

City Park DRI

1st Round Narrative Response to Comments Revised Responses to DRI ADA Questions

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10. GENERAL PROJECT DESCRIPTION

PART 1 SPECIFIC PROJECT DESCRIPTION

- A. Describe and discuss in general terms all major elements of the proposed development in its completed form. Include in this discussion the proposed phases (or stages) of development (not to exceed five years), magnitude in the appropriate units from Chapter 28-24, F.A.C., where applicable, and expected beginning and completion dates for construction.

City Park (alternatively the “Project”) presents a transformative opportunity to establish a master-planned, resilient community that exemplifies sustainable growth and balanced urban development within Miami-Dade County. Envisioned as a forward-looking model for community-building, the Project integrates a rich mix of land uses that promote walkability, connectivity, accessibility, and long-term climate adaptability. With 954 net acres (991 gross acres) of developable land, City Park is designed to support a full spectrum of residential densities, commercial services, educational institutions, civic infrastructure, and recreational amenities—creating a complete and inclusive “work, learn, live, play” urban environment.

Project Overview

City Park is a proposed master-planned development encompassing approximately 954 net acres (991 gross acres) located in unincorporated southwest Miami-Dade County, bounded by SW 136th Street (Howard Drive) to the north, SW 152nd Street (Coral Reef Drive) to the south, and Krome Avenue (SW 177th Avenue) to the west (the “Subject Property”). The project is strategically positioned to support the County’s long-term objectives for growth management, economic development, infrastructure efficiency, and environmental resilience. The proposed development program for City Park is shown in **Table 10.A.1**, below.

TABLE 10.A.1 Proposed Development Program	
Land Use	Units (2027 – 2036)
Residential - Single Family Detached - Single Family Attached - Multi-Family*	1,029 homes 4,532 townhomes 2,239 units
Retail	673,902 sf
Office	500,000 sf
Industrial	892,484 sf
Schools	Elementary – 1,011 students Middle – 1,222 students High School – 1,630 students
Community Uses Open Space, Parks	249.5 acres

The proposal reflects best practices in comprehensive land use planning, urban design, multimodal connectivity, and integrated open space systems. City Park is intended to function as a complete community—providing a balanced mix of housing, employment, public facilities, and recreation—while advancing regional goals for sustainability, mobility, and livability.

Land Use Framework and Mix of Uses

City Park’s land use program is organized around a hierarchy of sub-villages that structure density, intensity, and character across the site. Land uses are distributed as follows:

- **Residential (52% of site):** 7,800 units across Low-, Medium-, Medium-High-, and High-Density Residential categories, with target densities ranging from 6 to 30 units per acre.
- **Non-Residential (9% of the site):** Over 2 million square feet of commercial, office, and light industrial uses to support internal job creation and services.
- **Mixed-Use (9% of the site):** Transit-Oriented, Village, Park, Industrial, and Farm Mixed-Use designations to foster walkable neighborhoods with integrated services.
- **Community Services (4% of the site):** Schools, public facilities, and rail corridor improvements.
- **Open Space and Parks (25% of the site):** A robust network of public parks, lakes, plazas, agricultural land, and trail corridors.

This integrated framework reflects consistency with Miami-Dade County Comprehensive Development Master Plan (“CDMP”) objectives, including policies

* Multi-family uses will be included in both residential and mixed-use areas of City Park.

promoting mixed-use centers, transit-oriented development (“TOD”) near future transit, and development that balances housing and employment.

Urban Design Principles and Community Structure

The master plan is guided by a series of urban design principles aligned with contemporary planning frameworks, including:

- **A mixed-use Village Core** to function as the civic, cultural, and retail heart of the community.
- **A TOD Center** adjacent to a potential future CSX Portland Spur node, proposed regional mobility hub, and regional roadway improvements.
- **Compact blocks and a connected street network** promoting walkability and modal choice.
- **Distributed parks, plazas, and civic spaces** to support access to open space and public life.

Development intensities are scaled to context, with **higher-density and vertical mixed-use** concentrated around transit and activity centers, and **lower-density residential** providing a buffer toward the site’s perimeter. This organizational structure offers a **deliberate transition in intensity and scale**, reinforcing a legible community form and supporting multimodal connectivity.

The design aligns with the Strategic Regional Policy Plan (SRPP) for South Florida, particularly:

- **Goal 3: Land Use**, which calls for *“compact, well-designed communities that reduce sprawl and foster a sense of place.”*
- **Objective 3.1**, which encourages land development patterns that promote *context-sensitive infill and intensification* within urban service areas.
- **Policy 3.1.3**, which emphasizes the integration of *residential, commercial, civic, and recreational uses* to reduce the need for vehicular travel.

Furthermore, the plan supports **Goal 4: Transportation**, by coordinating land use and mobility planning to increase access to transit and reduce reliance on single-occupancy vehicles—consistent with **Policy 4.1.1**, which advocates for mixed-use, transit-accessible, pedestrian-friendly development patterns.

This land use structure not only reflects sound urban design principles but also reinforces the region’s long-term **resiliency, transportation efficiency, and growth management objectives**, in accordance with the SRPP’s vision for a sustainable and connected South Florida.

Open Space, Parks, and Resiliency Infrastructure

A defining feature of the City Park plan is its integrated open space framework, which comprises 249.5 acres (25% of the site), including:

- **The Central Greenway and Lake System:** Dual-purpose passive recreation and stormwater management infrastructure.
- **Community and Pocket Parks:** Within walking distance of all neighborhoods, offering passive and active programming.
- **The Parkway and Green Connections:** Linear open space corridors that enhance mobility, identity, and ecological function.
- **The Farm:** A 10-acre agricultural amenity supporting education, food security, and cultural programming.

These systems address both regulatory requirements and resiliency goals by embedding stormwater management, shading, and heat mitigation throughout the public realm.

Mobility, Access, and Transit Readiness

City Park's transportation framework is designed to reduce vehicle dependency and expand multimodal access through:

- **A Complete Street Network:** Including boulevards, loop roads, and connectors structured around pedestrian safety and multimodal hierarchy.
- **Transit-Oriented Development Node:** Located near a potential future CSX line extension and programmed to accommodate a regional mobility/transit hub.
- **Bicycle and Pedestrian Infrastructure:** Class I trails, dedicated bike lanes, and esplanades connecting to regional assets such as the Black Creek Trail.

The plan supports internal trip capture by locating daily needs—grocery, health, schools, recreation—within short walking distances of residential areas.

Environmental and Climate Resiliency

City Park incorporates forward-looking resiliency measures that are consistent with Miami-Dade County policies on environmental design, sustainability, and long-term climate adaptation. The planning and site design intentionally integrate ecological function with human health, infrastructure efficiency, and public benefit. Key features include:

- **Stormwater Infrastructure Integrated with Open Space:** Lakes, greenways, and bioswales are designed as dual-purpose features, managing runoff while creating usable public open space and reinforcing site-wide green infrastructure networks.
- **Native and Climate-Adapted Landscaping:** Plant palettes emphasize native and drought-tolerant species to reduce irrigation demand, support biodiversity, and strengthen habitat connectivity within the built environment.
- **Food Resiliency through Urban Agriculture:** The project includes a designated **Farm District** that provides opportunities for community-supported agriculture, school partnerships, and demonstration gardens. This feature

supports localized food production, enhances community nutrition, and aligns with the County's broader vision of resilient land use.

- **Urban Heat Island Mitigation:** Tree canopy coverage, shaded public spaces, and compact land use patterns reduce ambient temperatures and improve thermal comfort in the face of rising urban heat.

Collectively, these strategies advance key elements of the County's "Resilient305" and "GreenPrint" initiatives.

Conclusion

City Park offers a well-conceived, technically robust development program that meets Miami-Dade County's long-range planning goals. The plan demonstrates thoughtful integration of land uses, infrastructure, environmental systems, and community amenities.

- B. Provide a breakdown of the existing and proposed land uses on the site for each phase of development through completion of the project. The developed land uses should be those identified in Section 380.0651, F.S. and Chapter 28-24, F.A.C. Use Level III of The Florida Land Use and Cover Classification System: A Technical Report (September 1985), available from each regional planning council. Refer to Maps D (Existing Land Use) and H (Master Plan). Use the format below and treat each land use category as mutually exclusive unless otherwise agreed to at the preapplication conference.

Table 10-2 - Existing and Proposed Land Uses presents a breakdown for both the existing and proposed land uses on the Project site.

TABLE 10-2 EXISTING AND PROPOSED LAND USES							
Land Use	Non-Residential		Residential				Total Acreage
	Units	Acres	DU	Acres	Net Density	Gross Density	
Existing Vegetation Associations							
Row Crops – Applicant Owned (214, FLUCCS)		937					
Row Crops – Owned by Others (214, FLUCCS)		17.5					
SW 177 Ave ROW		19.5					
Existing Railroad ROW		17					
Total Acreage		991*					
Proposed Project (2026 - 2036)							
Total Residential (28-24.023, F.A.C.)	7,800 units**	498	7,800		10.6 du/acre	8.2 du/acre	
Retail (28-24.031, F.A.C.)	673,902 gsf	29					
Office (28-24.020, F.A.C.)	500,000 gsf	15					
Industrial (28-24.018, F.A.C.)	892,484 gsf	40					
Mixed Use	**	85					
Schools & Public Facilities	(1) Elementary (1) Middle (1) High School	20					
Community Uses – Open Space, Parks, Farm, Water		250					
Roadway ROW		37					
Railroad ROW		17					
Total Acreage							991*
* 954 net acres (991 gross acres)							
** The Project includes a total of 7,800 residential dwelling units. Of this total, 1,652 dwelling units are proposed within mixed-use development, and the remaining 6,148 dwelling units are proposed within stand-alone residential land use categories.							
Source: The Curtis Group							

- C. Briefly describe previous and existing activities on site. Identify any constraints or special planning considerations that these previous activities have with respect to the proposed development.

The Subject-Parcel has been heavily impacted by past and present agricultural activities, as shown on **Map B - Aerial Photograph**.

D. If the development is proposed to contain a shopping center, describe the primary and secondary trade areas which the proposed shopping center will serve.

City Park's retail and commercial component plans for a total 673,902 square feet of space that will be spread among numerous locations and facilities including stand-alone shopping center, ground floor retail within mixed-use development and outparcel buildings. While the retail and commercial development will unquestionably serve not just the City Park community, but the broader surrounding south Miami-Dade County community, it is envisioned to represent neighborhood shopping primarily serving the City Park residents, workers and surrounding area visitors as opposed to a more regional/destination offering. The vast majority of City Park retail will be situated within facilities ranging from 30,000 to 125,000 square feet, which is the defined footprint of Neighborhood Centers according to the International Council of Shopping Centers (ICSC)[†] and categorized as convenience-oriented uses including supermarket. Accordingly, ICSC determines Neighborhood Centers to draw demand from within a 3 $\pm$ -mile distance radius. Considering this, the primary trade area for City Park is captured within a 10-minute drive time from the intersection of SW 144th Street and SW 162nd Avenue, while a secondary trade area extends to a 15-minute drivetime radius. A summary overview of each trade area follows, with a map of an overlay map of both areas on the following page.

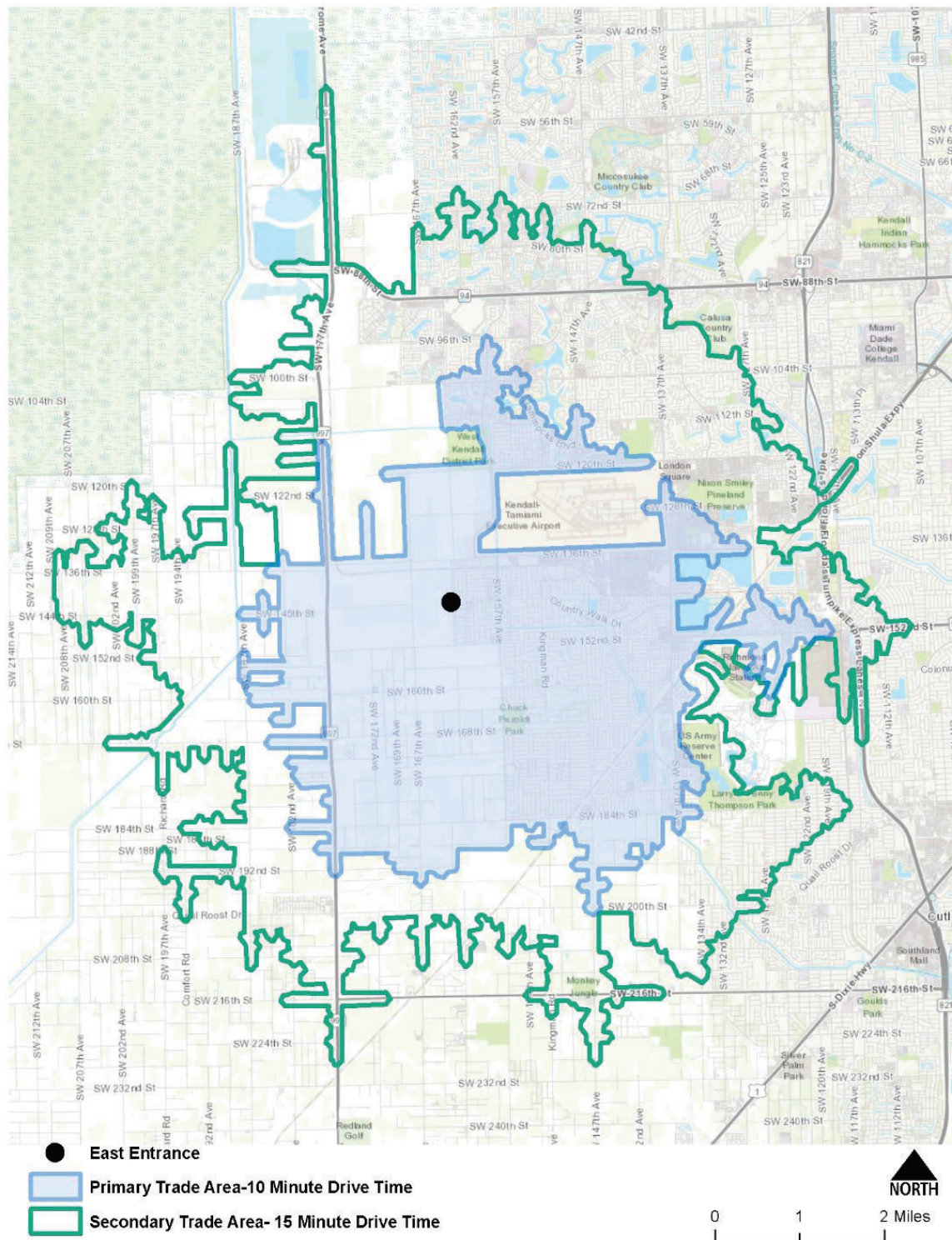
Primary Trade Area: The primary trade area is largely defined within a 2- to 3-mile radius. According to ACS 2023, total population within the primary trade area is 65,783, with 20,042 total households. The median household income within this geography is \$97,216, providing for \$1.9 billion in aggregate income to secondarily support City Park retail. In terms of retail/commercial supply, Costar indicates 1.6 $\pm$ million square feet of retail space with 340,000 $\pm$ square feet having been delivered in the primary trade area in the past 10 years. The vacancy rate in the entire primary trade area is currently less than 1.0 percent and has remained below 3 percent for the past 10 years. NNN lease rates[‡] have increased an average 4.3 percent annually during the past 10 years, which is in line with the County's 4.5 percent average annual growth rate.

Secondary Trade Area: The secondary trade area generally extends to a 3- to 4-mile radius. According to ACS 2023, total population within the secondary trade area is 179,233, with 57,482 total households. The median household income within this geography is \$85,105, providing for \$4.9 billion in aggregate income to secondarily support City Park retail. In terms of retail/commercial supply, Costar indicates 5.9 $\pm$ million square feet of retail space with 615,000 $\pm$ square feet having been delivered in the past 10 years in the secondary trade area. The vacancy rate is currently 1.3 percent and has remained below 3 percent for all but one of the past 10 years.

[†] chrome-extension://efaidnbmninnibpcjpcglclefindmkaj/https://www.icsc.com/uploads/t07-subpage/US-Shopping-Center-Definition-Standard.pdf

[‡] A lease structure whereby the tenant pays a base rent plus the costs of property taxes, insurance, and common area maintenance (CAM)

Figure 1: Map of City Park Primary Retail Trade Area (10-minute drivetime) and Secondary Retail Trade Area (15-minute drivetime) Source: ESRI



In all, the primary and secondary trade areas contain 57,482 households with an aggregate income of \$4.9 billion. Approximately 35 percent of these households reside within the primary trade area which has a retail vacancy of a staggering <2.0 percent. As noted, the vast majority of City Park's proposed retail demand is anticipated to be derived from its own resident, worker and visitor base. Nonetheless, the surrounding trade area provides added support for City Park's new retail, dining, entertainment and services options, and notably, the level of retail planned for City Park will have almost no impact on the stability (occupancy) of the trade area retail sector.

E. Determine, in general terms, how demand for this project was determined.

The City Park DRI development program comprises a number of uses, including residential (homeownership and rental), retail, office, industrial, education, and entertainment uses. The following provides an overview of the methodology and analysis utilized to estimate demand for the primary development components during the development phase:

Residential Demand

At the outset, the opportunity for residential development at City Park is driven by a myriad of economic and demographic factors. As illuminated within a comprehensive Needs Assessment, the County is significantly challenged in the way of adequate land supply to service housing demand in cases where are large proportion of the market is not seeking or cannot afford the housing type for which land does exist. These conditions create considerable opportunity to provide attainable housing among a wide variety of housing typology among homeownership and rental product. Nonetheless, and as detailed in Question 24 - Housing, the established methodology for determining housing supply, demand and need for the City Park DRI establishes a geographic market area defined as a 20-minute drive time from the Subject Property and herein referred to as the Residential Market Area (RMA). This is the area from which demand for homeownership and multi-family rental housing is determined – as shown in the map below.

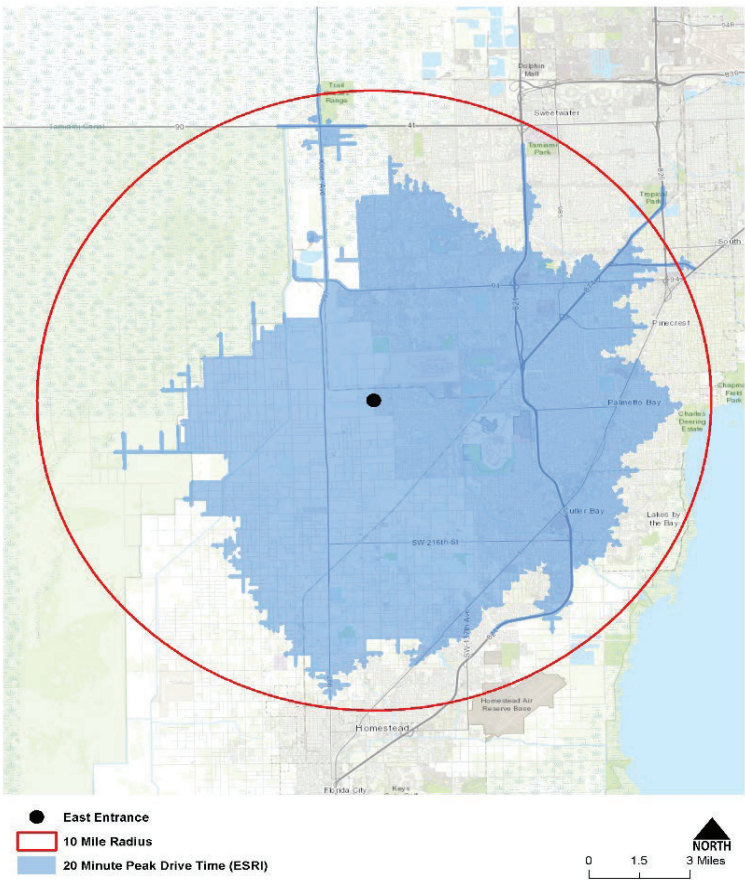
With respect to population projections, the forecasts used in Table 10-E.2 are derived from the Miami-Dade Transportation Planning Organization (TPO), which is a county-affiliated agency responsible for preparing long-range socioeconomic and population forecasts used consistently across County transportation, land-use, and concurrency analyses. The TPO projections are developed in coordination with Miami-Dade County departments and represent the County's adopted planning assumptions for mobility and growth modeling.

At this time, Miami-Dade County has not published a more recent or alternative population forecast at the geographic scale applicable to the City Park RMA. In 2025, MDC RER published population projections for the County's Minor Statistical Areas (MSA); however, it is not applicable to the analysis of housing supply and demand that defines the ECFRPC methodology for affordable housing need in Q24 which is based upon the RMA (noted above). However, the TPO does publish population projections at the Traffic Area Zone (TAZ) level that aligns with census block groups and the RMA.

Additionally, as noted by RER staff, Countywide land capacity analyses indicate that there is effectively no remaining single-family residential land capacity beyond approximately 2029, reinforcing the relevance of planned, master-planned communities such as City Park in accommodating future population growth within the County’s long-range planning framework.

Accordingly, the demographic data and population projections presented in Tables 10-E.1 and 10-E.2 are based on the most current, publicly available, and County-recognized data sources, and remain appropriate for evaluating existing conditions and future population assumptions for the proposed development.

Figure1: Map of 20-minute Drive Time (Peak Travel) – City Park RMA
Source: ESRI



According to US Census data, the RMA’s population increased from a broad perspective, the following table highlights the key population and household characteristics within the RMA:

TABLE 10 - E.1 Demographic Snapshot of RMA	
Total Population ACS 2023	482,183
Total Population ACS 2013	447,078
Households ACS 2023	159,198
Avg. HH Size ACS 2023	3.05
Median Household Income ACS 2023	\$81,348
% Above \$75K ACS 2023	53.6%
% Above \$100K ACS 2023	39.6%
Owner Occupied Households % ACS 2023	65.7%
Renter Occupied Households % ACS 2023	34.3%
Source: US Census (ACS 2023)	

As summarized above, the RMA's population increased by 35,000 persons during the past decade (or, 3,500 per year on average), or an average annual growth rate of 0.9 percent per year. According to Miami-Dade County Transportation Planning Organization (TPO), the correlating Census Block Groups for the RMA indicate a population growth projection of an average 4,170 persons between 2015 and 2045 (0.8 percent growth rate) and an increase of an average 1,490 households during the period (0.88 percent average growth rate). These growth rates are moderately lower than the growth rates reported for the RMA between 2010 and 2020, which was an average 1.14 percent per annum.

However, one additional factor warrants consideration for the residential demand analysis. The TPO and County growth projections appropriately reflect the availability of entitled land for future development. Today, by the County's own assessment, there will be no entitled land available for additional single family housing in the entire South Central Tier, and no single or multi-family units in the South Central Tier west of the Turnpike after 2029. This area west of the Turnpike is a measurable part of the City Park RMA. The potential approval of City Park however provides for additional land to support 7,800 units which could not (nor should not) have been incorporated into previous long-term projections by the TPO or County. In practice, once additional units are entitled, growth very likely will revert to faster historic rates. The basis for this considers the County's own projections, population in MSA 7.2 (to the south of City Park's MSA 6.2) is forecast to grow at a rate of 1.5 to 1.7 percent annually during each decade between 2020 and 2040; or, a rate nearly two-times the rate of MSA 6.2 even though a very large portion of that area is outside of the UDB. Indeed, because MSA 7.2 being a greater distance from key employment and commercial nodes than MSA 6.2, one would actually expect newly available land in MSA 6.2 (which is a large part of the RMA) to have a more robust impact on growth than available land further south and further away from key employment centers and community services and amenities.

TABLE 10 - E.2

City Park RMA - Population And Household Forecast			
Estimated Households (Year)	Est. 2026	2031	2036
TPO Growth (0.9%/yr.)	162,076	169,502	177,268
Net New HH's (TPO TAZ)		1,512	1,581
Cumulative HH's (TPO TAZ)		7,426	15,192
Modified Growth (1.25%/yr.)	162,076	172,462	183,514
Net HH's (Trendline)		2,129	2,266
Cumulative HH's (Trendline)		10,386	21,438
Sources: MDC TPO; Lambert Advisory			

Based upon the household growth rates above, the RMA's potential housing demand ranges between 15,000 and 21,000 units. However, it is clearly recognized that not all of these households will be able to afford the homeownership and rental product in City Park. Therefore, the minimum affordability household income threshold is estimated to be between \$80,000 to \$90,000 which is between 45 to 50 percent of RMA households as noted in Table 10 – E.1, above. This generates demand for roughly 7,500 $\pm$ to 11,000 $\pm$ housing units during the City Park development phase. Moreover, and generally in line with the RMA's housing tenure, two-thirds of the demand will be for homeownership, with one-third for rental. In any event, it should be noted, notwithstanding consideration for higher RMA growth which exceeds the TPO's projection once more land is entitled for housing development in the South Central Tier, even under a TPO baseline growth scenario, there is adequate demand generated to support City Park's residential buildout within a 10 year period.

Retail Demand

As discussed in **Section 10-D**, demand for City Park's proposed 673,902 $\pm$ square feet of retail will largely be driven from its own resident, worker, and visitor demand. Naturally, the commercial businesses and services within City Park will also attract residents, workers and visitors from outside of the area, including the primary and secondary trade areas defined within **Section 10-D**. Nonetheless, since a large share of City Park retail demand will be generated from within, the demand analysis herein weighs much more heavily on demand generated from City Park residents, workers, and visitors with limited additional inflow demand from the surrounding market area.

As it pertains to residents and, specifically, the 7,800 new single family attached and detached homeownership and multifamily rental households upon development completion, a comprehensive retail model (Lambert Advisory Retail Trade Model) has been utilized to determine demand from the prospective resident base. First, the 7,800 new residences will create a total population of 20,826 (at 2.67 persons per household). The population multiplier used in the analysis considers a number of factors. According to ACS 2023 data, the MSA's average person/household (PPH) is 3.1 which is presumed to be the basis for RER's calculation above. It is important to note, though, that 63% of the MSA's existing dwelling units are single family detached homes. Comparatively, Miami Dade County's ACS 2023 PPH is 2.67 with 38 percent single family detached units. The RMA PPH average is 3.0, with 57 percent single family detached. The City Park plan comprises 13 percent single family detached dwelling units which is

significantly lower than the County, RMA and MSA. There is a correlation between single family detached housing and average PPH. This is not to say that single family attached housing cannot accommodate larger household sizes, but these are generally smaller dwellings than single family. Furthermore, City Park comprises a comparatively higher mix multifamily units as a percent of total units (29 percent) with a predominate mix of one- and two-bedroom units which constrains family size. The analysis herein utilizes the County's PPH for the City Park DRI which is considered to be conservative given the proposed mix of housing.

Second, considering preliminary homeownership and multi-family rental pricing for City Park, total household income in City Park is based upon a minimum average household income threshold of \$155,000 (or, \$59,200 per capita based upon the County's average household size). Third, non-automobile retail expenditure for residents within City Park is 20.5 percent of total personal income utilizing the Department of Commerce Consumer Expenditure Survey (2023). Lastly, the model utilizes non-auto expenditure by store type based upon the US Census of Retail Trade (2022), sales per square foot by type of goods based upon general market data, and outflow factors that account for retention and leakage among residents.

In addition to its residents, City Park's retail will generate demand from residents (and workers) from the surrounding market area utilizing the retail goods and services provided within City Park. It is challenging at this point to establish the level of visitors to City Park from the surrounding community in the absence of more detailed programming. Therefore, the retail trade model applies only moderate inflow factors for this demand sector.

Table 10-E.3, below, provides a summary of the City Park resident retail demand upon build-out.

