driven by property owners and the Wynwood Business Improvement District, the NRD-2 has been driven by the association and the neighbors.

Several times during the two planning board meetings, the planning department cautioned that Wynwood Norte could undergo changes similar to West Coconut Grove without the NRD-2. Because of its proximity to Coconut Grove and Coral Gables, West Coconut Grove has seen mounting speculation and development that many say is leading to displacement and gentrification.

"Absent this community vision plan and the NRD-2, the planning department's concern is that this neighborhood will go the direction of West Coconut Grove, where highly restrictive zoning in a highly desirable neighborhood leads to the construction of low-density housing that's totally unaffordable to the people who live here today," Mr. Eisenberg said at the Sept. 30 meeting.

The NRD-2 would see a zoning increase of the majority of 141 acres, but along with the bump in zoning would come certain public benefits meant to prevent displacement.

For example, the residential core of Wynwood Norte, currently zoned T3-0, a designation that allows for single-family homes and duplexes, would be changed to T4-R, which would allow for larger multi-family buildings. But to unlock the fourth floor, a developer must provide at least "10% of the residential units as 2-bedroom units priced at or below 80% of Area Median Income and 10% of the residential units as 2-bedroom units priced at or below 100% of Area

Median Income," according to the draft legislation.

The NRD-2 proposes several stipulations meant to protect the character of the neighborhood. Legacy structures, including religious or cultural assets in the community, can sell their air rights to other developments.

Before obtaining a demolition permit for an existing T4-designated property, an owner must obtain a building permit for the lot for no less than the number of the dwelling units on site as of June 29 or post a bond that'll be calculated at 110% the average unit cost of construction as identified by the Department of Housing and Community Development.

To further promote the neighborhood's pedestrian characteristic, parking requirements can be met by providing parking on-site or off-site at a structure within 1,000 feet of the property or by providing a payment instead to the Wynwood Parking Trust Fund. And to spruce up vacant lots within Wynwood Norte, the NRD-2 would allow community gardens in vacant land within T4 and T5 zones.

The Planning, Zoning and Appeals Board recommended approval of the NRD-2, as well as zoning and land use changes. However, several board members raised questions about increase in zoning and its effect on single-family homes in the area.

"This neighborhood is completely changed," said board member Aaron Zeigler, who voted against the NRD-2, at the Oct. 16 meeting. "You've given no incentive at all to build a single-family home. Obviously, the incentive is to build multi-family. And we know the cream of the crux of any neighborhood is the single-family homes."

Deputy Zoning Director Jeremy Calleros Gauger emphasized that the

current zoning in the residential core allows for duplexes and there are already multi-family homes dotted around the T3-O area. He then harkened back to the benefits of the zoning change.

"What I think is different and better about this ordinance, and really one of the main motivations behind it, is when we increase that zoning from duplex to small-scale multi-family we carve out and preserve some space for affordability as a portion of that upzoning," he said.

Several board members also questioned whether Wynwood Norte was being pushed by the community or by development interests. Board member Alex Dominguez on Sept. 30 brought up that several members of the association had in one way or another been involved with Westdale Real Estate Investment and Management, a Texas-based development company that owns property in Wynwood Norte. He also mentioned that Westdale paid for the vision plan by Plusurbia.

"I personally think that's a bad look on the association's part. Because when you say there is community involvement in the vision, to me, it's very little community involvement in the vision," said Mr. Dominguez, who also voted against the NRD-2. "If anything, it's being steered by the developer and being presented to members of the community who are largely poor,

uneducated, hard-working people who are looking at plans made by Plusurbia that are being backed by a developer."

Steven Wernick, of Wernick & Co. LLC, who has represented Westdale, responded that everyone in the neighborhood is aware of his and the others' involvement with Westdale, referring to a Miami Herald article from last year that mentioned those details.



PEOPLE

**Stearns Weaver hires associate**

**Ivette Delgado** has joined Stearns Weaver Miller Weissler Alhadeff & Sitterson's Miami office as an associate in the Ad Valorem and Real Estate departments. She focuses on real estate acquisitions and dispositions, commercial and residential development, commercial leasing, financing and general corporate work.

Previously, she worked at a boutique law firm in Aventura focusing on property tax consulting services. During law school, she served as a judicial intern to Judge Marcia G. Cooke, for the US District Court for the Southern District of Florida.