TABLE 10 - E.3	
City Park - Resident Retail Demand Upon Build-Out	
Estimated Population	20,826
Est. Avg. Per Capita Income	\$59,200
Total Retail Expenditure Potential	\$255,840,000
Expenditure Potential by Category	
Food Services & Drinking Places	\$47,206,257
Shoppers Goods	\$75,201,296
Convenience Goods	\$71,342,850
Building Materials	\$10,521,667
Sales per Square Foot by Category	
Food Services & Drinking Places	\$764
Shoppers Goods	\$285
Convenience Goods	\$638
Building Materials	\$325
Supportable Square Footage by Category	
Food Services & Drinking Places	61,780
Shoppers Goods	263,864
Convenience Goods	111,823
Building Materials	32,374
Non-Retail Space	169,146
Total Supportable Retail Space	638,995
Source: US Census of Retail Trade (2022); Dept. of Commerce Consumer Expenditure Survey (2023); ICSC	

In addition to resident demand, additional demand will be driven from the significant number of City Park workers. The key factors driving this model include: 7,823 total workers in retail, office, industrial, household and other sectors. It is very difficult to ascertain the number of workers that will actually live in City Park in the effort to avoid “double” counting these workers as residents. As a topline metric, and based upon US Census On-the-Map (Resident and Worker Inflow/Outflow), the number of workers within the RMA (as discussed above) that both live and work within the area is 37 percent. Utilizing this inflow/outflow factor yields 4,942± net new workers generating retail demand within City Park upon stabilized operations; based upon an International Council of Shopping Center (ICSC Worker Expenditure report issued in 2012, the average worker spends a total of \$6,900 on retail goods and services per year. On a conservative basis, the analysis herein considers a 10 percent increase factor; and, average sales per retail type is the same as for the resident model. These assumptions yield \$37 million in total annual retail expenditure that, against an average retail sales per square foot of nearly \$425, yields more than 88,000 square feet of additional retail demand above resident demand.

In aggregate, retail demand from City Park residents, workers and surrounding area visitors is estimated to total approximately 728,000 square feet of retail

demand upon stabilized operations which exceeds the proposed City Park retail component.

Office Demand

The demand for office space is in direct correlation with projected office employment growth. Based upon office market studies completed by the Miami DDA, nearly 80 percent of Miami-Dade County office employment is driven by Finance, Insurance and Real Estate (FIRE) sectors, and Professional, Technical and Business Services (i.e. attorneys, architects, etc.).

Based upon regional office employment projections, in tandem with development and leasing trends, Costar prepares estimates of office employment and office development (gross) over a 10-year period from 2025 to 2035.

TABLE 10 - E.4 Miami-Dade County Office Space & Employment Projections (2025-2035)	
<i>Total 10 yrs.</i>	
<u><i>Office Workers</i></u>	<u><i>Bldg. Sq.Ft.</i></u>
19,532	6,957,000
Source: Costar	

According to Costar, the County currently includes a total 117 million square feet of office space with a vacancy rate of 8.7 percent. City Park's comparable/competitive market (CMA), defined as the area south of SW 88th Street and North of SW 216th Street, includes 10.6 million square feet of office space with a vacancy rate of 5.6 percent. The market's share of County office space is 8.6 percent. During the past 10 years, the CMA has seen 520,000 square feet of office built, with 2 developments (one medical related and one municipal related) containing nearly 50 percent of the new supply.

With 7,800 new homes, combined with 673,902 square feet of retail and 892,484 square feet of industrial space, City Park effectively becomes comparable to a municipality and generates significant internal demand for professional, technical, and financial activities; as well as creating a desirable professional business environment to attract considerable demand in the surrounding CMA. In turn, this master plan helps to cement the CMA's continued capture of the County's future office demand and, likely, increase its share from historical trends. To that, the 500,000 square feet proposed within City Park represents 24 square feet per capita (as referenced above), which is significantly lower than the average office-to-resident ratio of 36 square feet among 12 municipalities in Miami-Dade County with population sizes ranging from roughly 11,000 to 40,000 persons.[§] City Park's 500,000 square feet of office space delivered in the next 10 years is supported.

Industrial

[§] Lambert Advisory Ratio of Office Square Feet to Population – Select Miami-Dade County Municipalities (2022)

The methodology for establishing demand for City Parks 892,484 square feet of industrial space is also associated with industry employment including sectors such as construction, manufacturing, wholesale trade, transportation/warehousing and other related industry.

Based upon regional industrial sector employment projections, along with development and leasing trends, Costar prepares estimates of industrial employment and industrial development (gross) over a 10-year period from 2025 to 2035.

TABLE 10 – E.5 Miami-Dade County Industrial Space & Employment Projections (2025-2035)	
Total 10 yrs.	
<u>Industrial Workers</u>	<u>Bldg. Sq.Ft.</u>
7,391	28,890,000
Source: Costar	

According to Costar, the County currently includes a total 262 million square feet of industrial space with a vacancy rate of 6.5 percent. City Park’s comparable/competitive market (CMA), defined as the area south of S.W. 88th Street and North of S.W. 216th Street, includes 10.6 million square feet of industrial space with a vacancy rate of 1.2 percent. The market’s share of County industrial space is 4.7 percent. However, since 2018, the CMA has seen 2.9 million square feet of industrial development, or an average 446,000 square feet per year. This represents a notably greater 7.0 percent share of the County’s demand during the period. To that, and in accordance with County’s industrial land absorption analysis,** the South (County) Tier is forecast to absorb 10 percent of the overall County’s industrial land, which would indicate industrial demand in excess of 2.8 million square feet for the CMA and surrounding market during the next 10 years, and from which City Park’s industrial development will capture.

Residential Amenity

As noted in preceding sections, the 7,800 new City Park residences will comprise a mix of households including a measurable number of families. Accordingly, the master plan envisions a considerable amount of open space, and some areas that can be activated with recreation and attractions. Considering this, the City Park DRI contemplates a residential amenity (ie. lagoon water park) for its own residents, as well as the surrounding outside community.

F. Economic Disparity

Job creation has historically been a major challenge for Miami-Dade County as it tries to accommodate the needs of its immigrant population, many of members of which come here for political and familial reasons rather than with knowledge that employment opportunities exist for them. The City Park DRI will be a benefit to the

** Miami-Dade County Projected Absorption of Industrial Land (2025-2040)

community in this regard, providing significant numbers of construction jobs during the development period and in excess of 2,500 permanent jobs when completed. The permanent jobs that will exist at the project after it is fully developed will be diverse in terms of the educational and skill levels they will require.

The South Florida Regional Planning Council has established as a goal the elimination of extreme economic disparity among the segments of South Florida's diverse population. The Applicant recognizes that the City Park DRI provides an opportunity to make steps toward the achievement of the Council's goal and will use its best efforts to realize that opportunity.

Construction hiring will likely be the responsibility of many contractors and sub-contractors. The Applicant will encourage the general contractors to award work to minority-owned sub-contractors at significant levels to the extent that doing so does not compromise their ability to complete their segments of the project within budget and in accordance with specifications.

When construction is completed, the responsibility of hiring the on-site workforce will lie with the businesses and institutions that occupy the proposed commercial facilities and that operate its hospital. The Applicant will encourage these businesses to be inclusive in their hiring practices and will use its best efforts to make them aware of the small and minority business resource organizations active in the community.

G. Project Cost

The City Park development is estimated to cost a total of \$2.8 billion (in 2026 \$'s) inclusive of labor, materials, soft costs, financing, and contingency. It is estimated that approximately 87 percent of the total development expenditure will be spent within the Miami Dade County region.

TABLE 10 - F.1 City Park DRI - Estimate Project Costs¹ (in Million's in 2026 \$'s)			
Item	Project Cost	% Spent in Region	Amount Spent in Region
Land	\$0	0%	\$0
Labor ¹	\$1,086,006	100%	\$1,086,006
Materials ¹	\$1,086,006	80%	\$868,804
Interest	\$215,013	50%	\$107,507
Planning ²	\$108,568	80%	\$86,854
Other ³	\$323,581	95%	\$307,402
Total	\$2,819,174	87%	\$2,456,573

Notes:

1.) Includes Furniture, Fixtures & Equipment

2.) Includes fees for architect, engineering, and other consultants

3.) Includes balance of soft costs, development management, TI allowances, pre-marketing expense, permit and impact fees, and contingency

Table 10-G.1, Project Costs Table, is presented above. The City Park DRI program will be developed in a single phase during the years of 2027 through 2036. Project costs are dependent on variables pertaining to the individual projects as they are developed. The most significant of these variables is the timing of development during the City Park development period, the scope and location of individual developments and the capital market factors that affect project financing. Therefore, the dollar amounts provided in **Table 10-G.2** are estimates, only, and could vary significantly from the final costs involved in the implementation of City Park.

Table 10.G.2
Project Cost Table
City Park DRI
(in Millions, 2026 Constant \$'s)

Single Family	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Labor	\$0	\$9,839,390	\$19,678,780	\$29,518,170	\$29,518,170	\$29,518,170	\$19,678,780	\$29,518,170	\$19,678,780	\$9,839,390	\$196,787,802
Materials	\$0	\$9,839,390	\$19,678,780	\$29,518,170	\$29,518,170	\$29,518,170	\$19,678,780	\$29,518,170	\$19,678,780	\$9,839,390	\$196,787,802
Interest	\$0	\$1,948,057	\$3,896,114	\$5,844,172	\$5,844,172	\$5,844,172	\$3,896,114	\$5,844,172	\$3,896,114	\$1,948,057	\$38,961,145
Planning	\$0	\$983,643	\$1,967,286	\$2,950,930	\$2,950,930	\$2,950,930	\$1,967,286	\$2,950,930	\$1,967,286	\$983,643	\$19,672,864
Other	\$0	\$2,931,700	\$5,863,401	\$8,795,101	\$8,795,101	\$8,795,101	\$5,863,401	\$8,795,101	\$5,863,401	\$2,931,700	\$58,634,008
Total	\$0	\$25,542,181	\$51,084,362	\$76,626,543	\$76,626,543	\$76,626,543	\$51,084,362	\$76,626,543	\$51,084,362	\$25,542,181	\$510,843,620
Townhome	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
Labor	0	20,258,603	40,517,205	60,775,808	60,775,808	60,775,808	60,775,808	40,517,205	40,517,205	20,258,603	405,172,052
Materials	0	20,258,603	40,517,205	60,775,808	60,775,808	60,775,808	60,775,808	40,517,205	40,517,205	20,258,603	405,172,052
Interest	0	4,010,911	8,021,822	12,032,733	12,032,733	12,032,733	12,032,733	8,021,822	8,021,822	4,010,911	80,218,219
Planning	0	2,025,251	4,050,502	6,075,753	6,075,753	6,075,753	4,050,502	4,050,502	4,050,502	2,025,251	40,505,023
Other	0	6,036,162	12,072,324	18,108,486	18,108,486	18,108,486	18,108,486	12,072,324	12,072,324	6,036,162	120,723,242
Total	\$0	\$52,589,529	\$105,179,059	\$157,768,588	\$157,768,588	\$157,768,588	\$157,768,588	\$105,179,059	\$105,179,059	\$52,589,529	\$1,051,790,588
Multifamily	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
Labor	\$0	\$9,625,974	\$19,251,949	\$28,877,923	\$28,877,923	\$28,877,923	\$28,877,923	\$19,251,949	\$19,251,949	\$9,625,974	\$192,519,488
Materials	\$0	\$9,625,974	\$19,251,949	\$28,877,923	\$28,877,923	\$28,877,923	\$28,877,923	\$19,251,949	\$19,251,949	\$9,625,974	\$192,519,488
Interest	\$0	\$1,905,804	\$3,811,608	\$5,717,412	\$5,717,412	\$5,717,412	\$5,717,412	\$3,811,608	\$3,811,608	\$1,905,804	\$38,116,080
Planning	\$0	\$962,308	\$1,924,616	\$2,886,924	\$2,886,924	\$2,886,924	\$2,886,924	\$1,924,616	\$1,924,616	\$962,308	\$19,246,161
Other	\$0	\$2,868,112	\$5,736,224	\$8,604,336	\$8,604,336	\$8,604,336	\$8,604,336	\$5,736,224	\$5,736,224	\$2,868,112	\$57,362,241
Total	\$0	\$24,988,173	\$49,976,346	\$74,964,519	\$74,964,519	\$74,964,519	\$74,964,519	\$49,976,346	\$49,976,346	\$24,988,173	\$499,763,458
Retail/Commercial	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Labor	\$0	\$3,749,915	\$7,499,830	\$7,499,830	\$11,249,745	\$11,249,745	\$11,249,745	\$7,499,830	\$7,499,830	\$3,749,915	\$74,998,303
Materials	\$0	\$3,749,915	\$7,499,830	\$7,499,830	\$11,249,745	\$11,249,745	\$11,249,745	\$7,499,830	\$7,499,830	\$3,749,915	\$74,998,303
Interest	\$0	\$556,822	\$1,113,644	\$1,113,644	\$1,670,465	\$1,670,465	\$1,670,465	\$1,113,644	\$1,113,644	\$556,822	\$11,136,436
Planning	\$0	\$374,879	\$749,758	\$749,758	\$1,124,636	\$1,124,636	\$1,124,636	\$749,758	\$749,758	\$374,879	\$7,497,575
Other	\$0	\$1,117,308	\$2,234,616	\$2,234,616	\$3,351,924	\$3,351,924	\$3,351,924	\$2,234,616	\$2,234,616	\$1,117,308	\$22,346,157
Total	\$0	\$9,548,839	\$19,097,678	\$19,097,678	\$28,646,516	\$28,646,516	\$28,646,516	\$19,097,678	\$19,097,678	\$9,548,839	\$190,976,775
Office	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Labor	\$0	\$3,293,641	\$6,587,283	\$6,587,283	\$6,587,283	\$9,880,924	\$9,880,924	\$6,587,283	\$6,587,283	\$3,293,641	\$65,872,828
Materials	\$0	\$3,293,641	\$6,587,283	\$6,587,283	\$6,587,283	\$9,880,924	\$9,880,924	\$6,587,283	\$6,587,283	\$3,293,641	\$65,872,828
Interest	\$0	\$652,093	\$1,304,187	\$1,304,187	\$1,304,187	\$1,956,280	\$1,956,280	\$1,304,187	\$1,304,187	\$652,093	\$13,041,869
Planning	\$0	\$329,265	\$658,530	\$658,530	\$658,530	\$987,795	\$987,795	\$658,530	\$658,530	\$329,265	\$6,585,302
Other	\$0	\$981,359	\$1,962,717	\$1,962,717	\$1,962,717	\$2,944,076	\$2,944,076	\$1,962,717	\$1,962,717	\$981,359	\$19,627,172
Total	\$0	\$8,550,000	\$17,100,000	\$17,100,000	\$17,100,000	\$25,650,000	\$25,650,000	\$17,100,000	\$17,100,000	\$8,550,000	\$171,000,000
Industrial Mixed Use	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Labor	\$0	\$3,667,924	\$7,335,848	\$11,003,772	\$11,003,772	\$11,003,772	\$11,003,772	\$7,335,848	\$7,335,848	\$3,667,924	\$73,358,481
Materials	\$0	\$3,667,924	\$7,335,848	\$11,003,772	\$11,003,772	\$11,003,772	\$11,003,772	\$7,335,848	\$7,335,848	\$3,667,924	\$73,358,481
Interest	\$0	\$726,196	\$1,452,392	\$2,178,588	\$2,178,588	\$2,178,588	\$2,178,588	\$1,452,392	\$1,452,392	\$726,196	\$14,523,921
Planning	\$0	\$366,682	\$733,364	\$1,100,046	\$1,100,046	\$1,100,046	\$1,100,046	\$733,364	\$733,364	\$366,682	\$7,333,642
Other	\$0	\$1,092,878	\$2,185,756	\$3,278,634	\$3,278,634	\$3,278,634	\$3,278,634	\$2,185,756	\$2,185,756	\$1,092,878	\$21,857,563
Total	\$0	\$9,521,604	\$19,043,209	\$28,564,813	\$28,564,813	\$28,564,813	\$28,564,813	\$19,043,209	\$19,043,209	\$9,521,604	\$190,432,088
Farm/Mixed-use/Red	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Labor	\$0	\$15,478,189	\$30,956,377	\$23,217,283	\$7,739,094	\$0	\$0	\$0	\$0	\$0	\$77,390,943
Materials	\$0	\$15,478,189	\$30,956,377	\$23,217,283	\$7,739,094	\$0	\$0	\$0	\$0	\$0	\$77,390,943
Interest	\$0	\$3,064,458	\$6,128,916	\$4,596,687	\$1,532,229	\$0	\$0	\$0	\$0	\$0	\$15,322,290
Planning	\$0	\$1,547,353	\$3,094,707	\$2,321,030	\$773,677	\$0	\$0	\$0	\$0	\$0	\$7,736,767
Other	\$0	\$4,611,811	\$9,223,623	\$6,917,717	\$2,305,906	\$0	\$0	\$0	\$0	\$0	\$23,059,057
Total	\$0	\$40,180,000	\$80,360,000	\$60,270,000	\$20,090,000	\$0	\$0	\$0	\$0	\$0	\$200,900,000

PART 2 CONSISTENCY WITH COMPREHENSIVE PLANS

A.

The development proposed in the **Master Development Plan, Map H**, will require a Future Land Use Map amendment to the CDMP to modify the Urban Development Boundary and change the land use designation from Agriculture to Special District. In addition, a district boundary change is proposed from Agriculture (AU) to Urban Development Boundary Planned Area Development District (UDBPAD). Applications for such a CDMP amendment and district boundary change have been submitted to the County concurrently with this ADA.

Consistency with County Policy Goals

The proposed **City Park** development is fully aligned with the intent and direction of the CDMP. The project supports a wide range of adopted goals, objectives, and policies related to land use, urban expansion, mobility, housing, economic development, and environmental sustainability. The following narrative outlines how City Park demonstrates consistency with key elements of the CDMP:

Land Use Element

The Land Use Element of the CDMP aims to guide the location, intensity, and character of development to support compact urban form, efficient infrastructure investment, and long-term sustainability. City Park directly supports these goals through its integrated, master-planned design that balances urban development with open space and multimodal transportation

- **Objective LU-1:** *Promote well-designed and efficient land use patterns that support sustainable growth.*

City Park advances a compact, mixed-use land use pattern that clusters higher intensities around a proposed transit-oriented development (TOD) center and village core. The integration of residential, commercial, civic, educational, and open space uses reduces the need for long vehicle trips and enhances internal trip captured

- **Policy LU-7F:** *Encourage development at transit-supportive densities around existing and planned rapid transit stations.*

The TOD core planned within City Park is directly adjacent to the CSX Portland Spur, identified as a SMART Plan potential corridor for future transit infrastructure, and is designed to accommodate vertical mixed-use development, multimodal access, and walkability in accordance with the County's transit-oriented development strategies.

- **Policy LU-8F:** *Urban Development Boundary (UDB) should contain land sufficient to accommodate projected residential demand for at least 10 years.*

City Park supports the CDMP's direction to evaluate expansions to the UDB only when necessary to accommodate demonstrated need. The proposal will be accompanied by a Needs Analysis demonstrating that existing capacity is

insufficient to meet forecasted residential demand, particularly for workforce and attainable housing within MSA 7.2. The site offers a logical and compact expansion area adjacent to existing infrastructure and development.

- **Policy LU-8G** of the Miami-Dade County Comprehensive Development Master Plan (CDMP) establishes a framework for evaluating proposed expansions of the Urban Development Boundary (UDB). It outlines areas that must be excluded, areas that should be avoided, and priority criteria that should guide the location of future urban development. As demonstrated below, the **City Park** project satisfies all applicable provisions of Policy LU-8G.

i) Prohibited Areas – Shall Not Be Considered

Policy LU-8G prohibits consideration of lands within specific environmentally sensitive or infrastructure-protected zones. These include:

- a) The Northwest Wellfield Protection Area and West Wellfield Protection Area
- b) Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas
- c) The Redland area south of Eureka Drive (SW 184th Street)

Response: City Park is not located within any of the areas specified in subsections (a), (b), or (c). The site lies well outside the Northwest and West Wellfield Protection Areas, does not intersect with any designated aquifer recharge, buffer, or water conservation areas, and is located north of Eureka Drive, beyond the boundaries of the protected Redland area. Therefore, the **City Park site is eligible for consideration** under LU-8G.

ii) Areas to Be Avoided

Policy LU-8G advises that the following areas should generally be avoided for UDB expansions:

- a) Future Wetlands delineated in the Conservation and Land Use Elements
- b) Lands designated Agriculture on the Land Use Plan map
- c) Category 1 Hurricane Evacuation Zones east of the Atlantic Coastal Ridge
- d) Comprehensive Everglades Restoration Plan (CERP) project footprints

Response:

- City Park does **not encroach upon Future Wetlands** identified in the CDMP.
- The site is currently designated **Agriculture** on the Land Use Plan.
- City Park is located **west of the Atlantic Coastal Ridge** and **outside of Category 1 Hurricane Evacuation Areas**.
- The site is **not located within the footprint** of any CERP project as defined in Tentatively Selected Plans or Project Implementation Reports.

iii) Priority Areas for Inclusion

Policy LU-8G establishes specific priority criteria for areas considered most appropriate for UDB expansion:

- a) Lands within Planning Analysis Tiers with the earliest projected supply depletion year
- b) Lands contiguous to the UDB
- c) Locations within one mile of a planned Urban Center or extraordinary transit service

- d) Locations with projected surplus service capacity or where public facilities can be readily extended

Response:

- **Planning Analysis Tier:** City Park is located within Miami-Dade County's South-Central Planning Analysis Tier, a tier historically identified as having among the earliest projected urban land-supply depletion and where current County and independent analyses show constrained remaining supply for key land uses. The Applicant's Needs Assessment documents that (a) City Park is located in the Planning Tier with the earliest projected depletion of any area in the County. Because the area (West South-Central Tier) in which City Park is located will run out of developable residential land (both single- and multi-family) in 2027 making the City Park area a priority for inclusion in the UDB, (b) County projections indicate single-family land capacity is projected to be depleted countywide by 2029 (creating a shortfall for single-family/townhome product), and (c) the South-Central Tier has very limited remaining industrial and commercial land and is projected by County staff to face industrial depletion in the Tier by the early 2030s. These findings demonstrate that City Park sits within a Planning Analysis Tier with demonstrated early depletion of key land supplies and therefore meets LU-8G(iii)(a)'s priority criterion for UDB consideration.
- **Contiguity with the UDB:** The eastern boundary of City Park is **directly contiguous to the current UDB**, making it a logical extension and minimizing sprawl.
- **Transit Access:** City Park is located within one mile of the potential SMART Plan CSX Portland Spur corridor, identified as a potential candidate for future transit infrastructure. The project includes a **Transit-Oriented Development (TOD) Center**, further enhancing alignment with County mobility goals.
- **Infrastructure Extension Feasibility:** The area **immediately east of City Park** is already served by public water, sewer, and transportation infrastructure. The Applicant is actively coordinating with utility and public service providers to extend facilities in a phased, efficient manner, ensuring consistency with concurrency and infrastructure planning standards.

In summary, based on the criteria outlined in **CDMP Land Use Policy LU-8G**, City Park is a **strong candidate for inclusion** within the Urban Development Boundary. The project:

- **Avoids prohibited and environmentally sensitive areas**
- **Responds to long-acknowledged growth pressure in a transitional agricultural zone**
- **Meets multiple priority criteria**, including contiguity, transit proximity, and tier designation
- **Advances compact, resilient, and integrated land use consistent with the CDMP's goals for urban form**

As such, City Park demonstrates clear consistency with LU-8G and represents a strategically located and appropriately planned expansion of the urban footprint in Miami-Dade County.

- **Urban Form Guidelines:** The CDMP outlines that new development should reinforce community identity, reduce sprawl, support multimodal transportation, and optimize the use of public infrastructure. City Park embodies these principles through its integrated land use plan, hierarchical street network, and strategic allocation of densities and intensities.
 1. **Compact, Mixed-Use Development Pattern** - City Park is designed around a **compact urban structure** that clusters **higher-intensity, mixed-use development** within a central Village Core and transit-oriented development (TOD) node. This core accommodates vertical mixed-use buildings, civic spaces, and commercial amenities within walking distance of residential neighborhoods. The plan supports internal trip capture and reduces reliance on external roadways, consistent with CDMP policies encouraging efficient land use patterns (e.g., Policy LU-1G).
 2. **Hierarchical and Connected Street Network** - The project features a **fine-grained, interconnected street grid** with clearly defined block sizes, promoting walkability and efficient access to transit, parks, and civic uses. The road network is structured to prioritize **multimodal transportation**, including transit routes, bikeways, and pedestrian paths. This aligns with the CDMP's urban design guidance, which calls for development forms that promote accessibility, reduce vehicle miles traveled (VMT), and encourage active transportation.
 3. **Transitions in Scale and Intensity** - City Park provides a calibrated **transition in density and intensity** from the TOD and Village Core outward to medium- and low-density residential neighborhoods near the project's perimeter. This structure ensures compatibility with adjacent uses and provides a diverse housing mix while maintaining the urban design principle of focusing intensity around nodes and corridors. The plan adheres to the CDMP guideline to establish legible and functionally coherent urban form that reinforces local context.
 4. **Integration of Open Space and Civic Uses** - The City Park plan distributes approximately **250 acres of lakes, parks, greenways, and civic spaces** throughout the site. These spaces are not isolated but are integrated into the community's layout to serve both ecological and social functions. Civic uses—including schools, plazas, and government facilities—are embedded within the walkable core and neighborhood units, in line with CDMP recommendations for integrating public uses into urban form.
 5. **Urban Form Supports Resiliency and Sustainability** - The compact form, coupled with climate-adapted landscaping, stormwater-integrated green infrastructure, and neighborhood-scaled agriculture, reflects an urban structure that is resilient to climate change and environmental stressors. The integration

of these features is consistent with the County's **Resilient305** goals as referenced in the CDMP and supports urban form that is future-ready.

The City Park development is consistent with the Land Use Element's guidance on urban form in the CDMP. It advances the County's goals by creating a complete, integrated, and walkable community that strategically allocates intensity, promotes multimodal accessibility, and reinforces sustainable development patterns. As such, City Park exemplifies the type of form-based, context-sensitive growth envisioned in Miami-Dade County's long-range planning framework

Housing Element

The Housing Element promotes the availability of safe, affordable, and accessible housing for all income levels. City Park addresses workforce housing needs by committing to a mix of housing types and long-term affordability near jobs and transit.

- **Goal H-1:** *Provide a sufficient supply of affordable and workforce housing.*

City Park includes a commitment to develop a minimum of 12.5% of residential units as attainable housing serving workforce income households. These units will be dispersed throughout the development, ensuring access to transit, jobs, schools, and amenities, and will remain affordable for a minimum of 30 years.

- **Policy H-2A:** *Promote housing opportunities in proximity to employment centers and transportation corridors.*

The location of City Park near regional roadways, planned transit infrastructure, and designated employment zones makes it well suited to deliver housing aligned with job access and regional mobility goals.

Transportation Element

The CDMP Transportation Element emphasizes the development of a multimodal network that reduces car dependency and supports land use efficiency. City Park integrates transit-ready development and a walkable street network to advance these mobility objectives.

- **Objective TE-1:** *Develop an integrated, multimodal transportation system.*

City Park includes a multimodal transportation network with complete streets, shared-use paths, and connectivity to existing and future regional corridors. The development framework is consistent with the County's Mobility Element and supports internal circulation while enhancing external regional access.

- **Policy TE-1F:** *Encourage developments that reduce automobile dependency and increase transit ridership.*

The project's TOD node, walkable design, and mix of uses reduce the need for external vehicle trips, support transit ridership, and enable mode shift. A planned mobility hub will accommodate buses, shuttles, micromobility, and potential rail connections.

Recreation and Open Space Element

This element seeks to ensure equitable access to parks and recreational amenities. City Park exceeds minimum open space requirements and distributes parks and greenways throughout the community.

- **Objective ROS-2:** *Ensure sufficient access to parks and recreational facilities for all residents.*

City Park advances ROS-2 by delivering a parks and open-space network sized and placed to serve the projected population and to provide equitable access:

- **Projected population & LOS requirement.** At buildout City Park is projected to house **20,826 persons** (7,800 units × 2.67 persons/unit). At the County LOS of **2.75 acres / 1,000 residents**, the LOS requirement equals **57.27 acres**.
- **Credited open space (conservative treatment).** The master plan provides **249.5 acres** of total open space. Per County practice, **66.0 acres** of stormwater lakes are excluded from private LOS credit unless formally dedicated and accepted as public parkland; excluding those lakes yields **183.5 acres** of credited open space.
 - **Surplus (conservative):** $183.5 - 57.27 = 126.23$ acres above LOS ($\approx 3.20\times$ the County minimum).
 - **Per-person provision (conservative):** ≈ 384 sq ft / person.
- **Equitable access & distribution.** The open-space framework places parks, pocket parks, neighborhood greens and the Central Greenway so that all residential neighborhoods are within a short walk of an accessible public space. A graded hierarchy (village parks, neighborhood parks, pocket parks, greenway corridors and school/playfield sites) ensures active facilities (fields, courts, playgrounds) and passive spaces (plazas, trails, habitat buffers) are geographically distributed to meet diverse user needs.

These results demonstrate that, on a conservative basis consistent with County policy, City Park exceeds ROS-2 requirements by a substantial margin and provides geographically equitable access.

- **Policy ROS-2B:** *Design neighborhoods to integrate parks and public spaces.*

City Park follows ROS-2B through urban-design measures that make public space an organizing principle:

- **Parks as neighborhood anchors.** Each neighborhood unit is centered on or framed by a neighborhood park, civic green or plaza that provides play space, social gathering areas and active programming opportunities.
- **Village Core integration.** The Village Core places civic greens, a market plaza and higher-intensity parks within walking distance of mixed-use and higher-density housing, supporting daily uses and community events.
- **Greenway & trail connectivity.** The Central Greenway links parks, schools, the Farm and the Village Core with continuous Class I trails, providing safe, non-motorized access and enabling routine recreation without auto dependence.
- **Multi-functional design.** Open spaces are sized and designed to perform multiple roles—recreation, stormwater management, heat-island mitigation and habitat connectivity—consistent with integrated ROS policy objectives.

Capital Improvements Element

The Capital Improvements Element focuses on ensuring that development is adequately supported by infrastructure without reducing Level of Service (LOS) standards. City Park is phased and planned to coordinate with infrastructure investment and capacity.

- **Objective CIE-1:** *Coordinate land development with the provision of infrastructure.*

City Park will be developed in coordination with available infrastructure capacity and phased improvements. Water, sewer, and roadway capacity assessments are being conducted to ensure concurrency and avoid adverse impacts on Level of Service (LOS) standards.

Conservation, Aquifer Recharge, and Coastal Management

These CDMP elements promote environmental protection and adaptation to climate change. City Park is designed to incorporate environmental best practices, including green infrastructure and heat mitigation.

- **Objective CON-5:** *Protect and enhance environmentally sensitive areas and recharge zones.*

The site design avoids sensitive natural areas and enhances stormwater management through interconnected lakes, bioswales, and greenways. The development includes substantial green infrastructure and applies low-impact development techniques to reduce runoff and improve aquifer recharge.

- **Policy CM-8B:** *Reduce urban heat island effects through planning and design.*

The site incorporates shade trees, green roofs, and compact development to mitigate heat effects. Landscape design prioritizes climate-adapted species and high-albedo materials in accordance with the County's **Resilient305** principles.

Conclusion

The City Park development represents a model for compact, resilient, and mixed-use growth aligned with the long-term vision and regulatory framework of the CDMP. The project satisfies applicable Goals, Objectives and Policies across multiple CDMP elements and demonstrates a strong commitment to housing affordability, transportation integration, climate adaptation, and efficient urban form. It supports the County's overarching goal to manage growth responsibly, expand access to opportunity, and improve quality of life for future residents.

B. Describe how the proposed development will meet goals and policies contained in the appropriate Regional Comprehensive Policy Plan.

The proposed **City Park Development of Regional Impact (DRI)** is fully consistent with the Goals, Strategies, and Policies of the **Strategic Regional Policy Plan (SRPP) for South Florida**, as adopted by the **South Florida Regional Planning Council**

(SFRPC). The SRPP provides a regional framework to guide land development, infrastructure investment, environmental protection, and economic growth in Miami-Dade, Broward, and Monroe Counties. City Park directly supports the Plan's overarching goals of sustainable, compact, and coordinated regional development.

The following narrative outlines how City Park demonstrates consistency with major elements of the SRPP:

1. Livable Communities and Regional Planning

SRPP Goal: Promote compact, livable, and well-connected communities through coordinated regional planning.

City Park exemplifies livable community design through its integration of **residential, commercial, civic, educational, and open space uses** into a walkable, transit-ready framework. The project clusters higher-intensity development around a potential SMART Plan transit node (CSX Portland Spur) and features a street network that supports **multimodal access**, neighborhood connectivity, and public space integration.

By applying principles of **urban form, placemaking, and mixed-use development**, City Park supports the SRPP's regional vision for well-planned, self-contained growth that minimizes sprawl and strengthens the structure of the urban region.

2. Transportation and Mobility

SRPP Goal: Develop a safe, efficient, and interconnected multimodal transportation system.

City Park is planned in coordination with the **SMART Plan** and includes a **transit-oriented development (TOD) center** adjacent to the CSX corridor, which is recognized as a future strategic rail corridor in Miami-Dade County. The site incorporates a **mobility hub** designed to accommodate transit vehicles, micromobility, and pedestrian connections. A complete street network and trail system further promote reduced automobile dependency and alignment with **regional mode shift** strategies.

These mobility features directly support the SRPP's objectives to reduce vehicle miles traveled (VMT), increase transit ridership, and provide access to alternative transportation modes within a compact urban form.

3. Affordable and Workforce Housing

SRPP Goal: Ensure an adequate supply of housing for all income levels, with emphasis on workforce housing near employment and transit.

City Park addresses the region's pressing housing needs by committing to provide **a minimum of 12.5% of residential units as workforce or attainable housing**. These units will be integrated throughout the development and located near transit, schools, parks, and employment uses—consistent with SRPP priorities to enhance

housing access and reduce commuting burdens for low- and moderate-income households.

This housing strategy helps mitigate the affordability crisis in South Florida while contributing to **equitable regional growth** and housing-job-transit alignment.

4. Economic Development

SRPP Goal: Promote a diverse, competitive, and sustainable regional economy.

City Park supports long-term regional economic development by incorporating **over 2 million square feet of commercial and employment-generating space**, including retail, office, and educational. The project is expected to generate significant construction and permanent jobs, while supporting business creation and entrepreneurship in a planned village environment.

Additionally, the inclusion of a **Farm District** and local food production supports innovation in food systems and emerging agricultural models, contributing to the regional economy's diversification and resilience.

5. Natural Resources and Environmental Resilience

SRPP Goal: Protect and enhance natural systems, improve regional resilience, and adapt to climate change.

City Park integrates environmental resiliency throughout its master plan, including:

- **250 acres of interconnected greenways, parks, and lakes**
- **Stormwater systems** that support aquifer recharge and flood protection
- **Urban agriculture** that promotes food resiliency
- **Heat island mitigation** via compact form, tree canopy, and shaded streetscapes

The project aligns with the County's Resilient305 strategy, which is supported by the SRPP, and demonstrates consistency with regional adaptation goals related to climate risk, ecosystem connectivity, and green infrastructure.

6. Regional Coordination and Efficient Growth Management

SRPP Goal: Encourage coordinated growth that optimizes existing infrastructure and limits urban sprawl.

City Park represents an opportunity for **planned expansion** adjacent to the current Urban Development Boundary (UDB), leveraging proximity to existing roads, utility corridors, and transit planning initiatives. The project is supported by **infrastructure analysis** to ensure concurrency with public services and regional systems.

This approach supports the SRPP's guidance for compact, infrastructure-efficient development and enhances the logical structure of the regional urban form.

Conclusion

The City Park DRI is consistent with the Strategic Regional Policy Plan for South Florida in both intent and execution. By integrating land use, transportation, housing, environmental design, and economic development within a coordinated framework, City Park fulfills the SRPP's vision for sustainable, equitable, and resilient regional growth. It represents a model for master-planned development that advances long-range planning goals across jurisdictional and policy boundaries in South Florida.

C.

The **City Park Development of Regional Impact (DRI)** is consistent with the goals and policies of the **State Comprehensive Plan (SCP), Chapter 187, Florida Statutes**, which establishes long-range goals and policies to guide the development of Florida's economy, infrastructure, environment, and communities. The project furthers the State's objectives by promoting orderly, sustainable, and resilient growth across a full range of planning categories. The following narrative summarizes how City Park aligns with key goals of the SCP:

1. Housing (§ 187.201(7), F.S.)

State Goal: Provide adequate and affordable housing for all Floridians.

City Park directly advances the state's housing goal by providing a **diverse mix of housing types**, including a formal commitment that **at least 12.5% of residential units will be designated as attainable/workforce housing**. These units will be integrated within walkable neighborhoods and located near employment centers, schools, transit facilities, and civic spaces. The project supports regional housing equity and affordability, especially for households traditionally underserved by the private market.

2. Water Resources (§ 187.201(8), F.S.)

State Goal: Assure the availability of an adequate supply of water for all competing uses.

City Park is planned to support efficient use of water resources by incorporating **climate-adapted landscaping, low-impact development (LID) techniques**, and **integrated stormwater management systems** that improve infiltration, aquifer recharge, and water quality. Stormwater lakes and greenways serve dual purposes for flood control and open space, consistent with State guidance on sustainable water infrastructure.

3. Natural Systems and Recreational Lands (§ 187.201(9), F.S.)

State Goal: Ensure the preservation and protection of natural systems and the public's access to natural and recreational lands.

City Park preserves and enhances ecological function through the inclusion of **250 acres of parks, greenways, and lakes**. These lands are designed to support habitat connectivity, public access, and passive and active recreation. Additionally,

the project employs **native plantings**, bioswales, and open space corridors to maintain ecosystem services and mitigate development impacts.

4. Land Use (§ 187.201(15), F.S.)

State Goal: Promote orderly and balanced land use patterns that reduce sprawl and protect natural resources

The project embodies the State's land use goals through a **compact, mixed-use urban form** that clusters development around a planned transit hub and concentrates density in a walkable Village Core. City Park supports a **logical expansion of the Urban Development Boundary (UDB)** by efficiently utilizing infrastructure and avoiding leapfrog development. It advances a well-planned community structure with transitions in scale, multimodal connectivity, and integration of jobs, housing, and services.

5. Public Facilities (§ 187.201(17), F.S.)

State Goal: Plan, finance, and develop public facilities in a timely, orderly, and efficient manner.

City Park is being planned in coordination with **available and expandable infrastructure**, including water, wastewater, roads, and stormwater systems. The development will comply with concurrency and capacity requirements, and its phasing strategy ensures that facilities are available to serve each stage of growth. The project's integrated infrastructure approach supports efficient service delivery and cost-effective public investment.

6. Transportation (§ 187.201(18), F.S.)

State Goal: Ensure that the State has a safe, interconnected transportation system that supports economic growth and mobility.

City Park is designed around a **multimodal transportation framework**, including a **transit-oriented development (TOD) node** aligned with the CSX Portland Spur and SMART Plan. A **mobility hub**, walkable street grid, bikeways, and pedestrian paths reduce automobile dependency, increase transit readiness, and contribute to state goals for VMT reduction, air quality, and connectivity. These transportation strategies improve access to jobs, schools, and services while supporting compact growth.

7. Agriculture (§ 187.201(23), F.S.)

State Goal: Protect agricultural lands and promote a sustainable agricultural economy.

City Park is proposed on land historically used for low-yield row crop production, a sector of agriculture that has seen **diminishing economic viability** in Miami-Dade County. As documented in recent County and State analyses—including those prepared by the University of Florida—the long-term outlook for farmland demand reflects a **continuing downward trend**.

Indeed, the **University of Florida report indicates that demand for farmland overall is expected to decrease from 68,837 acres in 2022 to 56,284 acres in 2050**, representing a **reduction of more than 12,000 acres**. Compared to the 68,837 acres reported in the 2022 Census of Agriculture, **projected demand for farmland by 2030 will decline by over 4,000 acres**, with another **4,000-acre decline expected by 2040**. In this context, a **1,000-acre development—even one located outside the Urban Development Boundary (UDB)—can proceed without materially impacting the County’s agricultural economy**.

Furthermore, Miami-Dade County's agricultural sector is increasingly centered on **nursery and floriculture production**, which now accounts for the **majority of agricultural sales despite using only a fraction of total farmland**. These high-value agricultural activities are typically conducted on **smaller parcels with more intensive production**, often closer to infrastructure and logistics networks. As such, the long-term agricultural sustainability of the County is not dependent on preserving all existing row crop acreage but rather on encouraging a shift toward **consolidated and intensified high-value agriculture** in appropriate areas.

The inclusion of a **Farm District** within the City Park development further supports this evolution by promoting **community-scale agriculture, food education, and local resiliency**, consistent with State goals to protect agricultural integrity while fostering innovative practices.

In summary, the County’s agricultural future lies in embracing **nursery and floriculture as its dominant agricultural engine**. A **carefully sited, mixed-use project** of the size and structure proposed at City Park will not erode Miami-Dade’s agricultural capacity. On the contrary, by **facilitating strategic land-use shifts** toward more viable agricultural uses and freeing up less productive land for urban development, the project can help preserve both **economic vitality** and **farmland integrity** across the County—fully in alignment with the State Comprehensive Plan’s goals

Conclusion

The City Park project demonstrates strong consistency with the goals of the **SCP**. Through compact urban design, infrastructure efficiency, housing affordability, environmental resilience, and regional mobility integration, the project addresses the State’s highest priorities for responsible growth and community development. It represents a forward-looking model for urban expansion that supports long-term sustainability, equity, and economic prosperity across South Florida.

Consistency with Section 163.3177(6)(a)9.a., Florida Statutes

Section 163.3177(6)(a)9.a., Florida Statutes, establishes the statutory criteria for evaluating whether a comprehensive plan project promotes urban sprawl. City Park has been designed as a compact, mixed-use, and transit-supportive development that aligns with the State's growth management objectives. The following analysis responds to each of the 13 indicators of urban sprawl identified in Florida law, demonstrating how City Park does not promote the proliferation of urban sprawl and instead advances orderly, efficient, and sustainable development patterns

Section 163.3177(6)(a)9.a. – Primary Indicators

Indicator: (I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

Finding: City Park does not exhibit this indicator. City Park does not promote low-intensity or single-use development. The master plan establishes a compact, mixed-use community integrating residential (single-family detached, townhome, and multifamily), retail, office, civic, educational, and recreational uses. Neighborhood centers are designed to support internal trip capture and future transit readiness. Densities and intensities are structured to support multimodal transportation and public facilities, avoiding large-lot or single-use subdivision patterns commonly associated with sprawl.

Indicator: (II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.

Finding: City Park does not exhibit this indicator. The project site is contiguous to the existing Urban Development Boundary and is planned as a coordinated and logical urban expansion area rather than an isolated or leapfrog development in a remote rural location. The project does not promote scattered development at substantial distances from existing urban areas; instead, it extends the urban fabric in a compact and contiguous manner supported by planned infrastructure.

The record includes a demonstrated housing needs analysis reflecting substantial projected population growth and a documented deficit of developable land within the existing urbanized area capable of accommodating demand—particularly for ground-oriented housing types such as single-family detached and single-family attached

(townhome) units. Much of the remaining vacant land within the UDB is fragmented, constrained, or otherwise unsuitable for accommodating these housing forms at meaningful scale. As a result, available lands within the existing urban area are insufficient, on their own, to meet long-term demand for both single-family detached and single-family attached housing in an orderly and infrastructure-supported manner.

Accordingly, the project does not bypass suitable undeveloped lands within the urbanized area. Rather, it represents a comprehensively planned, contiguous urban expansion designed to accommodate demonstrated demand for diverse housing types—including single-family detached and attached units—while coordinating infrastructure, transportation, and public facility planning. The proposal therefore does not promote urban development in rural areas at substantial distances from existing urban areas within the meaning of Section 163.3177(6)(a)9.a.(II), Florida Statutes.

Indicator: (III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

Finding: City Park does not exhibit this indicator. The development pattern is internally organized around a connected street grid and mixed-use districts rather than strip or ribbon commercial corridors. Retail and employment uses are clustered within designated centers, not extended linearly along arterial roadways. The project's urban form avoids fragmented or corridor-driven sprawl patterns.

Indicator: (IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

Finding: City Park does not exhibit this indicator. The project site is currently utilized for agricultural row crops and does not contain wetlands, surface waters, native upland habitat, floodplain systems, shoreline features, estuarine systems, or other significant natural resources of the type identified in this statutory indicator. The land has been previously altered and actively cultivated, and it does not function as an intact natural ecosystem.

Notwithstanding the absence of such natural systems onsite, the master plan incorporates modern stormwater management facilities, open space networks, and aquifer protection measures consistent with Miami-Dade County and state environmental regulations. Development areas will comply with applicable environmental permitting standards, ensuring continued protection of regional water resources and environmental quality. Accordingly, the project does not result in the loss of protected natural systems and does not fail to conserve natural resources within the meaning of Section 163.3177(6)(a)9.a.(IV), Florida Statutes.

Indicator: (V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

Finding: City Park incorporates transitional buffering, edge treatments, and phased infrastructure delivery to protect adjacent agricultural operations. The project avoids dispersed encroachment into agricultural lands and establishes a defined urban edge contiguous to the UDB. Concentrated development reduces pressure for incremental, piecemeal agricultural conversion.

Indicator: (VI) Fails to maximize use of existing public facilities and services.

Finding: City Park does not exhibit this indicator. The project connects to and extends existing infrastructure systems in a coordinated manner. Water, sewer, transportation, and public safety services are phased with development to maximize capacity utilization and efficiency. The compact development pattern improves cost-efficiency relative to dispersed rural development.

Indicator: (VII) Fails to maximize use of future public facilities and services.

Finding: City Park does not exhibit this indicator. Infrastructure improvements are programmed concurrently with development phases. School concurrency, roadway improvements, and utility extensions are structured to align with projected population growth, ensuring that future public facilities are utilized efficiently rather than prematurely extended.

Indicator: (VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

Finding: City Park does not exhibit this indicator. The Applicant has demonstrated through comprehensive infrastructure and concurrency analyses that existing and planned public facility systems can adequately serve the proposed development without degrading adopted levels of service for surrounding communities.

The application includes detailed capacity evaluations for water, wastewater, transportation, and stormwater systems, each prepared using the methodologies and level-of-service standards adopted by the respective service providers and reviewing agencies. With respect to potable water and sanitary sewer, the analysis relied upon current system capacity data and identified improvements contained within adopted capital improvement programs. The evaluation concluded that sufficient treatment and conveyance capacity exists, or will exist consistent with programmed improvements, to accommodate project demand within adopted level-of-service standards.

Transportation impacts were evaluated in accordance with the approved traffic impact analysis methodology, incorporating existing background conditions, committed development, and programmed roadway improvements. The analysis demonstrated that the roadway network can continue to operate at adopted levels of service with implementation of identified mitigation measures, where applicable. The compact,

mixed-use development pattern further supports internal trip capture and multimodal mobility, reducing external vehicle miles traveled and long-term roadway demand.

Stormwater management was evaluated consistent with applicable County and State criteria, including on-site retention, water quality treatment, and discharge requirements. The project's stormwater system is designed to meet or exceed regulatory standards, ensuring that post-development runoff does not adversely affect adjacent properties or downstream facilities.

In addition, public services such as schools, fire rescue, and law enforcement are addressed through established concurrency and service planning processes to ensure adequate capacity is available concurrent with development phases.

Collectively, these analyses demonstrate that the proposed development will be served by existing and planned infrastructure systems in a manner that maintains adopted levels of service, avoids disproportionate public cost burdens, and does not increase the cost in time, money, or energy of providing and maintaining public facilities. Accordingly, the project does not allow land use patterns or timing that disproportionately increase infrastructure costs within the meaning of Section 163.3177(6)(a)9.a.(VIII), Florida Statutes

Indicator: (IX) Fails to provide a clear separation between rural and urban uses.

Finding: City Park does not exhibit this indicator. The project establishes a clearly defined and contiguous urban expansion area adjacent to the existing Urban Development Boundary, with a deliberate and structured transition to surrounding rural and agricultural uses. The master plan places lower-density residential uses—particularly single-family detached units—along the project's outer edges to create a graduated transition in scale and intensity between urban development and adjacent rural lands.

Accordingly, the project establishes a structured and defensible urban boundary and does not fail to provide a clear separation between rural and urban uses within the meaning of Section 163.3177(6)(a)9.a.(IX), Florida Statutes

Indicator: (X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

Finding: City Park does not inhibit infill development. Countywide housing demand requires a combination of infill and coordinated expansion. The project complements infill by providing housing supply and diversity without diverting infrastructure resources disproportionately from existing urban areas.

Indicator: (XI) Fails to encourage a functional mix of uses.

Finding: City Park does not exhibit this indicator. The master plan establishes a comprehensive and intentional mix of residential, employment, retail, civic, educational, recreational, and open space uses organized within walkable

neighborhood districts. Residential uses—including single-family detached, single-family attached (townhome), and multifamily units—are integrated with neighborhood retail centers, schools, parks, civic facilities, and employment areas to create a balanced land use pattern that serves daily needs within the community.

Parks, greenways, and preserved open space are not isolated amenities but are linked throughout the project and connected to residential neighborhoods and mixed-use centers. These open space elements function as both recreational assets and mobility corridors, integrated with a connected street grid, pedestrian pathways, bicycle facilities, and transit-supportive design. The multimodal transportation system provides continuous connectivity among housing, schools, retail, employment, and recreational areas, promoting internal trip capture and reducing reliance on external vehicle trips.

By integrating land uses with parks and open space through a cohesive multimodal network, the project fosters community self-sufficiency, reduces external commuting demand, and advances a compact, mixed-use development pattern. Accordingly, the project does not fail to encourage a functional mix of uses within the meaning of Section 163.3177(6)(a)9.a.(XI), Florida Statutes.

Indicator: (XII) Results in poor accessibility among linked or related land uses.

Finding: City Park does not exhibit this indicator. The master plan is intentionally structured to enhance mobility, access, and multimodal connectivity among residential, commercial, civic, educational, and recreational uses.

The transportation framework is designed to reduce vehicle dependency and promote internal connectivity through a complete street network consisting of boulevards, loop roads, and connector streets organized around pedestrian safety and a clear multimodal hierarchy. This interconnected grid avoids the isolated cul-de-sac patterns commonly associated with sprawl and instead facilitates direct and efficient access between neighborhoods and activity centers.

The plan includes a transit-oriented development node located proximate to a potential future CSX corridor extension and designed to accommodate a regional mobility and transit hub. This area is planned at higher intensity to support future transit service and regional connectivity.

In addition, the project incorporates an integrated system of bicycle and pedestrian infrastructure, including Class I shared-use trails, dedicated bike lanes, and landscaped esplanades. These facilities connect residential neighborhoods to schools, parks, neighborhood retail, and recreational amenities, and provide linkage to regional assets such as the Black Creek Trail.

Daily needs—including grocery, health services, schools, and recreation—are strategically located within walkable proximity to residential areas, promoting internal trip capture and reducing reliance on external vehicular trips.

Collectively, the complete street framework, transit readiness, and integrated pedestrian and bicycle systems ensure strong accessibility among linked land uses. Accordingly, the project does not result in poor accessibility within the meaning of Section 163.3177(6)(a)9.a.(XII), Florida Statutes.

Indicator: (XIII) Results in the loss of significant amounts of functional open space.

Finding: City Park does not exhibit this indicator. The project site is currently utilized for agricultural row crop production, which requires fertilizer application, pesticide use, and irrigation practices. While the land is open in a physical sense, it does not function as preserved or accessible public open space and does not serve recreational, habitat, or community purposes.

The master plan will replace this privately cultivated agricultural land with a coordinated system of publicly accessible parks, greenways, landscaped corridors, and structured open space integrated throughout the community. These open space areas are intentionally designed to provide recreation, connectivity, stormwater management, and community gathering spaces. Open space is distributed throughout the project and linked by pedestrian and bicycle infrastructure, ensuring functional accessibility rather than isolated residual areas.

Accordingly, the project does not result in the loss of significant functional open space. Rather, it converts privately farmed row crop land into an integrated network of accessible parks and structured open space that enhances community function and long-term land stewardship within the meaning of Section 163.3177(6)(a)9.a.(XIII), Florida Statutes.

Section 163.3177(6)(a)9.b. – Development Pattern Characteristics That Discourage Urban Sprawl

Section 163.3177(6)(a)9.b., Florida Statutes, establishes eight indicators to determine whether a comprehensive plan project discourages the proliferation of urban sprawl. Pursuant to the statute, a plan or project is determined to discourage urban sprawl if it demonstrates consistency with at least four of the eight enumerated indicators.

The following analysis evaluates the proposed project against each of the statutory indicators set forth in Section 163.3177(6)(a)9.b. As demonstrated below, the project satisfies well in excess of the minimum statutory threshold. The proposal promotes efficient use of existing infrastructure, improves internal land use balance, reduces vehicle miles traveled, supports conservation of energy, and remedies an existing pattern of residential development lacking proximate neighborhood services.

Accordingly, the project affirmatively discourages the proliferation of urban sprawl within the meaning of Section 163.3177(6)(a)9.b., Florida Statutes.

Indicator: (I) Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

Finding: City Park satisfies this indicator. The project site is currently utilized for agricultural row crop production and does not contain wetlands, surface waters, native upland habitat, natural recharge features, or other functioning natural ecosystems of the type contemplated by this statutory indicator. The land has been actively cultivated and does not function as an intact natural system.

Growth is directed to a contiguous urban expansion area adjacent to the existing Urban Development Boundary, rather than to remote or environmentally sensitive locations. Development is consolidated within a comprehensively planned footprint, avoiding fragmentation of natural systems.

In addition, the project does not adversely impact adjacent agricultural lands. The master plan establishes defined urban edges, buffering, and structured transitions that protect ongoing agricultural operations and reduce the likelihood of incremental encroachment. By concentrating development in a coordinated expansion area rather than allowing dispersed conversion of agricultural lands, the amendment limits broader impacts to agricultural and natural systems.

Accordingly, the proposed amendment directs growth in a manner that does not adversely impact natural resources or ecosystems and is consistent with Section 163.3177(6)(a)9.b.(I), Florida Statutes.

Indicator (II) Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

Finding: City Park satisfies this indicator. The Applicant has demonstrated through detailed infrastructure and concurrency analyses that existing and planned public facility systems can adequately serve the proposed development without degrading adopted levels of service for surrounding communities.

Water and wastewater capacity analyses relied on current system capacity data and adopted capital improvement programs, confirming that sufficient treatment and conveyance capacity exists, or will exist consistent with programmed improvements, to serve project demands within adopted level-of-service standards. Infrastructure extensions are planned in a logical and contiguous manner from existing systems, avoiding fragmented or premature expansion.

Transportation impacts were evaluated using the approved traffic impact methodology, incorporating background conditions, committed development, and programmed roadway improvements. Where necessary, mitigation measures are identified to maintain adopted levels of service. The project's compact, mixed-use form, internal

trip capture, and multimodal transportation framework further reduce long-term external roadway demand relative to dispersed, low-density development patterns.