**Deering foundation appoints director**

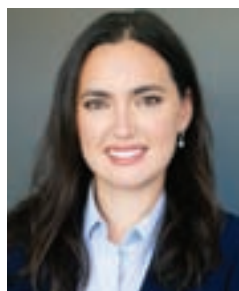
The Deering Estate Founda-

tion has appointed **Nina Zanella** executive director. Ms. Zanella comes to the foundation with more than 25 years in nonprofit management and a fund development and communications background. She attended the University of Rhode Island and the Rhode Island School of Design.

She has impacted several nonprofit organizations, including a local SPCA, a home-visit child health organization for marginalized populations, an AIDS advocacy organization, a hospice organization, and a private, experiential-learning school.

**Gunster names shareholder**

Gunster business law firm has added **Milton A. Vescovacci** as a



Ivette Delgado



Milton A. Vescovacci



Nina Zanella

shareholder in the corporate law practice. He will work in the Miami office.

He serves on the board of the South Florida Chapter of Autism Speaks and the Florida Venture Forum. He received his J.D. from Rutgers University School of Law and holds a B.S. from Saint John's University.

**To Submit Information**

Miami Today welcomes news of job changes, promotions, hiring and awards. Please send your submissions to [People@MiamiTodayNews.com](mailto:People@MiamiTodayNews.com) or mail them to Miami Today, 2000 S. Dixie Hwy, Suite 100, Miami FL 33133. Be sure to include contact information. We will select submissions for publication.

**FILMING IN MIAMI**

These film permits were issued last week by the Miami-Dade County Department of Regulatory & Economic Resources' Office of Film and Entertainment, (305) 375-3288; the Miami Mayor's Office of Film, Arts & Entertainment, (305) 860-3823; and the Miami Beach Office of Arts, Culture and Entertainment-Film and Print Division, (305) 673-7070.

High Degree Studio, Miami. Music video for Ella Tiane Bomba. Crandon Park Beach.

Dormant, Coral Gables. Short film for Glove. Crandon Park Beach.

El Central Productions, Miami. Commercial for Toyota. Port of Miami.

RadicalMedia, Santa Monica, CA. Commercial for car. Rickenbacker Causeway, Crandon Park Beach.

Luxury Rib Tenders, Coral Gables. Social media for Alfred Montaner Live. Black Point Marina.

Fifty Three Films, Miami. Social media for NCL Corporate Video. Port of Miami.

Dean West Inc., New York. Still photography for Dead West Miami Art School. Port of Miami.

Horizon Photo Productions, Coral Gables. Still photography for Venus Swimwear. Haulover Beach Park.

Miami Dade College, North Miami. Student project for scene recreation. South Pointe Park.

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**Portfolio Manager**

(Miami, FL): Serve as a Portfolio Manager of Latin America equity funds. Conduct top down and bottom up investment analysis across frontier and emerging markets, focusing on markets and sectors within the Latin America region. Originate investment ideas that fit these processes. Perform investment analysis of Latin American industry sectors and markets, portfolio construction, equity investment, financial modeling, financial statement analysis, and investing in frontier and emerging markets focusing on the Latin American region across all sectors. Work with applied economics and econometrics tools, including Bloomberg, Capital IQ, and Excel. Req's Master's deg. +3 yrs. exp. Mail resume to RWC Asset Advisors US LLC., Ref# AL01RWCFL, Attn: Celia Madden, 2640 South Bayshore Drive, Suite, 201, Miami, FL 33133. No phone calls.

**Marketing**

Help build the next generation of systems behind Facebook Miami's products. Facebook Miami, Inc. currently has multiple openings in Miami, Florida (various levels/types): Resellers Sales Partner (136602N) Build & lead digital Direct Response strategy for a regional operation, to increase Facebook's performance-oriented products adoption. Mail resume to: Facebook Miami, Inc. Attn: AA-USIM, 1 Hacker Way, Menlo Park, CA 94025. Must reference job title & job code shown above, when applying.

**Communications Coordinator**

For insurance service provider for international products. Company located in Aventura, FL. Bachelor degree in Advertising, Communications, or related field. Send resume to Hazkel Puterman & Associates, LLC, 19790 W. Dixie Highway, Suite 603, Miami, FL 33180.