Stormwater facilities are designed in accordance with County and State criteria, including on-site retention, treatment, and discharge standards, ensuring cost-effective system performance without adverse off-site impacts.

Infrastructure improvements are phased with development to align capacity with demand, thereby avoiding disproportionate public costs and inefficient overbuilding of facilities. By concentrating development contiguous to the Urban Development Boundary and coordinating service delivery through established concurrency and capital planning processes, the amendment promotes efficient and cost-effective provision and extension of public infrastructure consistent with Section 163.3177(6)(a)9.b.(II), Florida Statutes.

Indicator: (III) Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

Finding: City Park satisfies this indicator. The master plan is intentionally structured to create a compact, connected community that integrates a range of housing types—including single-family detached, single-family attached (townhomes), and multifamily units—with neighborhood retail, employment, civic, educational, and recreational uses.

Residential densities are organized to support internal trip capture and walkable access to daily needs, including grocery, schools, parks, and neighborhood services. Mixed-use centers are strategically located within short walking and biking distances of surrounding residential neighborhoods, reducing reliance on external vehicle trips and supporting community self-sufficiency.

The transportation framework incorporates a complete street network consisting of interconnected boulevards, loop roads, and connector streets designed around pedestrian safety and a clear multimodal hierarchy. Class I shared-use paths, dedicated bicycle lanes, landscaped esplanades, and sidewalks provide continuous connectivity throughout the community and link to regional assets, including the Black Creek Trail.

In addition, the plan accommodates transit readiness through a designated higher-intensity node proximate to a potential future CSX corridor extension and planned regional mobility hub. This area is designed to support future transit service, reinforcing compact development patterns and multimodal mobility.

By integrating diverse housing types, mixed-use centers, connected street networks, pedestrian and bicycle infrastructure, and transit-supportive design, the amendment

promotes walkable and connected communities consistent with Section 163.3177(6)(a)9.b.(III), Florida Statutes

Indicator (IV) Promotes conservation of water and energy.

Finding: City Park satisfies this indicator. The master plan incorporates forward-looking resiliency measures that promote long-term conservation of water and energy resources consistent with Miami-Dade County policies on sustainability and climate adaptation.

Stormwater infrastructure is intentionally integrated with open space systems, including lakes, greenways, and bioswales designed as dual-purpose features. These elements manage runoff, improve water quality, and reinforce site-wide green infrastructure networks while reducing reliance on energy-intensive mechanical systems. On-site retention and treatment facilities are designed to meet or exceed applicable regulatory standards, improving water management efficiency relative to existing row crop irrigation practices.

Landscape design emphasizes native and climate-adapted plant species, reducing long-term irrigation demand and potable water consumption. Drought-tolerant landscaping and enhanced tree canopy coverage contribute to reduced evapotranspiration stress and improved site-wide water efficiency.

The project also incorporates a designated Farm District that supports localized food production through community-supported agriculture, school partnerships, and demonstration gardens. This feature promotes food resiliency and reduces transportation-related energy consumption associated with long-distance food distribution.

Urban heat island mitigation strategies—including compact land use patterns, shaded public spaces, and expanded tree canopy—reduce ambient temperatures and energy demand for cooling. The project’s walkable design, internal trip capture, multimodal street network, and transit readiness further reduce vehicle miles traveled and associated fuel consumption.

Collectively, these design strategies promote conservation of water and energy resources and advance County resiliency initiatives, including Resilient305 and GreenPrint, consistent with Section 163.3177(6)(a)9.b.(IV), Florida Statutes.

Indicator: (V) Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

Finding: Structured urban edges and buffering protect adjacent agricultural lands. Concentrated development reduces the likelihood of incremental agricultural land fragmentation.

Indicator: (VI) Preserves open space and natural lands and provides for public open space and recreation needs.

Finding: City Park satisfies this indicator. The project site is currently utilized for agricultural row crop production and does not contain designated open space, preserved natural lands, or publicly accessible recreational areas. The land is privately cultivated and does not function as community open space or protected natural habitat.

In contrast, the master plan establishes a comprehensive and integrated open space framework comprising approximately 249.5 acres—approximately 25 percent of the site. This framework includes:

- **The Central Greenway and Lake System:** Designed as dual-purpose infrastructure providing passive recreation opportunities while functioning as stormwater management and water quality treatment facilities.
- **Community and Pocket Parks:** Distributed throughout the neighborhoods to ensure that all residents are within walking distance of active and passive recreational spaces.
- **The Parkway and Green Connections:** Linear open space corridors that enhance pedestrian and bicycle mobility, reinforce community identity, and provide continuous landscape connectivity.
- **The Farm:** A 10-acre agricultural amenity supporting educational programming, local food production, and community engagement.

These open space systems are intentionally integrated with resiliency infrastructure, embedding stormwater management, shade canopy, and heat mitigation strategies throughout the public realm. Rather than resulting in the loss of preserved open space or natural lands, the amendment converts privately cultivated row crop land into a structured network of publicly accessible parks, greenways, lakes, and civic spaces designed to meet long-term recreation and resiliency needs.

Accordingly, the amendment preserves and substantially enhances open space provision and public recreational access consistent with Section 163.3177(6)(a)9.b.(VI), Florida Statutes.

Indicator: (VII) Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

Finding: City Park satisfies this indicator. The master plan establishes an intentional and proportional balance between residential development and supporting nonresidential uses to meet the daily needs of the projected population within the community.

The residential program—including single-family detached, single-family attached (townhome), and multifamily units—is integrated with neighborhood retail centers, grocery services, employment opportunities, schools, parks, civic facilities, and recreational amenities. These uses are strategically distributed throughout the

community and organized around walkable neighborhood centers to support internal trip capture.

By providing employment, retail, educational, and civic uses in close proximity to residential areas, the plan reduces reliance on external commuting and long-distance service trips. The integrated street network, pedestrian and bicycle infrastructure, and transit-ready node further reinforce internal connectivity among residential and nonresidential uses.

This balanced land use pattern responds directly to projected residential demand and avoids the single-use residential development patterns associated with sprawl. Accordingly, the amendment creates a balanced mix of land uses consistent with Section 163.3177(6)(a)9.b.(VII), Florida Statutes.

Indicator: (VIII) Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.

Finding: City Park satisfies this indicator. The land use program is intentionally organized around a hierarchy of sub-villages that structure density, intensity, and character across the site, creating a cohesive and legible community form rather than a conventional single-use subdivision pattern.

The master plan distributes land uses in a balanced and integrated manner:

- **Residential (approximately 52% of the site):** 7,800 dwelling units across Low-, Medium-, Medium-High-, and High-Density Residential categories, with target densities ranging from 6 to 30 units per acre, providing a range of housing choices including single-family detached, single-family attached (townhomes), and multifamily units.
- **Non-Residential (approximately 9% of the site):** Over 2,000,000 square feet of commercial, office, and light industrial uses to support internal employment and services.
- **Mixed-Use (approximately 9% of the site):** Transit-Oriented, Village, Park, Industrial, and Farm Mixed-Use designations designed to foster walkable neighborhoods with integrated services and employment.
- **Community Services (approximately 4% of the site):** Schools, civic facilities, and rail corridor improvements supporting public infrastructure and mobility.
- **Open Space and Parks (approximately 25% of the site):** A connected network of parks, lakes, plazas, agricultural areas, and trail corridors integrated throughout the community.

This framework reflects consistency with Miami-Dade County CDMP objectives promoting mixed-use centers, transit-oriented development near future transit opportunities, and land use patterns that balance housing and employment.

Urban design principles further reinforce the innovative character of the development. The plan establishes a mixed-use Village Core as the civic, cultural, and retail heart of the community, along with a designated Transit-Oriented Development (TOD) Center adjacent to a potential future CSX Portland Spur node and proposed regional mobility hub. Compact blocks and a connected street network promote walkability and multimodal choice, while distributed parks, plazas, and civic spaces support public life and community identity.

Development intensities are deliberately scaled to context. Higher-density and vertical mixed-use development is concentrated around transit and activity centers, while lower-density residential forms provide a graduated transition toward the project perimeter. This structured hierarchy of sub-villages creates a coordinated new community rather than dispersed, single-use suburban development.

Collectively, the integrated land use program, transit-supportive design, multimodal framework, and balanced distribution of residential and employment uses constitute an innovative master-planned development pattern consistent with the concept of a new town under Section 163.3164 and satisfy the requirements of Section 163.3177(6)(a)9.b.(VIII), Florida Statutes

Conclusion

Based on the foregoing analysis, City Park does not exhibit the primary indicators of urban sprawl identified in Section 163.3177(6)(a)9.a., Florida Statutes, and affirmatively satisfies multiple development pattern characteristics identified in Section 163.3177(6)(a)9.b. The project reflects compact urban form, infrastructure-supported growth, environmental integration, and functional land use balance. Accordingly, the proposed project discourages the proliferation of urban sprawl under Florida law.

PART 3 DEMOGRAPHIC AND EMPLOYMENT INFORMATION

A. Complete the following demographic and employment information tables.

Project Demographics

The proposed City Park development program provides for a maximum development of 7,800 residential units and generally comprising: *Low Density* housing representing 1,029 single family homes with an average density of 6 units per acre; *Moderate Density* housing representing 4,532 townhome units with an average 18 units per acre; and, *High Density* housing 2,239 multi-family units at an average 30 units per acre. The majority of the *low and moderate density* housing will be homeownership (for-sale) product and the high-density properties will be rental.

The prospective City Park housing is anticipated to attract a mix of residents. It is expected that the single-family homes will be dominated by families, while the townhome will potentially be a more balanced mix of families and single or couple occupants. The rental product will be geared more to single and double occupancy, with family in the larger units. As set forth in the analysis of retail demand above, City Park's household characteristics in terms of persons per household and children per household is estimated to be more closely aligned with those characteristics of households Countywide as opposed to the surrounding MSA and RMA which have a considerably higher proportion of single family detached housing.

City Park's housing will support workers within the City Park community, as well as attract a significant number of new residents from outside of the community and south Dade County region at large. **Table 10-Part III.1, Population and Demographic Information**, provides a breakdown of population and demographic components for the prospective housing development.

Table 10-Part III.1 Project Demographics									
Phase	Total Units / Dwelling			Persons/HH ¹	Total Population	Children/HH ²	Total School		
	LDR (SF)	MDR (TH)	HDR (MF)				Aged Children ³	Elderly/HH ⁴	Total Elderly
City Park	1,029	4,532	2,239	2.67	20,826	0.39	3,041	0.45	3,499

Notes/Sources:

- 1.) ACS 2023
- 2.) ACS 2023 - MDC Population age under 18 (20.1% of total population)
- 3.) ACS 2023 - MDC Population age cohort between 5 and 17 years (14.6% of total population)
- 4.) ACS 2023 - MDC Population age cohort 65 years and older (16.8% of total population)

Project Employment

Direct Construction jobs (also referred to as short-term, non-recurring) created from the development of City Park will total roughly 15,361 FTE's during the City Park development phase 2036. This is based upon development costs (construction) of roughly \$2.8 billion and enumerated through the IMPLAN model. Development of the City Park master plan will create more than 7,823 Direct Long-term Recurring FTE's related to industrial/office/retail employment, property and building management, maintenance, security, administrative, executive, among other occupations – and the detail of which is discussed in Question 24 (Housing). The following table provides a summary of Direct Construction and Direct Recurring jobs by income category.

TABLE 10 – Part III.2 City Park - Direct Construction and Direct Recurring (Non-Construction) FTE Jobs by Income Cohort						
Phase	< \$29,120*	\$29,121 - \$43,600	\$43,601 - \$69,760	\$69,761 \$104,640	> \$104,640	T
Construction**		1,229	3,379	9,370	1,383	15,361
Non-Construction		1,637	1,374	2,681	2,131	7,823

Source: USHUD; Lambert Advisory; IMPLAN

Notes:

*Minimum Wage

* Employment distribution by Income Cohort based upon "Industrial" sector control method detailed in Q24 (Housing) Employment distribution by Income Cohort based upon "Industrial" sector control method

Table 10-Part III.3, Estimated Employment by Income Range and Land Use, provides a distribution of these workers by income. The income categories shown are those used in the Housing (Question 24) Methodology utilized in the affordable housing analysis.

TABLE 10 - Part III.3					
City Park - Employment by Land Use and Income Cohort					
Phase	\$27, 601 - \$43,600	\$43,601 - \$69,760	\$69,761 \$104,640	> \$104,640	Total
Retail	1,297	797	159	449	2,703
Office	60	217	1,780	1,564	3,621
Industrial	92	202	628	220	1,141
Education	30	30	115	184	358
Total	1,480	1,246	2,681	2,416	7,823

The employment identified in the table above (both construction and non-construction related) represents direct project-based employment; as such, it does not account for indirect employment that will create significant job opportunities throughout Miami-Dade County.

PART 4 IMPACT SUMMARY

A. Summarize the impacts this project will have on natural resources.

Vegetation and Wildlife

The Project Site contains no significant vegetation or wildlife features. Further, the Project Site provides no significant habitat for any listed wildlife or plant species.

Wetlands

There are no wetlands currently on the site.

Project Development

The proposed Project will result in extensive landscaping along road rights-of-way, in public plazas and adjacent to structures. Therefore, the impact on any adjacent resources will be significantly improved.

B. Summarize public facilities capital costs associated with project impacts using the following table:

TABLE 10.6 PUBLIC FACILITIES CAPITAL COSTS		
Facility	Total Capital Costs	Responsible Entity
Transportation (External)	Fair Share cost to be determined	State of Florida, Miami-Dade County
Wastewater	Equal to connection charges collected.	Miami-Dade Water & Sewer
Potable Water		
Recreation/Open Space	None anticipated, facilities to be provided by developer	Miami-Dade County
Education	None anticipated, facilities to be provided by developer	Miami-Dade County Public Schools
Source: The Curtis Group		

11. REVENUE GENERATION SUMMARY

A. **Project the funds anticipated to be generated by the project. This projection should include any source or use of funds which could have any reasonable connection to the proposed development.**

1. **Make the following projections by year, including the first and last year in which any construction and/or development takes place:**

- (a) **Yearly ad valorem tax receipts**
- (b) **Yearly impact fees collected**
- (c) **Yearly sales tax received by local government**
- (d) **Yearly gasoline tax received by local government**
- (e) **Yearly projections of any other funds by any other sources generated as a result of development of the proposed project within the region.**

Revenues generated for Miami-Dade County from the City Park DRI provides substantial income for the County, the primary governmental body that will be impacted by the development. The revenue generation from the City Park program includes revenue from recurring and non-recurring activities during the proposed period (years 2027 through 2036). The revenue projections are based upon the City Park DRI development program set forth herein with estimated costs and values deemed conservative and are presented in 2026 constant dollars. The total development costs include complete build out of the utilized space for each use (ie. tenant build out).

The **Table 11-1** provides a summary of recurring and non-recurring revenue to the Miami-Dade County on an annual basis during the development Period, followed by an overview of key assumptions and methodology in **Section 11.A.2** below.

**TABLE 11-1
REVENUE GENERATION**

Table 11-1 Revenue Generation Miami Dade County											
	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	Total
Miami-Dade County											
Non-Recurring											
Est. Building Permit	\$0	\$3,849,884	\$7,699,767	\$9,782,175	\$9,097,151	\$8,837,501	\$8,262,801	\$6,877,766	\$5,891,667	\$3,138,209	\$63,436,920
Impact Fees (Mobility)	\$0	\$3,948,693	\$7,897,385	\$10,987,265	\$11,420,383	\$11,846,078	\$11,321,442	\$9,280,833	\$7,897,385	\$4,374,388	\$78,973,851
Impact Fees (Fire)	\$0	\$299,842	\$599,685	\$872,205	\$887,584	\$899,527	\$864,108	\$662,426	\$599,685	\$311,785	\$5,996,846
Impact Fees (Police)	\$0	\$297,390	\$594,780	\$863,528	\$881,692	\$892,170	\$865,027	\$650,564	\$594,780	\$307,867	\$5,947,799
Water & Sewer Connection Fees	\$0	\$427,765	\$855,530	\$1,086,908	\$1,010,795	\$981,945	\$918,089	\$764,196	\$654,630	\$348,690	\$7,048,547
Sales/Other (IMPLAN)	\$0	\$629,881	\$1,259,762	\$1,600,466	\$1,488,388	\$1,445,907	\$1,351,880	\$1,125,274	\$963,938	\$513,444	\$10,378,940
Recurring											
Ad valorem											
General Fund/Operating	\$0	\$1,227,738	\$3,683,215	\$6,842,729	\$9,799,157	\$12,678,639	\$15,356,220	\$17,599,611	\$19,519,266	\$20,536,103	\$107,242,678
Debt Service	\$0	\$80,883	\$242,650	\$450,799	\$645,568	\$835,269	\$1,011,668	\$1,159,462	\$1,285,929	\$1,352,918	\$7,065,147
Fire Rescue	\$0	\$453,845	\$1,361,534	\$2,529,477	\$3,622,348	\$4,686,774	\$5,676,567	\$6,505,857	\$7,215,474	\$7,591,357	\$39,643,233
Library	\$0	\$53,253	\$159,759	\$296,803	\$425,038	\$549,936	\$666,076	\$763,383	\$846,648	\$890,753	\$4,651,649
Sales & Other Tax (IMPLAN)	\$0	\$55,997	\$167,990	\$279,984	\$447,974	\$615,964	\$783,955	\$951,945	\$1,063,938	\$1,119,935	\$5,487,682
Occupational License	\$0	\$1,425	\$4,275	\$7,125	\$11,400	\$15,675	\$19,950	\$24,225	\$27,075	\$28,500	\$139,650
Gasoline Tax	\$0	\$59,488	\$178,464	\$297,440	\$475,904	\$654,369	\$832,833	\$1,011,297	\$1,130,273	\$1,189,761	\$5,829,829
Water and Sewer Charges	\$0	\$1,293,250	\$3,879,750	\$6,466,250	\$10,346,000	\$14,225,750	\$18,105,500	\$21,985,250	\$24,571,750	\$25,865,000	\$126,738,500
Miami-Dade County Public Schools											
Non-Recurring											
School Impact Fee	\$0	\$768,488	\$1,536,977	\$2,305,465	\$2,305,465	\$2,305,465	\$2,168,464	\$1,673,979	\$1,536,977	\$768,488	\$15,369,768
Recurring											
School (State, Local, Operating, Debt)	\$0	\$1,250,274	\$3,750,823	\$6,968,332	\$9,979,027	\$12,911,365	\$15,638,094	\$17,922,664	\$19,877,556	\$20,913,057	\$109,211,192
Miami-Dade County Parks											
Non-Recurring											
Parks	\$0	\$1,202,842	\$2,405,684	\$3,608,526	\$3,608,526	\$3,608,526	\$3,449,843	\$2,564,366	\$2,405,684	\$1,202,842	\$24,056,838
State and Other Ad Valorem (Recurring)											
Children's Trust	\$0	\$94,689	\$284,067	\$527,744	\$755,758	\$977,837	\$1,184,345	\$1,357,366	\$1,505,419	\$1,583,843	\$8,271,069
South Florida Water Management	\$0	\$17,953	\$53,859	\$100,060	\$143,292	\$185,398	\$224,552	\$257,357	\$285,427	\$300,297	\$1,568,195
Everglades Restoration Project	\$0	\$6,193	\$18,578	\$34,514	\$49,427	\$63,951	\$77,456	\$88,772	\$98,454	\$103,583	\$540,928
FIND	\$0	\$5,454	\$16,362	\$30,398	\$43,532	\$56,323	\$68,218	\$78,184	\$86,712	\$91,229	\$476,414
Okeechobee Basin	\$0	\$19,430	\$58,291	\$108,293	\$155,082	\$200,652	\$243,028	\$278,532	\$308,912	\$325,004	\$1,697,223
Source: Miami Dade County; Miami Dade County Property Appraiser; City Park; Lambert Advisory; IMPLAN											

Source: Miami Dade County; Miami Dade County Property Appraiser; City Park; Lambert Advisory; IMPLAN

2. List all assumptions used to derive the above projections and estimates, show the methodologies used and describe the generally accepted accounting principles used in all assumptions, estimates and projections.

As detailed in **Question 10 Part 1.A.**, the City Park DRI will comprise a mix of residential, retail/entertainment, office, industrial and institutional. The following table summarizes the anticipated schedule of when construction will begin by use and, upon completion, will be placed on the tax roll.

TABLE 11-2 DATE OF BEGINNING OF CONSTRUCTION CITY PARK DRI							
Year	LDR (SF)	MDR (TH)	HDR (MF)	Retail/ Commercial	Office	Industrial	Farm/ Mixed Use
2027	0	0	0	0	0	0	0
2028	52	227	112	32,196	25,000	44,624	0
2029	103	453	224	64,390	50,000	89,248	15,000
2030	154	680	336	64,390	50,000	133,873	0
2031	154	680	336	96,585	75,000	133,873	15,000
2032	154	680	336	96,585	50,000	133,873	0
2033	103	680	336	96,585	75,000	133,873	0
2034	154	453	224	96,585	75,000	89,248	0
2035	103	453	224	64,390	50,000	89,248	0
2036	52	226	111	32,196	50,000	44,624	0
Total	1,029	4,532	2,239	643,902	500,000	892,484	30,000

The estimates of *non-recurring* and *recurring* revenue depend upon varying assumptions for development cost and taxable value for each specific use. For instance, *non-recurring* fees such as Miami Dade County's Impact Fee revenue (ie. mobility, fire, police, schools, and parks) relies upon development program density by use, while other *non-recurring* fees such as permit fees and sales tax during construction rely upon development cost estimates.

As it relates to *recurring* fees, revenue from ad valorem tax rely upon taxable value which is based upon the Miami-Dade County Property Appraiser's (MDCPA) estimate of Fair Market Value determined in January of each year. Specific to taxable value, there are other considerations for estimating taxable value, including: a 10 percent profit on construction costs; an allocation of 10 percent of total construction cost for land value; a \$50,000 Homestead exemption on the homeownership units, except for the School District which is \$25,000; and, a 15 percent discount to FMV on

commercial properties based upon a common industry observation that MDCPA taxable values are often below FMV and generally ranging from 10 to 30 percent. The analysis herein assumes a 15 percent discount to total value. The following is a summary of estimated total development costs including land improvements and building construction, as well as taxable value by use, on a per square foot of building area basis:

- Residential development comprises 7,800 units, containing both for-sale (single family, villas and townhomes) and multifamily rental units. Development costs are estimated to average approximately \$180 per square foot among all unit types. The taxable value among all housing types including land is estimated to average \$205± per square foot. As noted above, this accounts for applicable homestead exemptions.
- For the standalone Retail/Commercial, as well as the retail/commercial within the mixed-use TOD, Village, Industrial and Park mixed use (totaling 643,902 square feet not including 30,000 square feet of vertical components of the farm mixed-use), the cost estimates are based upon an average \$302 per square foot, which includes TI allowance. The estimated average taxable value including land is approximately \$312 per square foot.
- Total office development program is 500,000 square feet, and the vast majority of which is private business. Total development costs are estimated at \$342 per square foot (with TI allowance), with an estimated average taxable value including land of \$353 per square foot.
- Light industrial comprises 892,400 square feet. The development cost is estimated to be an average of approximately \$213 per square foot with an average taxable value including land of \$219 per square foot.
- The farm mixed-use, recreation, and open spaces includes the 30,000 square feet of vertical space for vendor storage and farmer's market along with the necessary site and other infrastructure improvements needed to support robust agricultural activities. This component also includes the land improvement costs associated with improving the 250-acres of open space, schools and rail. Collectively, the estimated budget for these components is approximately \$200 million.

Table 11-3 provides a summary of estimated total development costs (by use) upon build out (2026 \$'s). This serves as the basis for the non-recurring and recurring fiscal impacts outlined in **Table 11-1** and is calculated on an annual basis in conjunction with the annual build-out provided in the table above.

TABLE 11-3 TOTAL DEVELOPMENT COST (TDC) & TAXABLE VALUE BY USE (2026 \$'s) CITY PARK DRI		
Use	TDC	Taxable Value
LDR (SF)	\$510,843,620	\$622,863,578
MDR (TH)	\$1,051,790,588	\$1,161,763,577
HDR (MF)	\$499,763,458	\$604,713,785
Retail/Commercial	\$194,444,011	\$199,985,665
Office	\$171,000,000	\$175,873,500
Industrial	\$190,432,088	\$195,859,403
Farm/Recreational	\$200,900,000	\$206,625,650
TOTAL	\$2,819,173,766	\$3,167,685,157

Source: City Park; Lambert Advisory

Non-Recurring Revenues – Building Permit Fees, Impact Fees and Other Non-Impact Fees

During the build out period for City Park, there will be various fees paid on a one-time basis, and discussed as follows.

Building Permit & Other Fees

The County will collect building permit and other fees comprising numerous components among several departments including but not limited to: Miami Department of Transportation and Public Works (DTPW); Miami-Dade Development Division; Miami-Dade Division of Environmental Resources and Management (DERM); Miami-Dade Fire Rescue Department; Miami-Dade Water and Sewer Department (WASD); and, State of Florida (septic tanks) DOH-HRS. Additionally, fees are charged specifically for mechanical, electrical and plumbing. At this point and absent more defined programming for multifamily (unit mix by type) and commercial space (retail and dining), it is difficult to accurately calculate building permit and associated fees. Namely, this is because several costs are directly associated with specific items such as plugged outlets, amperage, commercial kitchen hoods, etc. Nonetheless, there is one primary fee associated with building permits which is equal to 2.0 percent of hard cost value of the development. While the summation of all other fees is significant, Lambert's experience completing economic impact studies within Miami-Dade County and numerous municipalities within, all other fees (including water and sewer connection fee) combined generally add 0.5 to 1.0 percent of total construction value to the total permit costs. For this analysis, the water and sewer connection fees are estimated at 0.25 percent of TDC and broken out separately in **Table 11-1**.

Impact Fees

Miami-Dade County provides a schedule of fees for both residential and non-residential development imposed to offset the cost of County provided services. The schedule of fees is summarized in the table below and serves as the basis for calculating impact fee revenue summarized in **Table 11-1**.

TABLE 11-4					
Miami Dade County - Impact Fee Rates					
Use	Mobility	Police	Fire	School	Parks
Residential					
Single Family (Detached)	\$10,197.00	\$688.42	\$527.55	\$612/un;\$0.918/SF	3,084.21
Single Family (Attached)	\$7,772.00	\$688.42	\$527.55	\$612/un;\$0.918/SF	2,834.46
Mid-Rise (<i>per dwelling unit</i>)	\$4,901.00	\$534.06	\$409.27	\$612/un;\$0.918/SF	1,910.87
Office					
Up to 50,000 SF	\$18.61	\$0.48	\$0.42		N/A
50,001 - 100,00 SF	\$16.13	\$0.48	\$0.42		N/A
100,001-200,000 SF	\$15.09	\$0.48	\$0.42		N/A
Retail					
Strip Plaza (< 40K SF)	7.103	\$0.48	\$0.56		N/A
Shopping Plaza (40K-150K)	17.719	\$0.48	\$0.56		N/A
Industrial					
General Light Industrial	\$5.23	\$0.48	\$1.71		N/A
Warehouse	\$1.85	\$0.48	\$1.71		N/A
Institution	\$1,056.00	\$0.48	\$0.56		N/A

Source: Miami Dade County

Miami-Dade County Public Schools assesses impact fees for residential development earmarked for public schools and summarized in the table above.

Lastly, the County will generate sales and other taxes and assessments annually (not including property tax), during the City Parks' development phase. These taxes and fees are based upon the total development costs associated with single-family residential, multifamily residential, and non-residential (commercial) and calculated from IMPLAN.

Recurring Revenues

Development of the City Park DRI program will result in certain revenues being generated on a recurring basis. The intent of the fiscal analysis is to provide an estimate for all revenue sources reasonably connected to the proposed development. These estimates will be developed using reasonable, industry-standard assumptions, proportional allocation methods, and/or IMPLAN-based or comparable multipliers, as appropriate for a master-planned project at this stage of planning. The applicable recurring revenue sources include:

- Ad Valorem Tax revenues
- Retail/commercial sales and use taxes

- Occupational license revenues
- Gasoline tax revenues
- Ongoing water and sewer user charges

Given the early conceptual nature of the development program—prior to tenant mix, tenant build-out characteristics, operating characteristics, or utility demand profiles—each estimate has been accompanied by explicit caveats describing the inherent uncertainty and limitations of precision at this stage. The purpose of the analysis is not to establish exact revenues, but rather to provide a consistent, well-reasoned estimate for comparative and planning purposes. Lastly, the recurring fiscal revenue estimates provided herein are based upon the completed buildout of City Park and its stabilized operations (in 2026 \$'s); and, provides for appropriate allocation during the development timeline as illustrated in Table 11-1 above.

Ad Valorem Taxes

Ad Valorem Taxes will be paid to Miami-Dade County on all private development, as well as personal property contained within non-residential facilities. Ad Valorem taxes will also be paid to the State of Florida for regional activities such as Everglades preservation and regional entities including the South Florida Water Management District and the Florida Inland Navigation District.

Table 11-1 above provides a summary of the estimated taxable value of the City Park DRI development program upon build-out per annum during the development phase, including the taxable value upon completion.

The following table highlights the applicable millage rates by taxing entity (2025), and serves as the basis for calculating the revenue detailed in Table 11-1:

TABLE 11-5 APPLICABLE MILLAGE RATES BY JURISDICTION	
<i>Jurisdiction</i>	<i>Millage Rate/\$1,000 Taxable Value</i>
Unincorporated	
General Fund	1.909
Operating	4.574
Debt Service Fund	0.4171
Fire Rescue	2.3965
Library Fund	0.2812
Miami-Dade Public Schools	
General Fund (State and Local)	5.4990
Debt Service Fund	0.1340
Voted School Operating	1.0000
State and Other	
Florida Inland Navigation (FIND)	0.0288
S. Florida Water Management District	0.0948
Okeechobee Basin	0.1026
Everglades Construction	0.0327
Children's Trust Authority	0.4638
Source: Miami-Dade County Property Appraiser (MDCPA)	

As set forth in Table 11-1 above, the aggregated average ad valorem tax revenue from City Park and specifically related to the County's General/Operating Fund, Debt, Fire Rescue and Library upon stabilized operations (2026 \$'s) is approximately \$30 million per annum. Miami Dade County Public Schools will generate an estimated \$21 million per annum.

Sales and Use Tax

The State of Florida applies a 6.0 percent sales tax on all retail expenditures for non-exempt goods, with an additional 1.0 percent discretionary sales tax to Miami-Dade County. As of October 2025, there is no sales tax on lease payments on commercial space. Miami-Dade County has imposed a half-percent tax on the aforementioned retail expenditures which is allocated to the Miami-Dade Health Trust and Transit. This amount is fully retained by the County. The County will generate annual on-going sales and other taxes from operations of City Park's retail commercial space and assumes a more conservative average retail sales of \$425 per square foot (2026 \$s) for the 673,902 square feet of retail commercial space including shopper's goods, convenience, dining and farm/mixed use. This equates to approximately \$286 million in total retail commercial sales upon stabilized operations. Utilizing the IMPLAN model¹ to calculate sales and use tax upon stabilized operations indicates annual revenue of \$1.1 million to Miami Dade County.

¹ The IMPLAN tax revenue estimates are based upon specific Tax on Production and Import (TOPI) categories, including: Sales Tax, Other Tax and Special Assessments.

Occupational License Revenue

Businesses and professionals operating in unincorporated Miami-Dade County are required to pay a Local Business Tax Receipt (BTR) fee (or occupational license fee) in accordance with the County's fee schedule. The specific amounts vary by type of business or profession in which they are engaged as set forth by the Miami Dade County Tax Collector. The BTR fees can vary greatly, for example: the fee for a "Banking Facility" is \$250, the fee for a "Barber/Beauty Service" (up to 10 employees) is \$75, and the fee for "Eating Establishments" with more than 150 seats is \$300. There is no possible way at this time to effectively establish the mix of retail commercial business that will operate within City Park upon stabilized operations. However, for the analysis herein, generic assumptions have been applied and according to Commercial Search² the general profile of current retail listings in Miami Dade County include restaurants (4,055 square feet), street retail (1,935 square feet) and retail/other (4,900 square feet) for an estimated average of roughly 3,500 square feet. At an average 3,500 square feet, there will be an estimated 190± total business in City Park upon stabilized operations. Utilizing an estimated average \$150 BTR fee, the total occupational licensing revenue to Miami Dade County upon stabilized operations is \$28,500.

Gasoline Tax

Each gallon of gasoline sold and used by the people occupying/utilizing the prospective residential and commercial development is taxed at the Federal, State and County level. According to the Florida Department of Revenue 2026 Fuel Tax Rates, the State of Florida collects \$0.22 for each gallon sold. The County collects \$0.199 per gallon in local option and SCETS tax, and of which a portion is distributed to municipalities. Fuel consumption can vary greatly depending upon the types of vehicles and fuel prices are volatile as well. Nonetheless, the primary source of gasoline tax generated within Miami Dade County upon stabilized operations will be derived from City Park's 7,800 households. To calculate the estimated gasoline tax generated by City Park, the following assumptions apply: the average US household has 1.83 vehicles; and, each vehicle uses approximately 1.4 gallons of fuel each day.³ This creates demand for 16,300 gallons per day on average of 6.0 million gallons per year. With a \$0.199 gasoline tax, Miami Dade County generates approximately \$1.2 million in gasoline tax revenue upon stabilized operations (2026 \$'s).

Water and Sewer Charges

The Miami-Dade County Water and Sewer Authority will provide water and sewer services to the development proposed in City Park. The amount will be dependent upon engineering parameters regarding the number and size of meters that cannot be defined as of yet. For the

²<https://www.commercialsearch.com/retail/us/fl/miami/?IncludeCoworking=false&CoworkingWorkspaceTypes=0&Zoom=11&Viewport=-80.54455521804877,25.508267116451186,-80.15934708816596,25.886930683963644&GeopickerType=viewport>

³ Source: US Census (ACS 2023), and American Petroleum Institute

residential uses, the analysis of water and sewer charges can be more easily estimated than for commercial. According to data published from WSVN Miami,⁴ the average monthly charge for resident households obtaining service from Miami-Dade County Water and Sewer in 2023 was \$91.68; or, approximately \$96.32 currently if inflated 2.5 percent per year. This yields a total of \$8.6 million per year in total water and sewer charges from City Park residents after applying a 5 percent overall annual housing vacancy factor.

Determining water and sewer charges for commercial development is much more complex and, particularly, as the utilization varies greatly between restaurant spaces and traditional retail, office and industrial space. For this analysis, the vast majority of water and sewer utilization within City Park retail will come from dining places. Accordingly, it is assumed that roughly 30 percent of total retail space in City Park will be dining, or roughly 205,000 square feet of space. Standard full-service restaurants generally require 15± square feet per seat, while fast-casual dining may be lower at roughly 12± square feet per seat. Assuming a blended rate of 13 square feet per seat, total seating capacity among all dining establishments in City Park is roughly 15,500 seats. At an average 24 gallons per seat per day,⁵ the City Park restaurants will utilize a total of 136 million gallons of water on average per year. According to Miami Dade County Water and Sewer rates (2025-2026) rate schedule, standard charges for a 5/8 inch meter starts at \$8.61 per 100 cubic feet (CCF). Therefore, based upon the 136 million gallons annually, Miami Dade County will generate an estimated \$11.8 million in water and sewer fees annually from City Park dining establishment (136 million gallons divided by 100 CCF X \$8.61/CCF). Assuming the balance of retail will generate an additional 50 percent in water utilization from other retail, office and industrial uses above that of the dining places, the total retail commercial space in City Park will generate upwards \$17.3 million in water and sewer fees – applying a 5 percent annual vacancy factor.

The water and sewer charges at City Park for both residential and commercial uses is estimated to total \$25.8 million per year for Miami Dade County.

⁴ <https://wsvn.com/news/investigations/new-study-reveals-how-much-more-some-miami-gardens-residents-are-paying-for-water/>

⁵ <https://www.superiorseating.com/blog/tips-to-lower-your-restaurants-water-bill#:~:text=Some%20studies%20suggest%20that%20the,place%20is%20using%20up%20water.>

17. WATER SUPPLY

- A. 1. Provide projection of the average daily potable and non-potable water demands at the end of each phase of development. If significant seasonal demand variations will occur, discuss anticipated peaks and duration. Use the format below.

Potable Water Demand

The following table shows potable water demand for the project:

TABLE 17-1 POTABLE WATER DEMAND				
Land Use	Number of Units	Water Use (GPD/Unit)	Potable Water Demand (MGD)(*)	Maximum Water Demand (MGD)
Single Family, detached	1,029 du	310 gpd/unit	0.319	1.276
Single Family, attached	4,532 du	165 gpd/unit	0.748	2.991
Multi-Family	2,239 du	135 gpd/unit	0.302	1.209
Retail	673,902 sf	5/100 gpd/sf	0.034	0.106
Office	500,000 sf	5/100 gpd/sf	0.025	0.079
Industrial – Flex Space	892,484 sf	2/100 gpd/sf	0.018	0.029
School				
Students	3,863 stud.	20 gpd/stud	0.077	0.144
Staff	360	15 gpd/person	0.005	0.011
Total			1.528	5.846

Source: Langan Engineers.

(*) MGD= Millions of Gallons per Day

The Average Daily Demand (A.D.D.) is 1.528 MGD

The Maximum Daily Demand is 5.846 MGD

The Peak Hour Demand (450% of A.D.D.) is 0.286 MGH

Non-Potable Water Demand

Expected non-potable water demand for irrigation is 0.57 MGD. This includes the water necessary for irrigation of the schools and parks. Additional irrigation needs will be determined as the site plan design process progresses.

2. Describe how this demand information was generated, including the identification of the consumption rates assumed in the analysis.

Rates were obtained from Miami-Dade County "Schedule of Daily Rated Gallonage for various Occupancy" used by the Miami-Dade County Water and Sewer Department.

- B. Provide a breakdown of sources of water supply, both potable and non-potable, by development phase through project completion. Use the format

below.

The potable water demand noted in Table 17-1 will be provided by the Miami-Dade Water and Sewer Department. Portions of the non-potable demand are proposed to be met by on-site wells and stormwater lakes for irrigation demand.

- C. If water wells exist on-site, locate them on Map H and specify those that will continue to be used. (For residential developments, if individual wells for each lot are proposed, simply indicate the number of units to be served, general locations, and any plans for eventual phase-out). Indicate the diameter, depth, and pumping rates (average and maximum) for each of the existing wells and project this information for the proposed wells (for lots served by individual dual wells, this information may be grouped for projection purposes). Also provide a breakdown of the wells with regard to potable and non-potable sources.**

Any existing non-potable wells are irrigation wells that will be removed during the construction of this project. This project does not propose any potable water supply wells. In addition, it is expected that a satellite reuse facility will be installed (subject to local and state permitting) to supply irrigation water public areas of the project. If however, irrigation wells are required, they will be permitted through the Miami-Dade County DERM and the South Florida Water Management District (SFWMD).

- D. If on-site wells are used, will this result in interference with other water wells or result in adverse impacts to underlying or overlying aquifers? Document the assumptions underlying this response.**

No on-site potable water wells are proposed. Any future irrigation wells will be permitted through Miami-Dade County DERM and the South Florida Water Management District (SFWMD). It is expected that a satellite reuse facility will be installed, (subject to local and state permitting) to supply irrigation water to the project.

The proposed project is a net exporter of stormwater runoff during the existing condition. The proposed development program includes stormwater system that will retain and infiltration the 100 year 3 day storm event. Therefore, the developed site shall introduce more rainfall into the aquifer for the project eliminating potential adverse impacts to the existing shallow aquifer.

- E. Who will operate and maintain the internal water supply system after completion of the development?**

Miami Dade Water and Sewer Department will own and operate utilities providing water to the site. Portions of the non-potable demand are proposed to be met by the on-site reuse treatment facility for irrigation of the public areas. This facility will be owned by the Property Owners Association (POA)/Homeowner's Association (HOA) or similar private entity.

- F. 1. If an off-site water supply is planned, attach a letter from the agency or firm providing service outlining.**

(a) the projected excess capacities of the water supply facilities to which connection will be made at present and for each phase through completion of the project,

(b) any other commitments that have been made for this excess capacity,

(c) a statement of the agency or firm's ability to provide services at all time during and after development. (This agency must be supplied with the water demand and supply tables in paragraphs A and B above).

2. If service cannot be provided at all times during and after development, identify the required capital improvements, timing, cost, and proposed responsible entity for each phase in which service is unavailable.

A letter to Miami-Dade Water and Sewer requesting the above information has been requested and will be included in Exhibit 17-1. A response letter from Miami-Dade Water and Sewer is also included. The letter provided is consistent with existing Department policies. The Applicant understands that a water and sewer agreement for water and sewer service will be signed with the Department provided the Department is able to offer those services, and provided the project is within the UDB.

G. Please describe any water conservation methods or devices incorporated into the plan of development. What percentage of reduction is anticipated over conventional plans?

The proposed development will use appropriate water conservation devices and methods. Such devices may include, but are not limited to low-flow plumbing fixtures such as those listed in Section 604.4 of the Florida Building Code. In addition, during periods of severe water shortage, the project will adhere to the requirements of Chapter 24, Section 12.1(8) of the Miami-Dade Code and Chapter 40E-21 of the Florida Administrative Code. The project's landscaping will adhere to Chapter 18A of the Miami-Dade Code which promotes the use of xeriscape principles, the use of moisture and rain sensor switches for irrigation and sets design standards for irrigation systems to not overthrow or overflow on to impervious surfaces.

In order to accommodate the growing population of Miami-Dade County, City Park is committed to working with the South Florida Water Management District and Miami-Dade Water and Sewer Department in developing an on-site reuse facility and conserving the current potable water supply. The development shall comply with all South Florida Water Management District and Miami-Dade Water and Sewer Department rules and regulations. In addition, City Park shall where feasible and practicable:

- (a) Design and construct buildings with minimal impact on site topography and natural drainage ways;

- (b) Disturb only areas needed to install foundations and roadways;
- (c) Install anti-backsiphoning valves between well and water pipes;
- (d) Maintain a naturally vegetated buffer next to streams, lakes, ponds and wetlands;
- (e) Maximize permeable materials for driveway, walkways and porches;
- (f) Use silt fencing or biofiltration (permeable bags filled with chips, compost or bales of straw) to control erosion during construction;
- (g) Designate appropriate location for washing vehicles and equipment – away from surface waters, storm drains and slopes that could erode, at carwash or at builders' shop with a sump during construction;
- (h) Immediately repair all equipment and vehicle leaks during construction;
- (i) Consider air assisted or compost toilets during design;
- (j) Consider low-flow equipment for toilets, showers, faucets;
- (k) Consider water efficient appliances and equipment;
- (l) Direct runoff from roof toward landscaping and away from foundation rather than down storm drains (reduces water use and well as storm water and pollutant runoff); and
- (m) Provide native trees and shrubs and utilize xeriscape landscape principles, as appropriate, for greatest drought-resistance.

H. Indicate whether proposed water service will be provided within an established service area boundary.

When the project is brought within the Urban Development Boundary, Miami-Dade Water and Sewer Department has the closest points of connection and would be the agency to provide service.

I. A modification of the Miami-Dade County's Water and Sewer Department Water Use Permit (#13-00017-W) was approved by SFWMD. Demonstrate consistency with that modified permit.

The Water Use Permit #13-00017-W had a final action date of March 8, 2022 which includes 148,018 Million gallons allocation. The average day peak raw water demand per the permit in 2040 is 415.55 MGD while the current raw water usage three-year average is 148.60 MGD. The permit approved an approximately an additional 266.94 MGD of raw water allocation. **Therefore, in addition the 1.528 MGD of potable water demand is insignificant compared to the overall allocated volume.** In addition, the County's systemwide plan to reduce compensation by 5.46 MGD by 2040 by conservation improvements and leak detection and repair program exceeds the total project demand.

J. If the total project area water demand is 1 MGD or greater, per section of Miami -Dade County Code, the feasibility of an alternative water supply project shall be evaluated.

The application is currently coordinating with MDWASD on the potential of an alternative water supply for the project.

K. The applicant shall utilize the Harper Methodology to determine the pre-development and post development nutrient loading concentrations. This

analysis shall determine the BMPs required so the stormwater runoff post-development pollutant loading shall be less than the existing loading in the existing condition. Miami -Dade County Code, the feasibility of an alternative water supply project shall be evaluated.

Please refer to the Conceptual Stormwater Management Master Plan. BMPs such as exfiltration trench and retention lakes are being utilized to treat the development program's runoff to reduce the nutrient loadings.

L. Include a development table to evaluate public water and sanitary sewer treatment plant Capacity.

The application has submitted a Letter of Availability request to MDWASD and the results will be provided upon receipt.

M. Include a development table to evaluate public water and sanitary sewer treatment plant Capacity.

The application has submitted a Letter of Availability request to MDWASD and the results will be provided upon receipt.

Exhibit 17-1
Letters to and from
Miami-Dade Water and Sewer

To Be Provided When Recieved

Exhibit 17-2
Water and Sewer Report

3 March 2026

Yadira Werley
Lennar
730 NW 107th Avenue, 3rd Floor
Miami, FL 33172

**Re: Water and Sewer Master Plan
City Park
SW 136th Street and SW 162nd Avenue, Miami, Florida
Langan Project No.: 330090201**

Dear Yadira:

The purpose of this letter is to describe the anticipated water and sewer demands and the anticipated improvements required for the proposed development program for the City Park (Development). The development is generally located south of the SW 136th Street and north of SW 152nd Street between SW 162nd Avenue to the east and Krome Avenue to the west. Refer to **FIG-01** for the Overall Location Plan. The area shown on the Overall Location Plan represents the proposed service area boundary.

The Development consist of five major development areas known as the Village Core, Central Park, East Village, South Village and West Village.

DEVELOPMENT PROGRAM

- Residential Units (Single Family, Townhomes, Apartments) – 7,800
- Commercial Use – 673,902 square feet (SF) Shopping Center Use
- Warehouse – 892,484 SF
- Office – 500,000 SF
- School – 3,863 students

POTABLE WATER AND SEWER DEMAND

Based on the development program mentioned above, the development program's average daily demand for the project is 1,528,000 gallons per day (GPD) based on Miami-Dade County Schedule of Daily Rate Gallonage for Various Occupancy. A breakdown of the development programs demand per phase is provided in **Attachment A**. The project will be served by Miami-Dade Water and Sewer Department that will provide potable water and sanitary sewer treatment when the project is within the Urban Development Boundary (UDB).

NON-POTABLE WATER DEMAND

Non-potable water will be utilized for irrigation purposes throughout the development. The project's irrigation systems will adhere to Chapter 18A of the Miami-Dade Code which promotes the use of xeriscape principles, the use of moisture and rain sensor switches for irrigation and sets design standards for irrigation systems to not overthrow or overflow on to impervious surfaces. The anticipated non-potable water demand for irrigation is 1.281 Gallons Per Day based on the total anticipated pervious area, and Miami Dade County Chapter 18A-6(b) which recommends a maximum application rate of 1.5-inches of water per week.

ON-SITE WELLS

No on-site potable water wells are proposed. Any future irrigation wells will be permitted through Miami-Dade County DERM and the South Florida Water Management District (SFWMD) in accordance with the regulations at the time of permitting the on-site irrigation wells.

The proposed development should improve the project's area impact on the local aquifer compared to use of the existing wells.

OPERATION AND MAINTENANCE OF WATER AND SEWER SYSTEM

Miami Dade Water and Sewer Department will own and operate utilities providing water and sewer for the project. Portions of the non-potable irrigation system will be owned by the Homeowner's Association (HOA) or similar private entity.

CONSERVATION MEASURES

Reducing the overall potable water demand is component of the proposed development. The conservation devices and methods may include, but are not limited to low-flow plumbing fixtures listed in the Florida Building Code. In addition, during periods of severe water shortage, the project will adhere to the requirements of Chapter 24, Section 12.1(8) of the Miami-Dade Code and Chapter 40E-21 of the Florida Administrative Code. The project's landscaping will adhere to Chapter 18A of the Miami-Dade Code which promotes the use of xeriscape principles and the use of moisture and rain sensor switches for irrigation, and sets design standards for irrigation systems to not overthrow or overflow on to impervious surfaces.

SEPTIC SYSTEMS

No on-site sanitary sewer systems (septic systems) are proposed. Any existing septic systems onsite will be properly abandoned. Any future irrigation wells will be permitted through Miami-Dade County DERM and the South Florida Water Management District (SFWMD) in accordance with the regulations at the time of permitting the on-site irrigation wells.

PHASED PROPOSED IMPROVEMENTS

There are no existing water mains within the proposed development area. The proposed connection point to the existing water main infrastructure is located at the intersection of SW 136th Street and SW 162nd Avenue. There is an existing 16-inch water main located at this

intersection (refer to WASD Atlas X22-D). We are proposing a connection to this water main at this location and to a water main in SW 152nd Street and SW 162nd Avenue (size to be confirmed). The proposed development shall connect to the existing infrastructure at the aforementioned locations and make the following extensions as described below.

1. Extend a 16-inch water main west within SW 136th Street from SW 162nd Avenue to Krome Avenue.
2. Extend a 16-inch water main north within SW 162nd Avenue between SW 136th Street and SW 152nd Street.
3. Extend a 16-inch water main within SW 152nd Street between SW 162nd Avenue to Krome Avenue.
4. Extend a 16-inch water main within SW 167th Avenue (theoretical) or its equivalent, between SW 136th Street and SW 152nd Street.
5. Extend 12-inch water main loops through the proposed development through the major roadways as shown on **FIG-02**.
6. Extend 8-inch or 12-inch water mains through the development in accordance with MDWASD requirements for residential/commercial/industrial land uses, as required.

There are no existing sanitary sewer main within the proposed development area. The proposed connection point to the existing sanitary sewer 36-inch sanitary sewer force main infrastructure is located at the intersection of SW 136th Street and SW 162nd Avenue (refer to WASD Atlas X22-D). We are proposing a connection to this sanitary sewer force main at this location. The proposed development shall connect to the existing infrastructure at the aforementioned locations and make the following extensions as described below.

1. Split the proposed development into four separate sanitary sewer sheds. Refer to **FIG-03** for the proposed sewer sheds.
2. Extend a 24-inch sanitary force main west within SW 136th Street to Krome Avenue.
3. Extend an 18-inch sanitary force main from Pump Station I to the 24-inch sanitary force main within SW 136th Street. (Sewershed I)
4. Extend an 18-inch sanitary force main from Pump Station II to the 24-inch sanitary force main within SW 136th Street. (Sewershed II)
5. Extend a 12-inch sanitary force main from Pump Station III to the 18-inch sanitary force main serving Sewershed II.
6. Extend a 12-inch sanitary force main from Pump Station IV to the 18-inch sanitary force main serving Sewershed I. (Sewershed IV)
7. Extend gravity sewer within the site development as needed. The maximum average daily flow from any one development is 482,699 gallons per day, which is within the maximum capacity of an 18-inch gravity sewer main at minimum slopes conditions. The remaining areas shall extend a minimum 8-inch gravity sewer as required to the proposed pump station.

PROPOSED IMPROVEMENTS CAPACITY ANALYSIS

Langan has completed a preliminary capacity analysis based on the proposed water and sewer improvements mentioned above. We analyzed the proposed water main extensions to confirm

that they meet Miami-Dade County fire flow requirements (3,000 GPM) during peak flow conditions for the proposed development. We also confirmed the proposed sanitary sewer force main extension is within a reasonable flow rate for the proposed development. A summary of the analysis is provided below.

Water Main Improvements

Requirements

- Confirm the water main extension can provide the average daily flow requirements during a fire flow condition at the hydraulically distant point and meet minimum pressure requirements of 20 PSI during average daily flow conditions and with a 3,000 GPM fire flow condition.

Based on hydraulic analysis for the water main upgrades summarized in this memorandum the minimum pipe sizes are sufficient. A fire flow test is required to confirm the existing tie in pressures at the proposed points of connections.

Sanitary Sewer Improvements

Requirements

- Confirm the sanitary sewer force main extension can operate within a reasonable flow rate based on the projected demands.

Results (refer to Attachment C)

Per the attached sanitary sewer force main calculations, the proposed sanitary sewer force main will operate at a velocity slightly above the minimum of two feet per second (fps) in accordance with the 10 State Standards – Recommended Standards for Wastewater Facilities of two fps and 15 fps.

Potable Water and Wastewater Treatment Facility Capacity

The Development will be provided potable water by the Alexander Orr Water Treatment Plant (permitted capacity 214.74 million gallons per day (MGD)), and the South District Wastewater Treatment Plant (permitted capacity 112.5 MGD) will provide wastewater treatment. Based current data, there is approximately 15.6 MGD of capacity at average daily flow of wastewater treatment capacity and 35.32 MGD of capacity of potable water capacity. The projected demand of the project of 5.846 MGD is well within the capacity of the two treatment plants.

CONCLUSION

Based on the analysis described above the proposed water main extensions and sanitary sewer main extensions are sufficient to properly provide the development with potable water and sanitary sewer services.

This item has been digitally signed
and sealed by Michael Carr, PE, on
the date adjacent to the seal

Signature must be verified on any
electronic copies.



Sincerely,
Langan Engineering and Environmental Services, LLC.