**Legal Advertising**

**Public Notice**

Seeking spouse (Gregory Stephen Welsh, 39) for divorce. Last known city is Miami, Florida. Please contact Amy Lynn Stipkivich (wife) at 818-402-2264.

**Legal Advertising**

**Notice to Creditors**

**IN THE CIRCUIT COURT FOR MIAMI-DADE COUNTY, FLORIDA**  
IN RE: ESTATE OF ERNESTO QUINTERO, Deceased. File Number: 20-3261-CP02 (06) Probate Division

**NOTICE TO CREDITORS**

The administration of the estate of ERNESTO QUINTERO, deceased, whose date of death was August 1, 2020, is pending in the Circuit Court for Miami-Dade County, Florida, Probate Division; File Number 2020-3261 CP 02 (06) the address of which is 73 West Flagler Street, Miami, FL 33130. The name and address of the personal representative and the personal representative's attorney are set forth below.

All creditors of the decedent and other persons, who have claims or demands against decedent's estate, including unmatured, contingent or unliquidated claims, and who have been served a copy of this notice, must file their claims with this court WITHIN THE LATER OF THREE (3) MONTHS AFTER THE DATE OF THE FIRST PUBLICATION OF THIS NOTICE OR THIRTY (30) DAYS AFTER THE DATE OF SERVICE OF A COPY OF THIS NOTICE ON THEM.

All other creditors of the decedent and other persons who have claims or demands against the decedent's estate including unmatured, contingent or unliquidated claims, must file their claims with this court WITHIN THREE (3) MONTHS AFTER THE DATE OF THE FIRST PUBLICATION OF THIS NOTICE.

ALL CLAIMS NOT SO FILED WILL BE FOREVER BARRED.

NOTWITHSTANDING THE TIME PERIODS SET FORTH ABOVE, ANY CLAIM FILED TWO (2) YEARS OR MORE AFTER THE DECEDENT'S DATE OF DEATH IS BARRED.

THE DATE OF FIRST PUBLICATION OF THIS NOTICE IS: OCTOBER 15, 2020.

Attorney for Personal Representative: GERALD SILVERMAN, ESQ. Florida Bar No. 074011 46 SW 1st Street, 4th Floor Miami, FL 33130 Tel. No. (786) 691-2960 Fax No. (305) 358-5202 [gsilver@bellsouth.net](mailto:gsilver@bellsouth.net)

Personal Representative: ELIZABETH R. QUINTERO 22131 SW 92nd Place Cutler Bay, FL 33190

Publication dates: 10/15 & 10/22/20

**Citation Notice**

**CITATION BY PUBLICATION**

Notice is hereby given as follows:  
TO: Baudilio Osorio, d/b/a MOA Trucking

You are notified that suit has been brought by Glenda Barahona, Individually and A/N/F of G.B., a minor, as Plaintiff, against Baudilio Osorio, d/b/a MOA Trucking by petition filed June 7, 2019, in a certain suit styled Glenda M. Barahona, Individually and A/N/F of G.B., a minor, for personal injuries resulting from an incident occurring on January 27, 2019, and said suit is now pending on the docket of the 234th Judicial District Court of Harris County, Texas, bearing Cause No.: 2019-39443. You are hereby commanded to appear and answer the Plaintiff's Petition at or before 10:00 a.m. of the first Monday after expiration of 42 days from the date of issuance hereof, the same Monday, on this the 16th day of November, 2020, at or before 10:00 a.m. before the Honorable 234th District Court of Harris County, Texas, at the courthouse in Houston, Harris County, Texas. You may employ an attorney. If you or your attorney do not file a written answer with the clerk on the Monday next following the expiration of 42 days from the date of issuance hereof, a default judgment may be taken against you.

Issued on this 1st day of October, 2020.

Publication dates: 10/1, 10/8, 10/15 & 10/22/20

**Fictitious Name**

Notice Under Fictitious Name Law Pursuant to Section 865.09, Florida Statutes NOTICE IS HEREBY GIVEN that the undersigned, desiring to engage in business under the fictitious name of **CORAL OAKS TENNIS & WELLNESS**, located at 10530 SW 57 Avenue, in the County of Miami-Dade, in the City of Pincrest, Florida, 33156, intends to register the said name with the Division of Corporations of the Florida Department of State, Tallahassee, Florida.