Michael Carr, PE, LEED AP
Associate Principal
Florida Professional Engineer Lic. No. 72424

FIG-01 Overall Location Plan
FIG-02 Water Main Improvements
FIG-03 Sewer Improvements

Attachment A – Water and Sewer Demand
Attachment A – Water Sewer Atlas
Attachment B – WaterCAD Results
Attachment C – Sanitary Sewer Calculations
Attachment D - Miami-Dade County Schedule of Daily Rate Gallonage for Various Occupancy

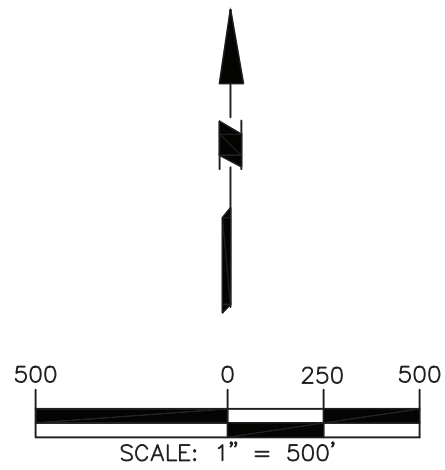
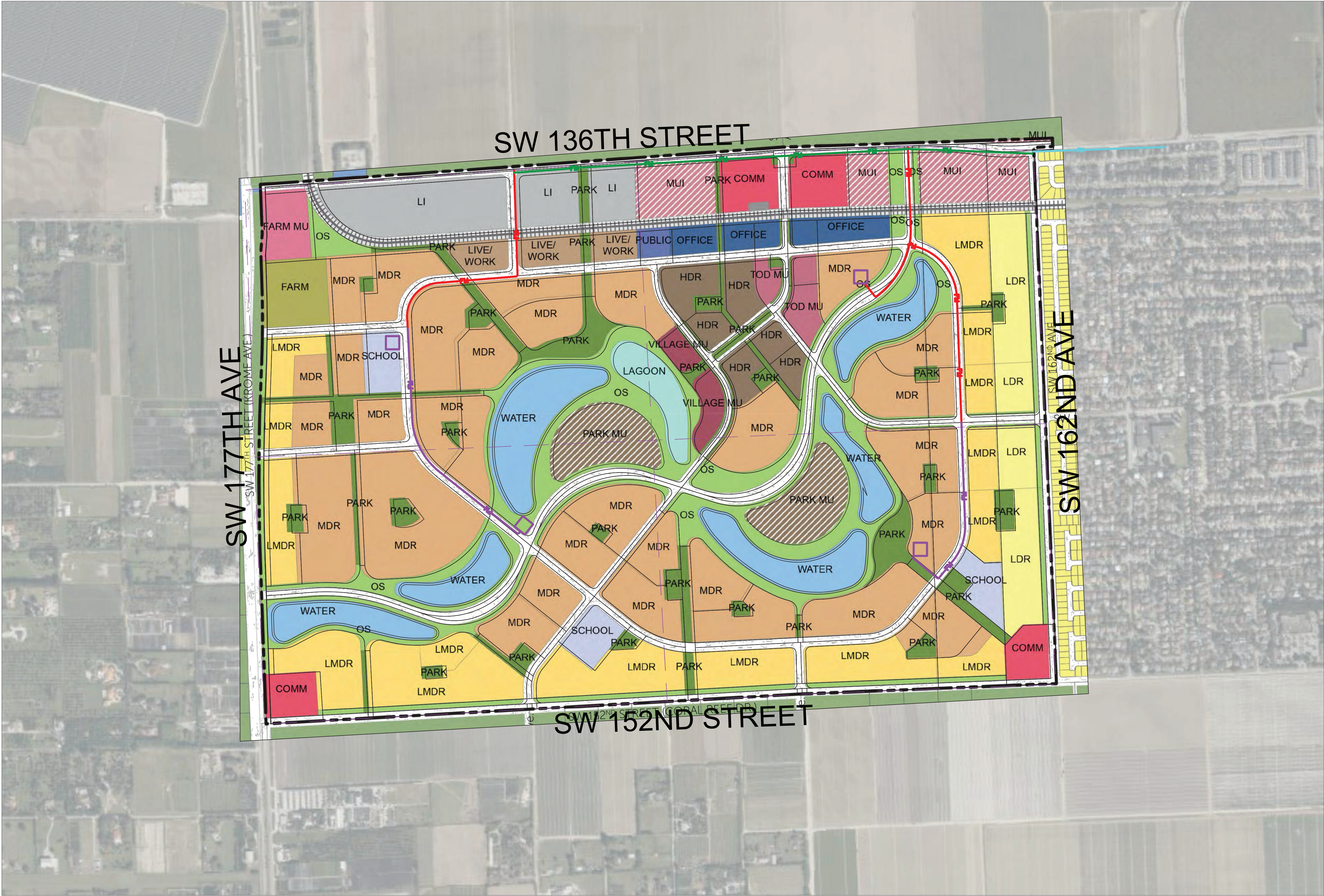
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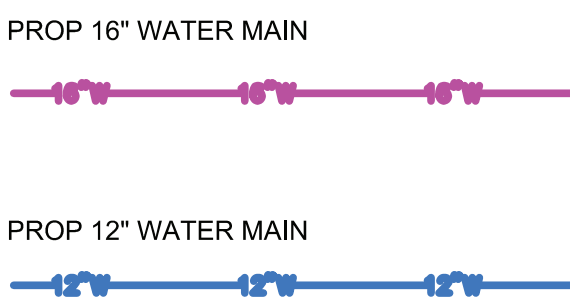
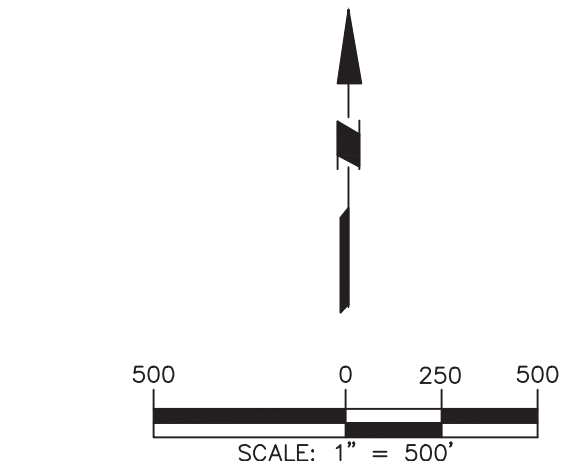
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FIGURES

A
B
C
D
E
F



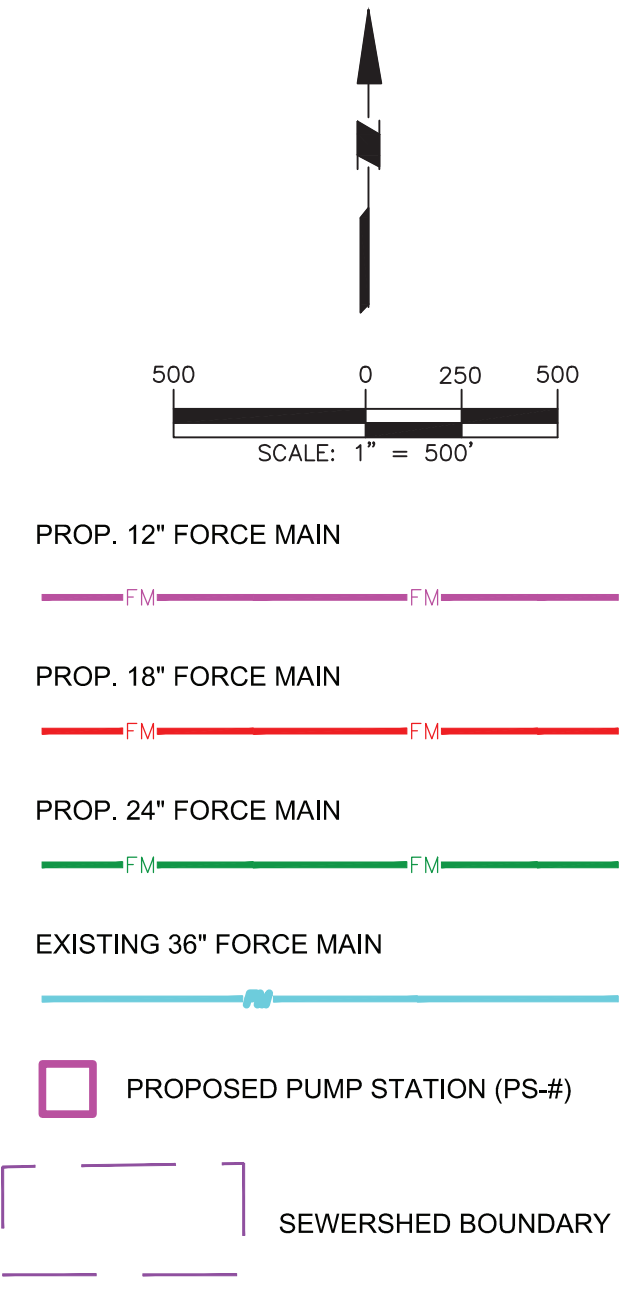
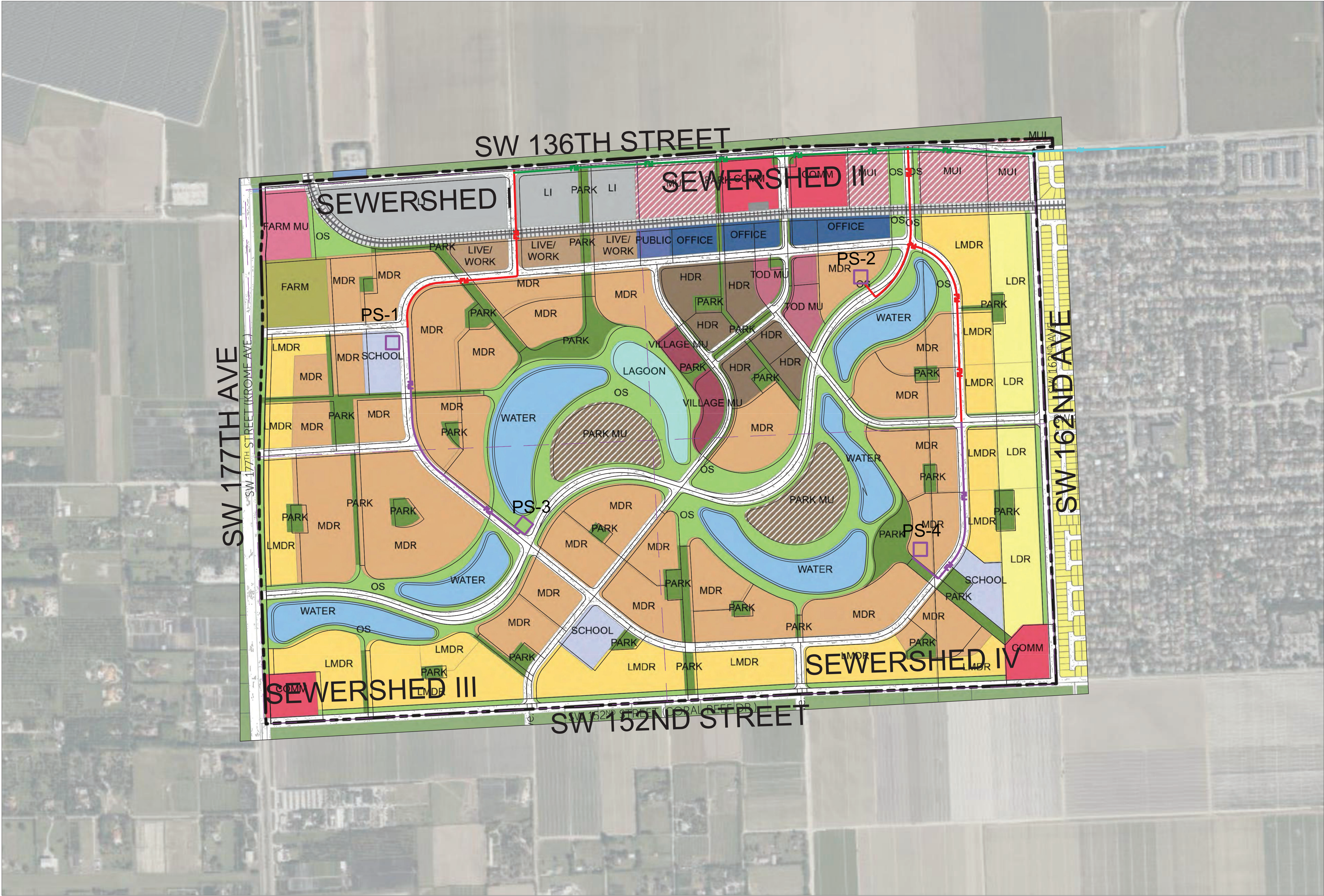
Date	Description	No.
Revisions		
Signature		Date
MICHAEL CARR PROFESSIONAL ENGINEER License No.72424		
LANGAN Langan Engineering and Environmental Services, LLC. 110 East Broward Boulevard, Suite 1500 Fort Lauderdale, FL 33301 T: 954.320.2100 F: 954.320.2101 www.langan.com FBPE Registry No. 00006601/LB8172/LB8198		
Project		
CITY PARK UNINCORPORATED MIAMI-DADE COUNTY FLORIDA		
Drawing Title		
OVERALL LOCATION PLAN		
Project No.		Figure
330090201		
Date		
06/01/2022		
Drawn By		
CU		FIG-01
Checked By		
MPC		



Date	Description	No.
Revisions		
Signature		Date
MICHAEL CARR PROFESSIONAL ENGINEER License No.72424		
LANGAN Langan Engineering and Environmental Services, LLC. 110 East Broward Boulevard, Suite 1500 Fort Lauderdale, FL 33301 T: 954.320.2100 F: 954.320.2101 www.langan.com FBPE Registry No. 00006601/LB8172/LB8198		
Project		
CITY PARK		
UNINCORPORATED		
MIAMI-DADE COUNTY		FLORIDA
Drawing Title		
WATER MAIN IMPROVEMENTS		
Project No.		Figure
330090201		
Date		
06/01/2022		
Drawn By		
CU		FIG-02
Checked By		
MPC		

FIG-02

A
B
C
D
E
F



Date	Description	No.
Revisions		
Signature: MICHAEL CARR PROFESSIONAL ENGINEER License No.72424		
Date:		
LANGAN Langan Engineering and Environmental Services, LLC. 110 East Broward Boulevard, Suite 1500 Fort Lauderdale, FL 33301 T: 954.320.2100 F: 954.320.2101 www.langan.com FBPE Registry No. 00006601/LB8172/LB8198		
Project: CITY PARK		
UNINCORPORATED MIAMI-DADE COUNTY FLORIDA		
Drawing Title: SEWER IMPROVEMENTS		
Project No. 330090201	Figure FIG-03	
Date 06/01/2022		
Drawn By CU		
Checked By MPC		

Attachment A – Water and Sewer Demand

Land Use	Number of Units	Water Use (GPD/Unit)	Potable Water Demand (MGD)(*)	Maximum Water Demand (MGD)
Single Family, detached	1,029 du	310 gpd/unit	0.319	1.276
Single Family, attached	4,532 du	165 gpd/unit	0.748	2.991
Multi-Family	2,239 du	135 gpd/unit	0.302	1.209
Retail	673,902 sf	5/100 gpd/sf	0.034	0.106
Office	500,000 sf	5/100 gpd/sf	0.025	0.079
Industrial – Flex Space	892,484 sf	2/100 gpd/sf	0.018	0.029
School				
Students	3,863 stud.	20 gpd/stud	0.077	0.144
Staff	360	15 gpd/person	0.005	0.011
Total			1.528	5.846

(*) MGD= Millions of Gallons per Day

Land Use	Number of Units	Sewage Loading (GPD/Unit)	Sewage Flows (MGD)(*)	Peak Sewage Flows (MGD)
Single Family, detached	1,029 du	310 gpd/unit	0.319	1.276
Single Family, attached	4,532 du	165 gpd/unit	0.748	2.991
Multi-Family	2,239 du	135 gpd/unit	0.302	1.209
Retail	673,902 sf	5/100 gpd/sf	0.034	0.106
Office	500,000 sf	5/100 gpd/sf	0.025	0.079
Industrial – Flex Space	892,484 sf	2/100 gpd/sf	0.018	0.029
School				
	3,863 stud.	20 gpd/stud	0.077	0.144
Staff	360	15 gpd/person	0.005	0.011
Total			1.528	5.846

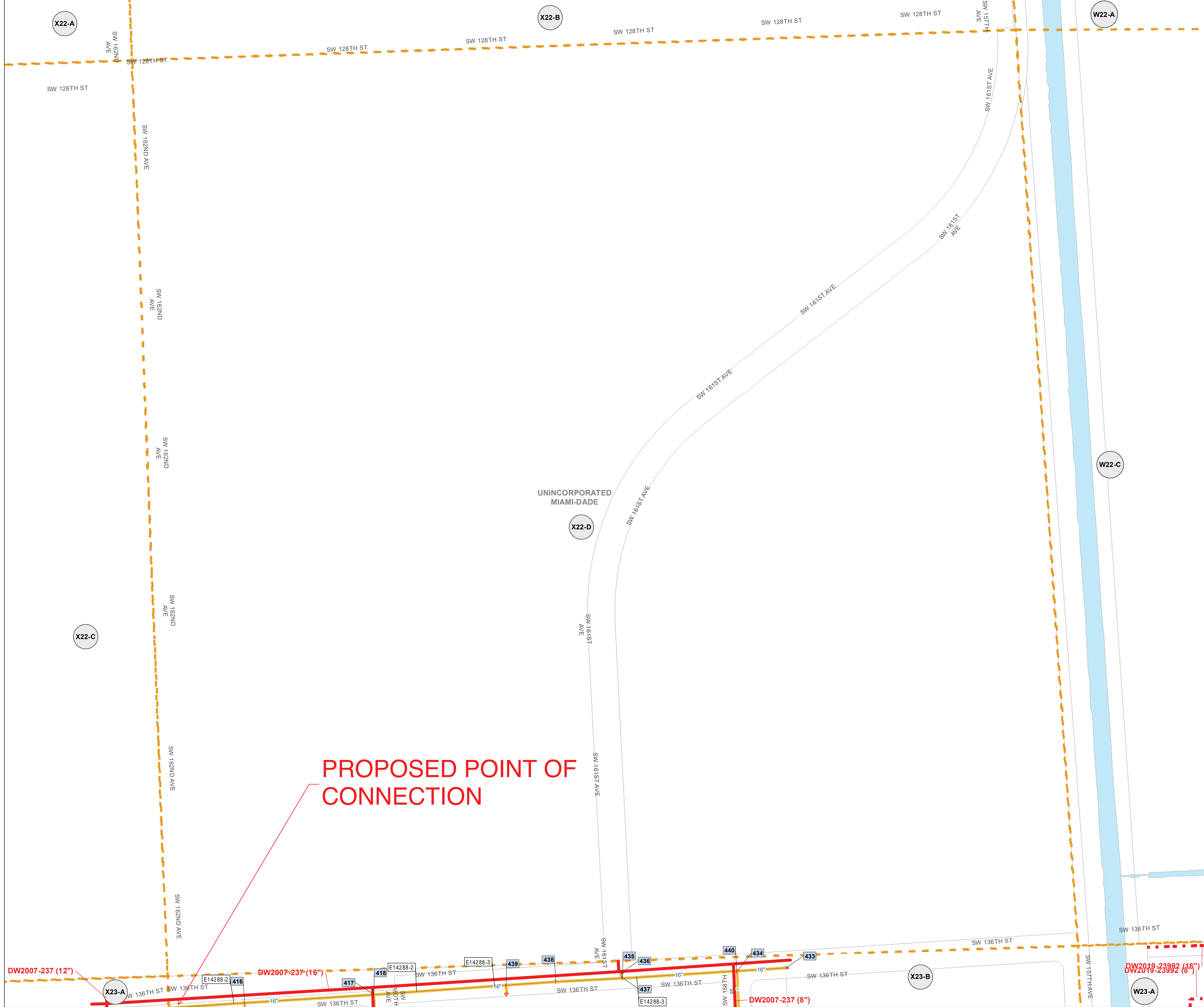
(*) MGD= Millions of Gallons per Day

Attachment B – Water and Sewer Atlases

Donations & Capital Projects

Water Valve & Distribution

As-Built(s) are displayed using unique colors and single label boxes per contiguous pipe segment. They are displayed underneath the pipe segment using a thicker line symbol than the pipe segment it describes.



Miami-Dade
Water and Sewer Department

Atlas - x22-D
S-17 T-55 R-39

A	B
C	D

Legend

- Access Manhole
- Air Release Valve
- Check Valve
- Manual Control Valve
- Flushing Valve
- Auto Control Valve
- Sludge Valve
- Service Valve
- Raw Water Valve
- Backflow Preventor
- Hydrant
- Monitoring Meter
- Production Well
- Pump Station
- Pig Station
- Service Point Connection
- Treatment Plant
- Water Tank
- Wholesale Meter
- Continuation Point
- Cross
- Plug
- Reducer
- Water USGS Monitoring Well
- Water DERM Monitoring Well
- Water Sampling
- Miscellaneous
- Private

- Donation Conveyed
- Donation Not Conveyed

- PCTS Active
- PCTS Completed
- PCTS Future/On Hold

- Aerial Crossing
- Subaqueous Crossing

- Sludge
- Calcium Carbonate

- Distribution
- Fire Service
- Hydrant Lateral

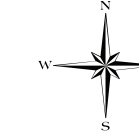
- Raw Water
- Service
- Transmission

- Abandoned
- Miscellaneous

- Casing
- Culvert
- Private

- 1/4 Atlas Grid
- AASIS
- Historical AASIS

- Blocks
- Municipality
- Bodies Of Water



SCALE IN FEET
0 125 250

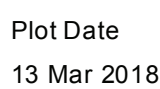


The materials contained herein are provided "AS IS" and may contain inaccuracies. User is warned to utilize the materials herein at User's own risk and to verify the materials accuracy independently and ASSUMES THE RISK OF ANY AND ALL LOSS

Plot Date
19 May 2020

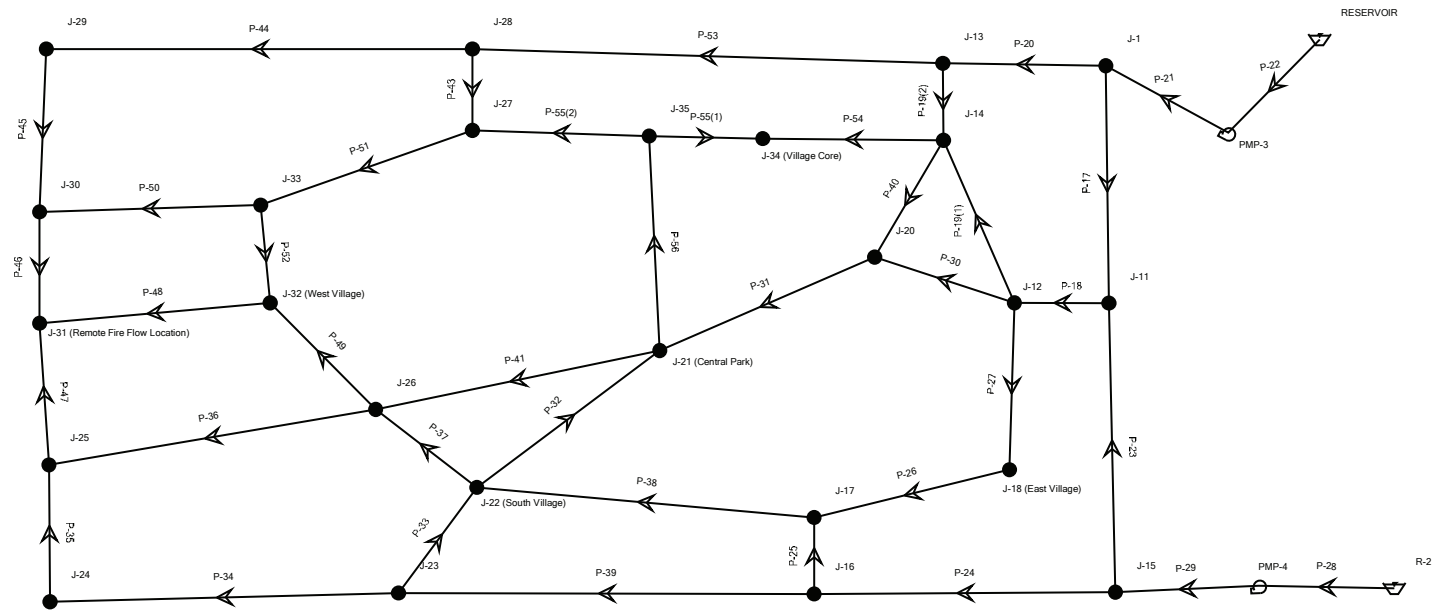
NOTE: ALL GRAVITY SEWERS ARE 8" UNLESS OTHERWISE DESIGNATED AND ALL SEWER LATERALS ARE 6" UNLESS OTHERWISE DESIGNATED.

Figure 1 is a map showing the location of the study site (2398) relative to the ES2090-1 and ES2509-1 sites. The map includes a scale bar and a north arrow.



Attachment C – Hydraulic Analysis Results

Scenario: Base



FlexTable: Junction Table

ID	Label	Demand (gpm)	Hydraulic Grade (ft)	Pressure (psi)
30	J-1	0	136.73	59
59	J-11	0	136.33	59
61	J-12	0	133.47	58
63	J-13	0	133.89	58
70	J-14	0	132.78	57
73	J-15	0	137.22	59
75	J-16	0	132.90	57
77	J-17	0	132.55	57
79	J-18 (East Village)	306	132.63	57
87	J-20	0	132.61	57
88	J-21 (Central Park)	74	130.31	56
89	J-22 (South Village)	234	130.32	56
90	J-23	0	130.41	56
91	J-24	0	128.97	56
92	J-25	0	128.29	56
99	J-26	0	129.54	56
106	J-27	0	130.18	56
108	J-28	0	130.34	56
110	J-29	0	128.65	56
112	J-30	0	127.93	55
114	J-31 (Remote Fire Flow Location)	3,000	126.89	55
117	J-32 (West Village)	335	128.05	55
120	J-33	0	128.40	56
125	J-34 (Village Core)	982	130.10	56
128	J-35	0	130.19	56

Attachment D – Sanitary Sewer Calculations

**Overall Sanitary Force main Velocity
Calculations**

Pipe Diameter	24	inches
Peaking Factor	4	
Average Daily Flow Rate	1,720,117	GPD
Peak Flow Rate	4778.10	GPM
Velocity	3.39	fps

FM-1 Sanitary Force main Velocity Calculations

Pipe Diameter	18	inches
Peaking Factor	4	
Average Daily Flow Rate	872,362	GPD
Peak Flow Rate	2423.23	GPM
Velocity	3.05	fps

FM-2 Sanitary Force main Velocity Calculations

Pipe Diameter	18	inches
Peaking Factor	4	
Average Daily Flow Rate	847,754	GPD
Peak Flow Rate	2354.87	GPM
Velocity	2.97	fps

FM-3 Sanitary Force main Velocity Calculations

Pipe Diameter	12	inches
Peaking Factor	4	
Average Daily Flow Rate	467,720	GPD
Peak Flow Rate	1299.22	GPM
Velocity	3.69	fps

FM-4 Sanitary Force main Velocity Calculations

Pipe Diameter	12	inches
Peaking Factor	4	
Average Daily Flow Rate	363,055	GPD
Peak Flow Rate	1008.49	GPM
Velocity	2.86	fps

GRAVITY SANITARY DESIGN
JANUARY 2022

Sub- division Area	NETWORK INFORMATION			PIPE DATA							PROJECTED FLOW INFORMATION					MAXIMUM CAPACITY				SURPLUS/DEFICIT
	Sewershed Number	Network Location		Line Size	Pipe Length	Manning's Coefficient	Min. Slope For Velocity of 2 fps	Max. Slope Not to Exceed 10 fps velocity	Provided Segment Slope	Slope Check	Projected Flow	Peak Factor F	Projected Flow with Peak Factor	Minimum Slope Required to carry the projected flow	Slope Check	Provided Segment Slope	Max. Full Flow Capacity	Max.	Max.	Net Capacity
		Upstream Manhole	Downstream Manhole															Permitted Capacity	Permitted Capacity	
																		90%	90% of Full Flow	
																		(cfs)	(gal/day)	
(in)	(feet)	(%)	(%)	(%)	(gal/day)	(%)	(%)	(%)	(%)	(gal/day)	(cfs)	(gal/day)	(gal/day)							
Sewer Shed Basin	1.00	MH	Wet Well	18	50	0.013	0.12%	2.84%	0.12%	SLOPE IN RANGE	482,699	4.00	1,930,796	0.12%	Slope OK	0.12%	2,350,897	3.27	2,115,808	184,902

Attachment E – Miami-Dade County Schedule of Daily Rate Gallonage for Various Occupancy

**EXHIBIT "B" OF AGREEMENT
BETWEEN
MIAMI-DADE COUNTY
AND**

SCHEDULE OF DAILY RATED GALLONAGE FOR VARIOUS OCCUPANCY

TYPES OF LAND USES

GALLONS PER DAY (GPD)

RESIDENTIAL LAND USES	
	210 gpd/unit (under 3,001 sq. ft.)
Single Family Residence	310 gpd/unit (3,001-5,000 sq. ft.)
	510 gpd/unit (over 5,000 sq. ft.)
Townhouse Residence	165 gpd/unit
Apartment	135 gpd/unit
Mobile Home Residence/Park	160 gpd/unit
Duplex or Twin Home Residence	150 gpd/unit
Residential Facility/Institution:	
a) Congregate Living Facility (CLF)	75 gpd/bed
b) Apartment Dormitory	100 gpd/unit
c) Fire Station	10 gpd/100 sq. ft.
d) Jail	150 gpd/person
e) Other	100 gpd/person
COMMERCIAL LAND USES	
Airport:	
a) Common Area/Concourse/Retail	10 gpd/100 sq. ft.
b) Food Service	see restaurant use for allocation
Bank	10 gpd/100 sq. ft.
Banquet Hall (with or without kitchen	10 gpd/100 sq. ft.
Bar, Cocktail Lounge, Nightclub, or Adult Entertainment	20 gpd/100 sq. ft.
Barber Shop	10 gpd/100 sq. ft.
Beauty Shop	25 gpd/100 sq. ft.
Big Box Retail	2.5 gpd/100 sq. ft.
Bowling Alley	100 gpd/lane
Car Wash:	
a) Manual Washing	350 gpd/bay
b) Automated Washing	5,500 gpd/bay
Coin Laundry	110 gpd/washer
Country Club with or without kitchen	20 gpd/100 sq. ft.
Dentist's Office	20 gpd/100 sq. ft.
Fitness Center or Gym	10 gpd/100 sq. ft.
Funeral Home	5 gpd/100 sq. ft.
Gas Station/Convenience Store/Mini-Mart:	
a) Without car wash	450d/unit
b) With single automated car wash	1,750 gpd/unit
Additional single automated car wash	1,300 gpd/unit
Hospital	250 gpd/bed
Hotel or Motel	115 gpd/room

TYPES OF COMMERCIAL LAND USES (CONTINUED)	
House of Worship	10 gpd/100 sq. ft.
Industrial use NOT discharging a process wastewater and NOT utilizing potable water for an industrial process (including but not limited to automotive repair, boat repair, carpentry, factory, machine shop, welding)	4 gpd/100 sq. ft.
Industrial use discharging a process wastewater or utilizing potable water for an industrial process based on system design and evaluation by the Department	4 gpd/100 sq. ft.
Kennel	15 gpd/100 sq. ft.
Marina	60 gpd/slip
Nail Salon	30 gpd/100 sq. ft.
Nursing/Convalescent Home	125 gpd/bed
Office Building	5 gpd/100 sq. ft.
Pet Grooming	20 gpd/100 sq. ft.
Physician's Office	20 gpd/100 sq. ft.
Public Park:	
a) With toilets only	5 gpd/person
b) With toilets and showers	20 gpd/person
Public Swimming Pool Facility	30 gpd/person
Recreational Vehicle (RV) Park (seasonal use)	150 gpd/space
Restaurant	
a) Fast Food	65 gpd/100 sq. ft.
b) Full Service	100 gpd/100 sq. ft.
c) Take-Out	100 gpd/100 sq. ft.
Retail	10 gpd/100 sq. ft.
School:	
a) Day care/Nursery (adults and children)	10 gpd/100 sq. ft.
b) Regular school	12 gpd/100 sq. ft.
Self-service storage units	1.5 gpd/100 sq. ft.
Shopping Center/Mall Shell/Common Area	10 gpd/100 sq. ft.
Spa	20 gpd/100 sq. ft.
Sporting Facilities and Auditorium	3 gpd/seat
Theater	
a) Indoor	1 gpd/seat
b) Outdoor/Drive-in	5 gpd/space
Veterinarian Office	20 gpd/100 sq. ft.
Warehouse/Speculation Building	2 gpd/100 sq. ft.
Wholesale Food Preparation (including but not limited to meat markets and commissaries)	35 gpd/100 sq. ft.

LEGEND:

gpd - gallons per day
sq. ft. - square feet

NOTES:

- 1) Sewage gallonage refers to sanitary sewage flow on a per unit and/or use basis for average daily flow in gallons per day.
- 2) Condominiums shall be rated in accordance with the specific type of use (e.g., apartment, townhouse, warehouse, etc.).

18. WASTEWATER MANAGEMENT

- A. Provide, in the table given below, the projected wastewater generation at the end of each phase of development and proposed wastewater treatment. Identify the assumptions used to project this demand.**

The table below presents the wastewater generation calculations and sources:

TABLE 18-1 WASTEWATER FLOWS				
Land Use	Number of Units	Sewage Loading (GPD/Unit)	Sewage Flows (MGD)(*)	Peak Sewage Flows (MGD)
Single Family, detached	1,029 du	310 gpd/unit	0.319	1.276
Single Family, attached	4,532 du	165 gpd/unit	0.748	2.991
Multi-Family	2,239 du	135 gpd/unit	0.302	1.209
Retail	673,902 sf	5/100 gpd/sf	0.034	0.106
Office	500,000 sf	5/100 gpd/sf	0.025	0.079
Industrial – Flex Space	892,484 sf	2/100 gpd/sf	0.018	0.029
School				
	3,863 stud.	20 gpd/stud	0.077	0.144
Staff	360	15 gpd/person	0.005	0.011
Total			1.528	5.846
Source: Langan Engineers.				

(*) MGD= Millions of Gallons per Day

The Average Daily Flow (A.D.D.) is 1.528 MGD
The Peak Sewage Flow is 5.846 MGD

Rates were obtained from Miami-Dade County sewage flows used by the Miami-Dade County Water and Sewer Department (Miami-Dade County Code Section 24-43 (5) Sewage Loading).

- B. If applicable, generally describe the volumes, characteristics and pre-treatment techniques if any industrial or other effluents prior to discharge from proposed industrial-related use(s).**

No pretreatments are anticipated. In the event the industrial use requires a pre-treatment system, it will be design in accordance with FDEP and Miami-Dade County requirement for sanitary effluents.

- C. 1. If off-site treatment is planned, identify the treatment facility and attach a letter from the agency or firm providing the treatment outlining present and projected excess capacity of the treatment and transmission facilities through build-out, any other commitments that have been made for this excess and a statement**

of ability to provide service at all times during or after development.

Offsite treatment will be provided by Miami-Dade County Water and Sewer Department. A letter to Miami-Dade Water and Sewer requesting the above information has been requested and is in Exhibit 17-1 of the Water Supply section as it is addressed to Maria Valdes for both Water Supply and Wastewater Management. A response letter from Miami-Dade Water and Sewer is also included.

2. If service cannot be provided, identify the required capital improvements, cost, timing, and proposed responsible entity necessary to provide service at all times during and after development.

To be determined. City Park is planning to install an on-site reuse treatment facility to provide irrigation water to the project. It is expected that approximately 25% of the wastewater will be captured and used for reuse. The cost and operating entity will be determined during permitting and design.

D. If septic tanks will be used on site, indicate the number of units to be served, general locations and any plans for eventual phase-out.

No septic tanks are proposed. The project in its entirety will be served by public sanitary sewer lines.

E. Indicate whether proposed wastewater service will be provided within an established service area boundary.

When the project is brought within the Urban Development Boundary, Miami-Dade Water and Sewer Department will have the closest points of connection and would be the agency to provide service. The service area boundary will be limits of the overall development program shown on the survey provided.

F. Applicant shall coordinate with Miami-Dade County Water and Sewer Department to develop a proposed water and sewer spine infrastructure network. The project shall evaluate the feasibility of greywater sources since the total project demand will be greater than 1 MGD, while identifying water use efficiency techniques in accordance with Miami-Dade County Code.

The applicant is current coordinating with Miami-Dade County Water and Sewer Department (MDWASD) on identifying the proposed water and sewer spine network. Results of the MDWASD analysis will be provided upon receipt.

Please refer to the Water and Sewer Master Plan Exhibit 17-2 for a preliminary infrastructure requirement for the overall development program. MDWASD and the applicant are currently evaluating potential greywater sources for the project. The project will utilize groundwater wells and the proposed stormwater lakes to provide irrigation supply for the development program to reduce the potable water demand. The project will comply with Miami -Dade County Code Article III

Section 8-31 which regulates water compensation flow rates for all plumbing fixtures. The high efficiently plumbing fixtures and appliance shall comply with the table requirements per Miami-Dad County code or have received the U.S. Environmental Protection Agency (EPA) WaterSense Label.

19. STORMWATER MANAGEMENT

A. Describe the existing drainage patterns on-site, including any potential flooding and erosion problems.

The site is relatively flat and as such there is no discernible existing drainage pattern. The rain that falls within the boundaries of the property will seep through the soil until it is saturated. After saturation is complete, the site will flood vertically in proportion to the surrounding areas. There is no information that would indicate that the site in its present condition would experience flooding to a degree different than the surrounding areas. There is currently no perimeter berm or other feature to maintain the stormwater runoff from leaving the site.

B. Describe the drainage system, including any wetlands to be used as part of the system, and discuss the design criteria (including stage-storage/stage discharge assumption) to be used for the various elements. Provide typical cross-sections (showing dimensions, slopes and control elevations) for any proposed lakes or swales. Identify the control elevation for all drainage structures. Include information as to what design storm will be used for what portions of the system.

There are no wetlands on the property. The proposed drainage system will consist of French Drains, swales, and grease baffles with outfalls to the proposed lakes. The elevation of the roadways will be constructed at or above the Miami-Dade County Flood Criteria Elevation of +9 to 9.2 N.G.V.D. The finished floor elevations will be based on whichever of the following criteria is the highest; FIRM Map, the 100 year-3 day storm event stage and 12-inches above crown of road. The FIRM map for this area shows the project contains two Base Flood elevation criteria; the majority of the site lies within zone AH-9 and a small portion adjacent to SW 162nd Avenue lies within zone "X". The drainage system for the local roads will be designed for a 5-year storm event and the drainage system for the arterial/collector roads will be designed for a 10-year storm event with a safety factor of 2 and 4 respectively. The project will be divided into two major basins. One is located north of the railroad tracks and the second one is the area south of the tracks.

The control water elevation (October Water Level Elevation) for the project is +7.75 N.G.V.D. based on Miami-Dade County Public Works Department Manual and a project two feet of sea level rise forecasted by NOAA for 2060. Lake slopes will be built as per the Miami-Dade County Public Works Department and Zoning department standards.

C. Indicate the total number of acres in each drainage area and specify the

acreage of any portions of drainage areas outside the site boundaries. Complete the following table for on-site drainage areas.

The following table summarizes the drainage areas:

Table 19-1 Stormwater Drainage Areas				
Land Use	Impervious Surfaces (AC)	Building (AC)	Open Space (AC)	Total (AC)
Basin 1				
Single Family	76.18	43.8	51.42	171.4
Multi-Family	145.1	126.4	55.3	326.8
Mixed Use	51.1	15.7	5.6	72.4
Office	3.37	8.03	3.8	15.2
Industrial	43.9	22.0	7.3	73.2
School	7.0	5.0	8.0	20
Parks	8.40	5.6	42	56
Roads	79.65	0	8.85	88.5
Lakes	66	0	0	66
Farm	4.3	2.96	11.44	18.7
Lagoon/Water Park	8.8			8.8
Rail	10.32	0	6.88	17.2
Open Space			19.5	19.5
Totals	504.12	229.49	220.09	953.7
Source: Langan Engineers				

- D. Specify and compare the volume and quality of run-off from the site in its existing condition to the anticipated run-off at the end of each phase of development. (The parameters to be used to define “quality” and methodology should be agreed to by the regional planning council and other reviewing agencies at the pre-application conference state). Identify any changes in timing or pattern of water flows between pre- and post-development conditions. Indicate major points of discharge and ultimate receiving water body(ies). Indicate what provisions will be incorporated in the design of the drainage system including a summary description of any Best Management Practices to be utilized, to minimize any increase in run-off from the site and to minimize any degradation of water quality in the ultimate receiving body over that occurring in its pre-development state.

One of the elements of the proposed stormwater management system is a perimeter berm with a top of berm elevation at or above the 100 year-3day storm stage. This perimeter berm will contain the stormwater within the project site (“no offsite discharge”). This design is in excess of the standard requirement which is to contain the 25 year – 3 day storm event on site. Currently, the site has no means of keeping the stormwater runoff from leaving the site. The proposed French drain

system will be designed so that at a minimum, the first inch of runoff is treated before overflows are allowed to the lakes. The stormwater runoff will be further treated by the use of grass swales in the residential streets and grease baffles in parking areas. Currently, the site provided no treatment of the stormwater runoff. Refer to the Conceptual Stormwater Management Master Plan (CSWMMP) for the preliminary stormwater calculations.

E. Who will operate and maintain the drainage system after completion of the development?

All drainage systems within the Public right-of-ways will be owned and maintained by the Miami-Dade County Public Works Department. The Homeowners Association(s) (HOA) will own and maintain the drainage system located within private roads. The HOA will also own and maintain the lakes and outfall structures which are part of the overall stormwater management system.

Responses to Items F. – H., below, are provided as Review Agency Requirements Detailed in the Agreement to Delete Questions, Appendix A dated May 8, 2025

F. Fill requirements may raise the base level of the site, Applicant shall demonstrate that the stormwater runoff shall not affect properties or rights-of-way/infrastructure and be retained onsite.

The site will be designed to retain the 100 year 3 day storm event onsite though a network of exfiltration trenches and lakes. The site will be filled to the minimum fill elevations based on the current Miami-Dade County Flood Criteria at the time of permitting. Based on the current flood criteria and the flood plain compensation calculations the conceptual stormwater management system is sufficient to not impact negatively adjacent property, or rights-of-ways/infrastructure. Please refer to Appendix E of Attachment 19-1 – Conceptual Stormwater Management Master Plan (the "CSWMMP") for flood plain compensation calculations.

G. Applicant shall detail the data sources, methodologies, assumptions and analysis used to access the development program to regional drainage.

The CSWMMP utilizes accepted methodologies and data source for the conceptual stormwater design described in the Master Plan. The sources for the existing conditions include Miami-Dade County Average October Water Table Maps, Miami-Dade County Flood Criteria Maps, SFWMD ERP Applicant's handbook for total rainfall depths, SCS Design Methodology to estimate total runoff volumes, Harper Methodology, as developed with FDEP for nutrient loading analysis, and FEMA Flood Maps. The proposed development is proposed to retain the required design storm onsite without any connections to future canals planned by Miami-Dade County.

H. Applicant shall detail the data sources, methodologies, assumptions, and analysis that should be used to assess whether its development program shall have adverse impacts to the Comprehensive Everglades Restoration Plan including the Southern Everglades Study.

A review of the available information indicated the Southern Everglades Study components does not include any property near the development site. The development program will not impact the Southern Everglades Study and conversely, the Southern Everglades Study will not impact the development program.

Attachment 19-1

Conceptual Stormwater Management Master Plan

3 March 2026

Yadira Werley
Lennar
730 NW 107th Avenue, 3rd Floor
Miami, FL 33172

**Re: Conceptual Stormwater Management Master Plan
City Park
SW 136th Street and SW 162nd Avenue, Miami, Florida
Langan Project No.: 330090201**

Dear Yadira:

The purpose of this letter is to describe the anticipated stormwater management system and the anticipated improvements required for the proposed development program for the City Park (Development). The development is generally located south of the SW 136th Street and north of SW 152nd Street between SW 162nd Avenue to the east and Krome Avenue to the west. Refer to **FIG-01** for the Overall Location Plan.

The Development consist of five major development areas known as the Village Core, Central Park, East Village, South Village and West Village.

PROPOSED DEVELOPMENT AREA

The proposed development is located outside the Urban Development Boundary (UDB), therefore the stormwater design shall be capable of retention of the 100-year 3-day storm event. The proposed development stormwater design will conceptually include exfiltration trenches and retention areas. These stormwater best management practices will be designed in accordance with the current Miami-Dade County and South Florida Water Management District requirements at the time they are permitted for construction. The design parameters and standards used for the proposed development can be found in **Appendix B**.

Existing Conditions

The site is relatively flat and as such there is no discernible existing drainage pattern. The rain that falls within the boundaries of the property will seep through the soil until it is saturated. After saturation is complete, the site will flood vertically in proportion to the surrounding areas. There is no information that would indicate that the site in its present condition would experience flooding to a degree different than the surrounding areas. There is currently no perimeter berm or other feature to maintain the stormwater runoff from leaving the site

Background

The current average October water table elevation in the project area is currently +5.0 NGVD29 according to Miami Dade County's "October Water Table and Miami Dade County Flood

Criteria" Map. Based on the projected 2 feet of sea level rise forecast for 2060, the projected groundwater elevation in this area will be approximately 7.0 feet NGVD29.

The 100-year flood elevation based on current FEMA FIRM the site is located within zone AH elevation 9 feet NGVD29.

Proposed Conditions

The proposed retention areas and exfiltration trenches will provide water quality treatment and retain the water quantity design storm per Miami-Dade County requirements prior to discharging into any proposed lakes. The development will include the appropriate amount of exfiltration trench to retain the 5 year 1 hour storm event so the 3.28-inch rainfall credit can be applied to the larger storm events. Additionally, a perimeter berm will be provided to retain the onsite runoff generated by the 100-year 3-day storm event.

The drainage system for the public rights-of-way will be designed for a 5-year storm event for local roads and the arterial/collector roads will be designed for a 10-year storm event with a safety factor of two and four, respectively.

The proposed lake is generally located in the center of overall development and the exfiltration trench will be within all the proposed roadways in the development. The exfiltration trenches will retain the 5 year storm event prior to any overflow into the lake, providing a treatment train to meet the nutrient loading requirements.

	Area
Building	229.49 Acres
Retention Area (Lake)	66.0 Acres
Pervious Area	220.09 Acres
Impervious Area	438.12 Acres
Total	953.70 Acres

Water Quantity

Preliminary stage storage calculations were completed for a conceptual development on the parcel and abutting right-of-way. This will maintain the 100-year 3-day storm event to a peak stage at a max elevation of 10.28-feet NGVD. The perimeter berm will be set at elevation of 10.30-feet NGVD +/- to retain the proposed improved areas. Please refer to **Appendix C** for the stage storage calculations.

Flood Plain Compensation

The proposed development was analyzed utilizing two separate methods for determining potential impacts to the existing floodplain.

In accordance with Miami-Dade County, the 100 year 3 day storm event peak stage shall be below the greater of the following three criteria.

- County Flood Criteria (CFC) plus 8" = 9.2' NGVD + 8" = 9.86' NGVD
- Crown of Road plus 8" (assumes COR one above CFC) = 10.2' NGVD + 8" = 10.86' NGVD
- FEMA Flood Plain Elevation = 9 NGVD

The anticipated peak stage during the 100 year 3 day storm event is 10.28' NGVD which is less than the County's maximum stage of 10.86' NGVD meeting the County criteria.

The proposed development was also analyzed utilizing the SFWMD Floodplain compensation method considering the site as an import/export methodology. The existing site is considered an exporter during 100 year storm event, and the site will retain the 100 year storm event onsite in the proposed condition, therefore, mitigating the floodplain encroachment.

An analysis on the post development nutrient loading analysis was completed for the development. The pre-development condition was analyzed as general agriculture and the post development is analyzed as single family and multi-family areas. There are areas of industrial and commercial land uses, however, the nutrient loading rates from those uses are lower than the loading rates from single family and multi-family uses. To simplify the conceptual model only multi-family and single family land use was applied to the entire development area. Detailed calculations will be submitted during the development of each development phase.

Water Quality

The proposed stormwater management system shall be comprised of a network of exfiltration trench which will provide the required water quality treatment. Refer to the water quality calculations in **Appendix D**.

The exfiltration trench system, consisting of trenches 5-ft wide by 15-ft deep with a minimum 18-inch perforated pipe, has been designed to provide the required water quality treatment for the proposed improvements. The proposed exfiltration trench system will treat the first inch of runoff from the developed project, or the total runoff of 2.5 inches times the percentage of imperviousness, whichever is greater. The total length of exfiltration trench required for water quality treatment was calculated in accordance with the SFWMD Environmental Resources Permitting Manual, using a safety factor (SF) of two. The percolation rates utilized were obtained

from a nearby existing development and shall be verified upon development of this project. The total anticipated length of exfiltration trench is 180,000 liner feet.

A conceptual BMP Trains analysis was completed to show the nutrient loading reduction is achieved with the proposed stormwater BMPs. Refer to the calculations in Appendix F. Separate catchment areas were included. The catchments were classified as single family areas, multifamily areas, light industrial areas, commercial areas, and open space/park areas. All catchment areas are routed to the overall stormwater BMPs.

Operation and Maintenance Entity

Miami Dade County will own and operate the public roadways throughout the property and the remaining areas served by the overall drainage system will be owned and operated by the Homeowner's Association (HOA) or similar private entity.

This item has been digitally signed and sealed by Michael Carr, PE, on the date adjacent to the seal

Signature must be verified on any electronic copies.



Sincerely,
Langan Engineering and Environmental Services, LLC.

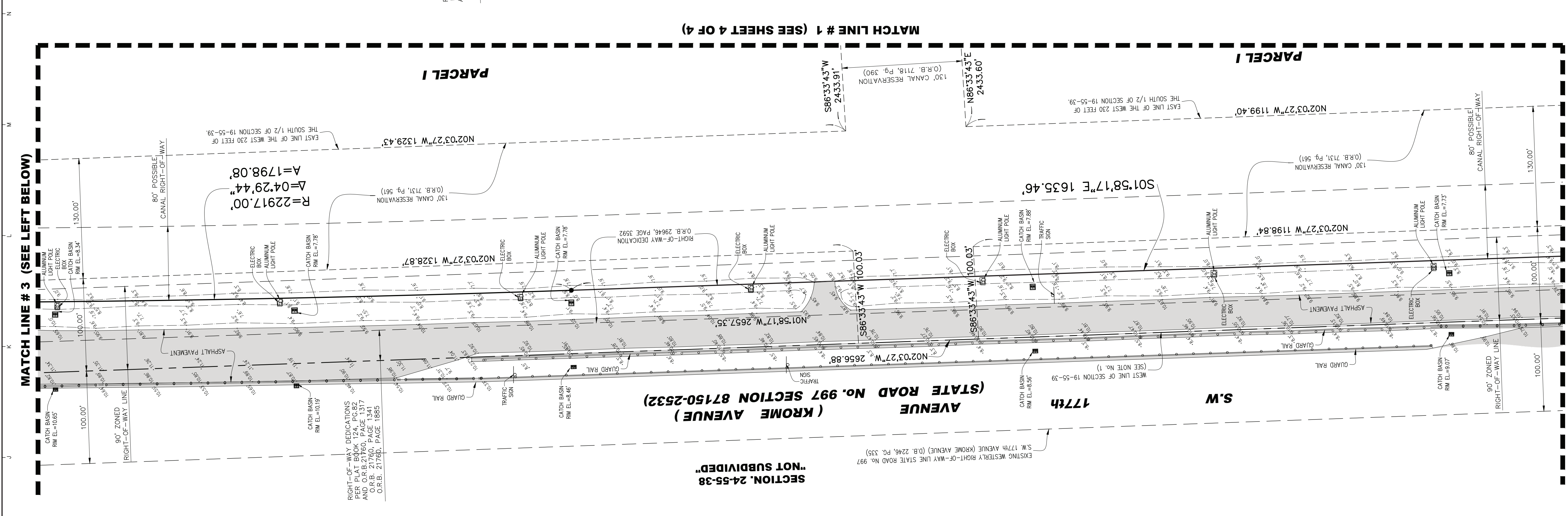
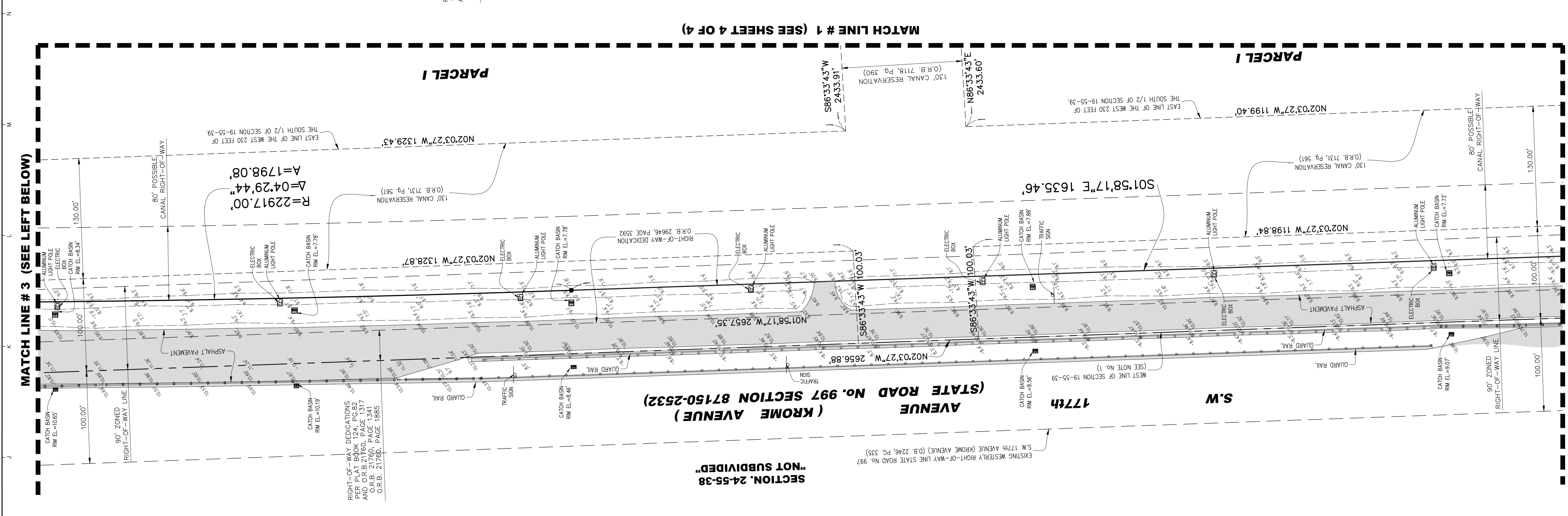
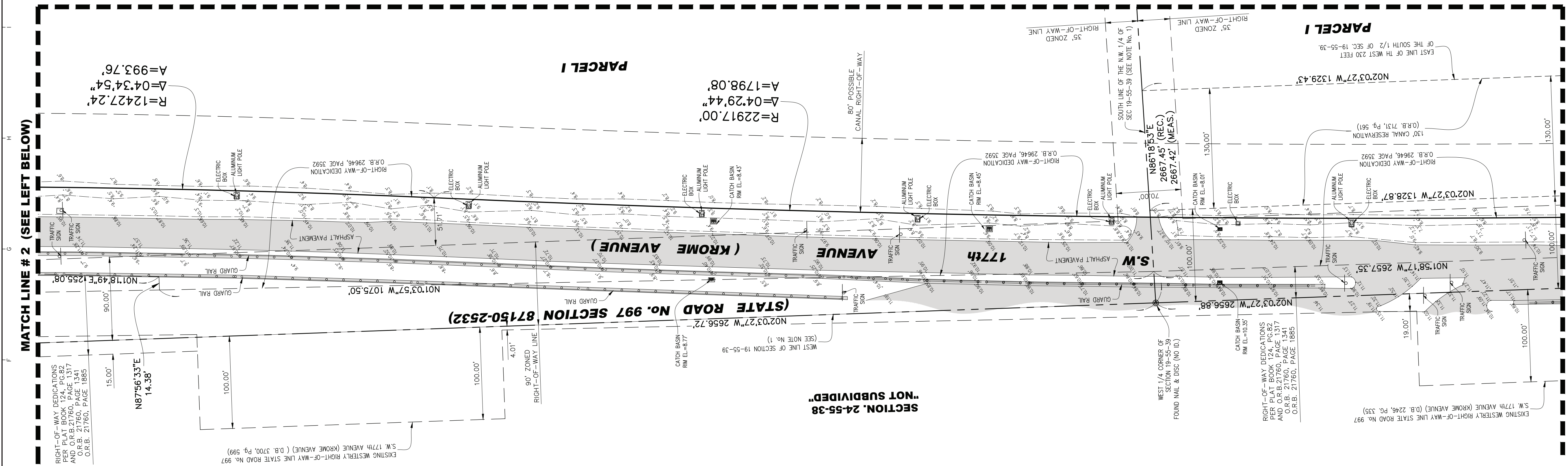
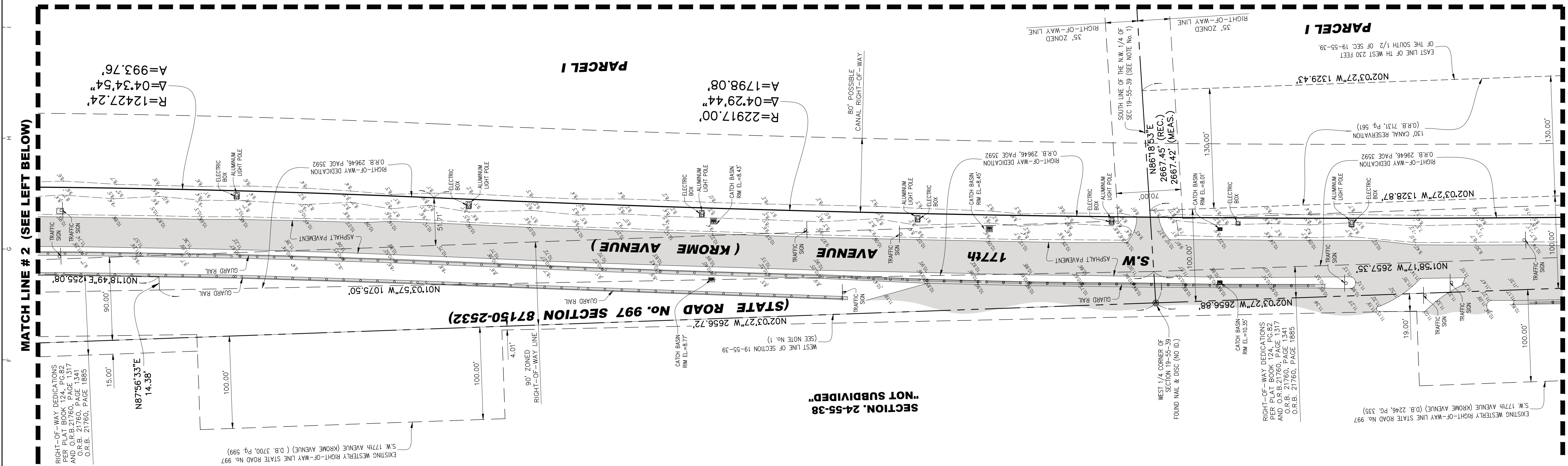
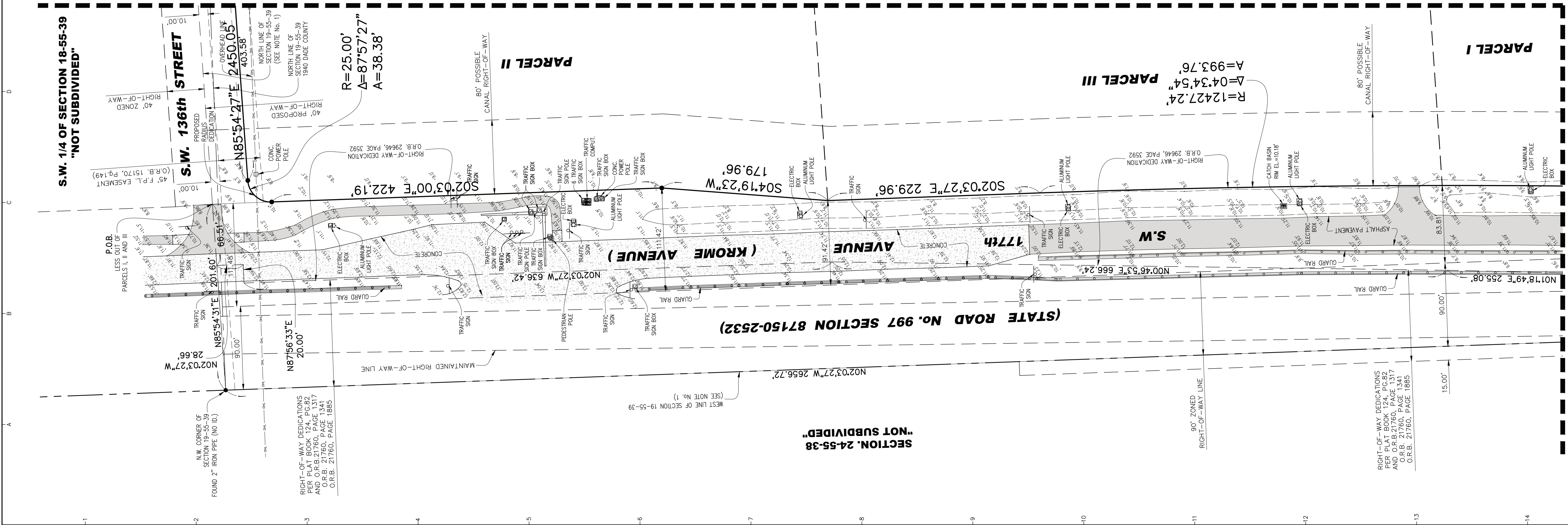
Michael Carr, PE, LEED AP
Associate Principal
Florida Professional Engineer Lic. No. 72424