Dated at Miami, Florida, this 20th day of October, 2020.  
Coral Oaks Tennis & Wellness LLC  
Owner

**Fictitious Name**

Notice Under Fictitious Name Law Pursuant to Section 865.09, Florida Statutes NOTICE IS HEREBY GIVEN that the undersigned, desiring to engage in business under the fictitious name of **ROWEN LEWIS**, located at 541 NE 62nd ST, in the County of Miami-Dade, in the City of Miami, Florida, 33138, intends to register the said name with the Division of Corporations of the Florida Department of State, Tallahassee, Florida.

Dated at Miami, Florida, this 15th day of October, 2020.  
Valecco Lewis  
Owner

**Notice to Creditors**

**IN THE CIRCUIT COURT FOR MIAMI-DADE COUNTY, FLORIDA**  
IN RE: ESTATE OF HERMES PEREZ, Deceased. File No. 2020-0002426-CP-02 Division Probate

**NOTICE TO CREDITORS**

The administration of the estate of Hermes Perez, deceased, whose date of death was March 23, 2020, is pending in the Circuit Court for Miami-Dade County, Florida, Probate Division, the address of which is 73 W. Flagler Street, Miami, Florida 33130. The names and addresses of the personal representative and the personal representative's attorney are set forth below.

All creditors of the decedent and other persons having claims or demands against decedent's estate on whom a copy of this notice is required to be served must file their claims with this court ON OR BEFORE THE LATER OF 3 MONTHS AFTER THE DATE OF SERVICE OF A COPY OF THIS NOTICE ON THEM.

All other creditors of the decedent and other persons having claims or demands against decedent's estate must file their claims with this court WITHIN 3 MONTHS AFTER THE DATE OF THE FIRST PUBLICATION OF THIS NOTICE.

ALL CLAIMS NOT FILED WITHIN THE TIME PERIODS SET FORTH IN FLORIDA STATUTES SECTION 733.702 WILL BE FOREVER BARRED.

NOTWITHSTANDING THE TIME PERIODS SET FORTH ABOVE, ANY CLAIM FILED TWO (2) YEARS OR MORE AFTER THE DECEDENT'S DATE OF DEATH IS BARRED.

The date of first publication of this notice is October 15, 2020.

Attorney for Personal Representative: Horacio Sosa, Esq. Email Address: [hsosa@sosalegal.com](mailto:hsosa@sosalegal.com) Florida Bar No. 584029 Horacio Sosa, P.A. 2924 Davie Road, Suite 102 Davie, Florida 33314

Personal Representative: Natividad Nevarez 240 Lakeview Drive, Apt 202 Weston, Florida 33326

Publication dates: 10/15 and 10/22/20

**Notice by Publication**

**IN THE CIRCUIT COURT OF MONTGOMERY COUNTY, MARYLAND, UNITED STATES**

GARRISON LOGISTICS, INC, Plaintiff, Case No. CV 2020 - 900187  
v.  
GREEN LIGHT CARRIERS, LLC, Defendant.

**AMENDED NOTICE OF PUBLICATION**

Please take notice that a Summons and Complaint in the above-styled matter was filed by Plaintiff, Garrison Logistics, Inc., in the Circuit Court of Cullman County, Alabama, on July 7, 2020. Attempts have been made to serve Defendant, Green Light Carriers, LLC with the Summons and Complaint by Certified U.S. Mail at the last known addresses of the Defendant, 6625 Miami Lakes Drive, Suite 373, Miami Lakes, Florida 33014. Please be advised that Green Light Carriers, LLC, as the named Defendant, has thirty (30) days from the last date of publication to contest said Complaint and must do so by filing a written response with the Cullman County Clerk of Court, 500 2nd Avenue SW, Cullman, Alabama 35055 and with Plaintiff's Attorney, Shay Persall, St. John & St. John, LLC, P. O. Box 2130, Cullman, Alabama 35056.

Done this 13th day of October, 2020.

LISA McSWAIN, CIRCUIT COURT CLERK CULLMAN COUNTY, ALABAMA  
Shay Persall Attorney for Plaintiff ST. JOHN & ST. JOHN, LLC

Publication dates: 10/15, 10/22, 10/29 & 11/5/20

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