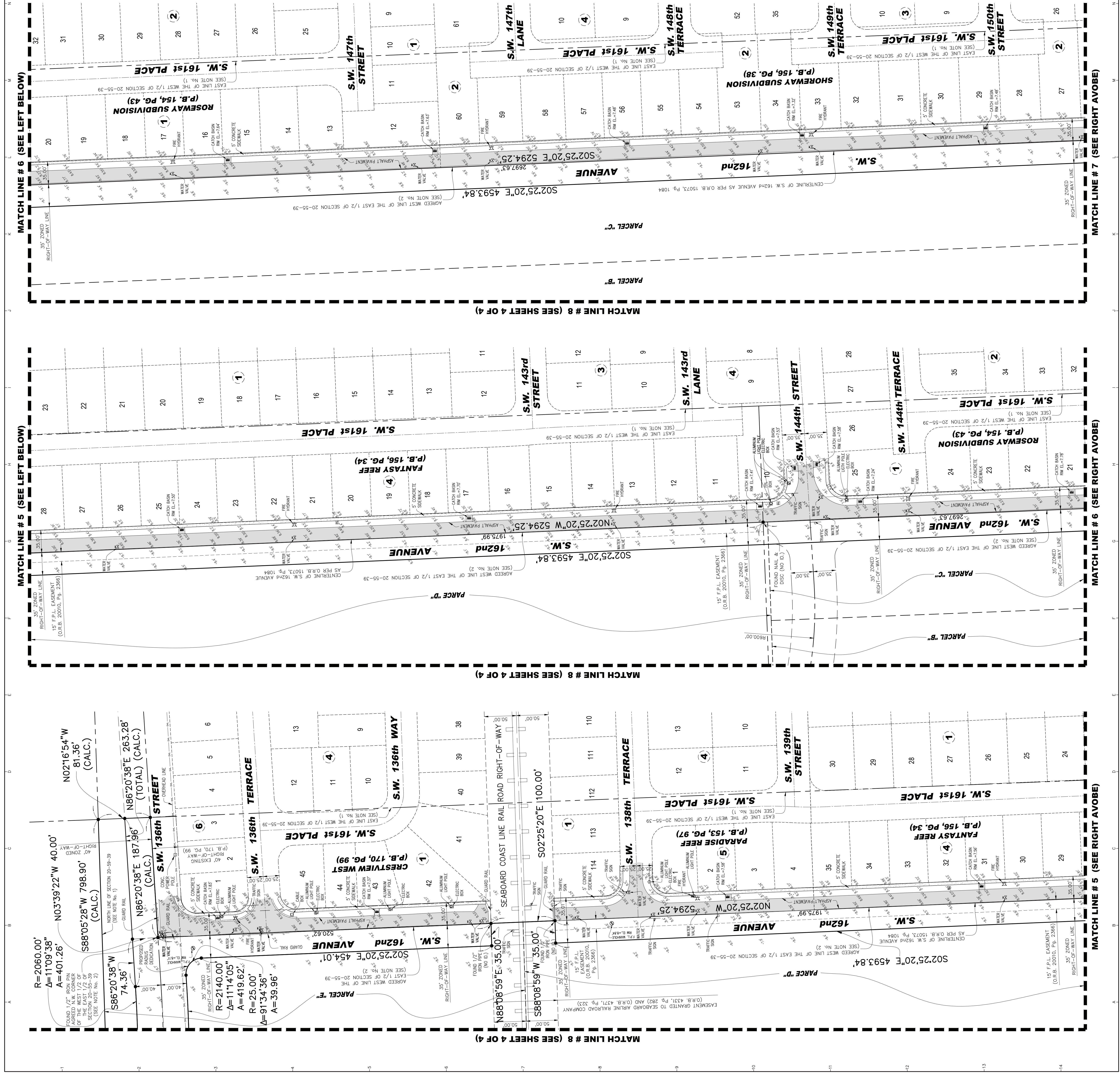
Enclosure(s): Appendix A – Survey
Appendix B – Design Storms, Stormwater Parameters
Appendix C- Proposed and Existing Stage Storage Calculations
Appendix D- Exfiltration Trench Calculations
Appendix E – Flood Plain Compensation
Appendix F – FEMA Flood Maps
Appendix G – Nutrient Loading Analysis

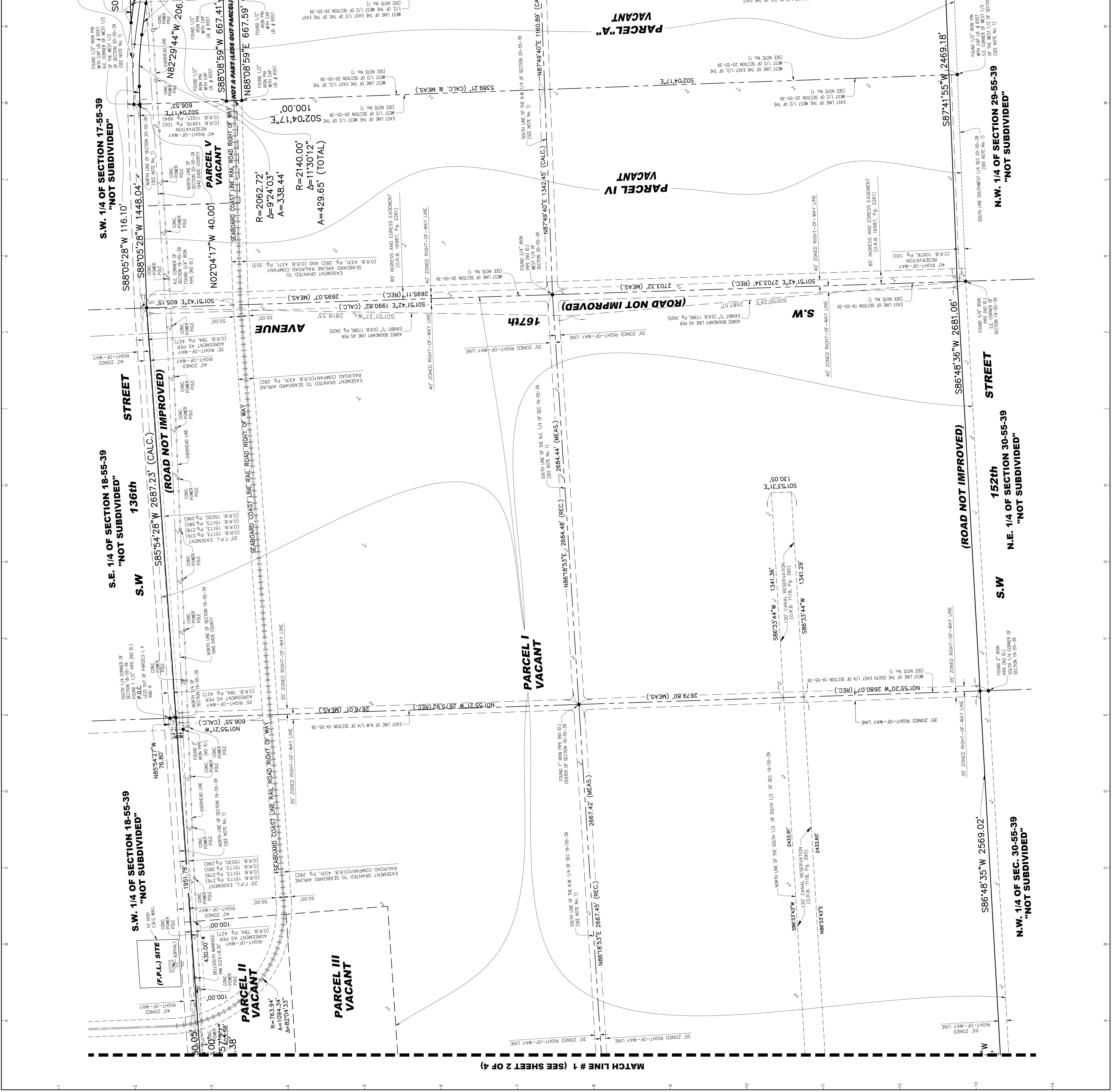
FBPE Registry No. 6601

\\langan.com\data\FTL\data2\330090201\Project Data\Discipline\Site Civil\Reports\SWM Conceptual Master Plan\2025-08-22 Conceptual SWM Master Plan.docx

APPENDIX A – SURVEY







APPENDIX B – DESIGN STORM, STORMWATER PARAMETERS

NOTES TO USERS

is for use in administering the National Flood Insurance Program. It is necessary to identify all areas subject to flooding, particularly from local sources of small size. The community map repository should be updated for possible updated or additional flood hazard information.

In more detailed information in areas where Base Flood Elevations and/or floodways have been determined, users are encouraged to consult the Profiles and Floodway Data and/or Summary of Stillwater Elevations obtained within the Flood Insurance Study (FIS) report that accompanies this map. Users should be aware that BFES shown on the FIRM represent water-surface elevations. These BFES are intended for flood insurance purposes only and should not be used as the sole source of flood information. Accordingly, flood elevation data presented in the FIS should be utilized in conjunction with the FIRM for purposes of flood insurance and/or floodplain management.

Base Flood Elevations shown on this map apply only to landward of the coastal flood zone. The floodway data and/or Summary of Stillwater Elevations shown in the Flood Insurance Study report for this jurisdiction, as shown in the Summary of Stillwater Elevation table should be used for flood insurance and/or floodplain management purposes when they are higher than those shown on this FIRM.

es of the floodways were computed at cross sections and interpolated cross sections. The floodways were based on hydraulic considerations and the requirements of the National Flood Insurance Program. Floodway and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Areas not in Special Flood Hazard Areas may be protected by flood structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

tion used in the preparation of this map was Florida State Plane east datum (NAD 83). The horizontal datum was NAD 83. GRS80 spheroid. The datum, spheroid, projection or State Plane zones used in the FIRM for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Elevations on this map are referenced to the National Geodetic Vertical Datum of 1929. These flood elevations must be compared to structure and/or elevation referenced to the same vertical datum. For information on conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

Information Services
NGS
Geodetic Survey
#6202
1617 West Highway
Baltimore, Maryland 20910-3282
410-3242

For current elevation, description, and/or location information for bench marks shown on this map, please contact the information services branch of the National Geodetic Survey at (901) 713-3242, or visit its website at www.ngs.noaa.gov.

Map information shown on this FIRM was provided in digital format by the Miami-Dade County Information Technology Department. These data were at a scale of 1:3,000 from digital orthophotography dated 2001. The base map information was provided by the Cities of Aventura, Coral Gables, and the Town of Cutler Bay, and Miami-Dade County.

reflects more detailed and up-to-date stream channel configurations as shown on the previous FIRM for this jurisdiction. The floodplains and areas that were transferred from the previous FIRM may have been adjusted to these new stream channel configurations. As a result, the Flood and Floodway Data tables in the Flood Insurance Study Report (which authoritative hydraulic data) may reflect stream channel distances that are what is shown on this map.

limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may occur after this map was published, map users should contact appropriate local officials to verify current corporate limit locations.

For the separately printed Map Index for an overview map of the Miami-Dade County, please contact the community map repository address: Miami-Dade County, Community Map Repository, 1000-358-0616 and its website at <http://www.mdc.gov>.

For questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov>.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard are designated as Zone A, AE, AH, AO, AR, AV, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Areas of shallow water (1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); depths determined. For areas of alluvial fan flooding, velocity determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); depths determined. For areas of alluvial fan flooding, velocity determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual flood by a flood control system that was subsequently determined to be inadequate. The former flood control system is being restored to protect from the 1% annual chance flood.
- ZONE AV** Areas to be protected from 1% annual chance flood by a Federal protection system under construction; no Base Flood Elevation determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevation determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevation determined.

FLOODWAY AREAS IN ZONE AE
The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS
ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot and with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS
ZONE D Areas in which flood hazards are undetermined, but possible.
COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
OTHERWISE PROTECTED AREAS (OPAs)
CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

Map Symbols
Floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Area zone boundary dividing Special Flood Hazard Areas of different Flood Elevations, flood depths or flood velocities.
Base Flood Elevation line and value; elevation in feet
Base Flood Elevation value where uniform within zone, in feet
Cross section line
Traverse line
Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
100-meter Universal Transverse Mercator grid values, zone 17
500-foot grid ticks: Florida State Plane coordinate system East zone (FIPSZONE 0901), Transverse Mercator projection
Bench mark (see explanation in Notes to Users section of FIS report)
River mile
MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATES OF REVISIONS TO THIS PANEL
March 2, 1994 - May 16, 1994 - July 17, 1994: For description of revision, see Notice to Users page in the Flood Insurance Study report.
September 11, 2009: To reflect revised shoreline, to incorporate previously issued Letters of Map Revision, to update corporate limits, to add and change Base Flood Elevations, to change zone designations, to add north arrow and north arrow scale, to update Flood Insurance Study report and to reflect updated topographic information.

For community map revision history prior to countywide mapping, refer to the County Map History table located in the Flood Insurance Study report for this jurisdiction.
To determine if flood insurance is available in this community, contact your local agent or call the National Flood Insurance Program at 1-800-626-6620.

MAP SCALE 1" = 500'
250 0 500 1000
150 0 150 300
FEET
METERS

NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE
MIAMI-DADE COUNTY
FLORIDA
AND INCORPORATED AREAS
PANEL 439 OF 1031
(SEE MAP INDEX FOR FIRM PANEL LIST)
CONTAINS
COMMUNITY MIAMI-DADE COUNTY
NUMBER 130635
PANEL 0439

Notice to Users: This Map Revision sheet is intended for use when placing map orders; the Community Map History table should be used on insurance applications and subject community.

MAP INDEX FOR FIRM PANEL LIST
PANEL 439 OF 1031
(SEE MAP INDEX FOR FIRM PANEL LIST)

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COMMUNITY MIAMI-DADE COUNTY
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NOTES TO USERS

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more detailed information in areas where **Base Flood Elevations** and/or **floodways** have been determined, users are encouraged to consult Profiles and Floodway Data and/or Summary of Stillwater Elevations obtained within the Flood Insurance Study (FIS) report that accompanies this map. Users should be aware that BFAs shown on the map represent water-root elevations. These areas are intended for flood insurance purposes only and should not be used as the sole source of flood information. Accordingly, flood elevation data presented in the FIS should be utilized in conjunction with the FIRM for purposes of flood insurance and/or floodplain management.

Base Flood Elevations shown on this map apply only to landward of the National Geodetic Vertical Datum of 1929 (NGVD 29). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Elevation table in the Flood Insurance Study report for this jurisdiction. As shown in the Summary of Stillwater Elevation table should be used for flood insurance and/or floodplain management purposes when they are higher than those shown on this FIRM.

es of the **floodways** were computed at cross sections and interpolated cross sections. The floodways were based on hydraulic considerations and to requirements of the National Flood Insurance Program. Floodway and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

areas not in Special Flood Hazard Areas may be protected by **flood structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

ection used in the preparation of this map was Florida State Plane east of 85°30'00" W. The horizontal datum was NAD 83, GRS80 spheroid, in datum, spheroid, projection or State Plane zones used in the FIRM. For adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

ations on this map are referenced to the National Geodetic Vertical Datum of 1929. These flood elevations must be compared to structure and elevation referenced to the same vertical datum. For information on conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

Information Services
NGS-12
Geodetic Survey
#5202
16-West Highway
Baltimore, Maryland 20910-3282
#3242

current elevation, description, and/or location information for **bench marks** shown on this map, please contact the information services branch of the National Geodetic Survey at (800) 713-3242, or visit its website at www.ngs.noaa.gov.

up information shown on this FIRM was provided in digital format by the State of Florida, Department of Transportation. These data were at a scale of 1:3,600 from digital orthophotography dated 2001. The base map information was provided by the Cities of Aventura, Coral Gables, and Homestead, the Town of Cutler Bay, and Miami-Dade County.

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refer to the separately printed **Map Index** for an overview map of the area showing the layout of map panels, community map repository addresses, and listing of Communities table containing National Flood Insurance Program flood insurance community as well as a listing of the panels on which each is located.

the **FEMA Map Service Center** at 1-800-358-9616 for information on products associated with this FIRM. Available products may include issued Letters of Map Change, a Flood Insurance Study report, and/or other information. The FEMA Map Service Center may also be reached at 1-800-358-9620 and its website at <http://msc.fema.gov>.

re **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov>.



THIS AREA SHOWN AT A SCALE OF 1" = 500'
ON MAP NUMBER 12086C0437

THIS AREA SHOWN AT A SCALE OF 1" = 500'
ON MAP NUMBER 12086C0439

LEGEND

- SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD**
- The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Areas are subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard are designated as follows: Zone A, AE, AH, AO, AV, V, and VE. The Base Flood Elevation is the water elevation of the 1% annual chance flood.
- ZONE A** No Base Flood Elevations determined.
 - ZONE AE** Areas of shallow water (usually areas of ponding); Base Flood Elevations determined.
 - ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
 - ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); Base Flood Elevations determined. For areas of alluvial fan flooding, velocity determined.
 - ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently abandoned. Indicates that the former flood control system is being restored to protect from the 1% annual chance or greater flood.
 - ZONE AV** Area to be protected from 1% annual chance flood by a Federal protection system under construction; no Base Flood Elevation determined.
 - ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
 - ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.
- FLOODWAY AREAS IN ZONE AE**
- The floodway is the channel of a stream plus any adjacent floodplain areas that must be maintained so that the 1% annual chance flood can be carried without substantial increase in flood heights.
- OTHER FLOOD AREAS**
- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- OTHER AREAS**
- Zone D** Areas in which flood hazards are undetermined, but possible.
 - COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**
 - OTHERWISE PROTECTED AREAS (OPAs)**
- CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
- Map Symbols:**
- Floodplain boundary
 - Floodway boundary
 - Zone D boundary
 - CBRS and OPA boundary
 - Boundary dividing Special Flood Hazard Area zone
 - Boundary dividing Special Flood Hazard Areas of different Flood Elevations, flood depths or flood velocities.
 - Base Flood Elevation line and value; elevation in feet*
 - Base Flood Elevation value where uniform within zone; in feet*
 - EL (987)
 - Transsect line
 - Cross section line
 - Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
 - 1000-meter Universal Transverse Mercator grid values, in feet
 - 5000-foot grid ticks: Florida State Plane coordinate system, East zone (FIPS2000 0901), Transverse Mercator projection
 - Bench mark (see explanation in Notes to Users section of FIS report)
 - RM1.5
 - MAP REPOSITORY
 - Refer to listing of Map Repositories on Map Index
 - EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP: January 20, 1993
 - EFFECTIVE DATES OF REVISIONS TO THIS PANEL: March 2, 1994; May 16, 1994; July 17, 1995; for description of revisions, see Notice to Users page in the Flood Insurance Study report.
 - September 11, 2009: to add and change Base Flood Elevations, to change zone designations, add notes and map names, to add and change Special Flood Hazard Areas, to reflect updated topographic information, to update corporate limits, to reflect revised map names, and to incorporate previously issued Letters of Map Revision.
 - For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
 - To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-438-6620.

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0440L

FIRM

FLOOD INSURANCE RATE

MIAMI-DADE COUNTY
FLORIDA
AND INCORPORATED AREAS

PANEL 440 OF 1031
(SEE MAP INDEX FOR FIRM PANEL LISTING)

COMMUNITY	NUMBER	PANEL
MIAMI-DADE COUNTY	120635	0440

Notice to Users: This Map is for informational purposes only. It is not to be used when placing map orders; the Community Map Index should be used to obtain insurance application information.



MAP NUMBER
12086C

MAP REVISION
SEPTEMBER 1

Federal Emergency Management Agency

APPENDIX C – PROPOSED AND EXISTING STAGE STORAGE CALCULATIONS

Langan Engineering and Environmental Services

15150 NW 79th Court, Suite 200
Miami Lakes, FL 33016
(786) 264-7200

Date: **June 16, 2025**

Project Name: **City Park**

Project Number: **330090201**

Prepared By: **MPC**

SURFACE WATER MANAGEMENT CALCULATIONS (S.F.W.M.D. CRITERIA)

I. GIVEN:

A. ACREAGE:

1	Lake Area =	0.00 ac.		
2	Lake Bank Area =	0.00 ac.		
3	Building =	0.00 ac.		
4	Impervious	0.00 ac.		
5	Pervious Area	953.70 ac.		
6	N/A	ac.	Imp	0.00
7	N/A	ac.		
6	Total =	953.70 ac.		

B. OTHER:

1. The current zoning on the property is

II. DESIGN CRITERIA:

A. WATER QUALITY CRITERIA:

Quality standards shall be provided during a 3 year, 1 hour storm event for one of the following three combinations:

1. If a wet detention system, then whichever is the greater of the following:
 - a. The first inch of runoff from the entire project site.
 - b. The amount of 2.5 inches times the percent impervious for the project site.
2. If a dry detention system, then 75% of the volume required for the wet detention system.
3. If a retention system, then 50% of the volume required.

Also, the following shall apply:

4. If the property is zoned "Commercial", at least 0.5 inches of retention or dry detention pre-treatment will be required.
5. Any detention system shall be designed to discharge no more than 0.5 inches of the detained volume per day.

B. WATER QUANTITY CRITERIA:

1. DESIGN EVENTS AND RAINFALL AMOUNTS:

- a. Design Event for Equipment FFE
Frequency: 100 year
Duration: 24 hour
Amount: inches
- b. Design Event for Minimum Road Elevation (if not specified by Local District Criteria):
Frequency: 5 year
Duration: 24 day
Amount: 6.50 inches
- c. Design Event for Minimum Discharge Elevation:
Frequency: 25 year
Duration: 3 day
Amount: 9.22 inches 3.28 credit
- d. Design Event for Finish Floor Elevation
Frequency: 100 year
Duration: 3 day
Amount: 13.72 inches 3.28 credit

2. ADDITIONAL DESIGN INFORMATION:

- a. Design Water / Control Elevation: 7.00 NGVD
(Note: Proposed minimum road elevation must be at least 2 feet above the wet season water table or control elevation.)
- b. Drainage Basin / Canal Number:

STAGE ELEVATION INFORMATION:

Item:	Description:	S type	Length ft.	Area ac.	Low ft.	High ft.	I %	C %	Total Area %
1	Lake Area	V		0.00			100	100	0.00
2	Lake Area	L							0.00
3		V							0.00
4	Impervious	L		0.00			100	100	0.00
5		V							
6	Park	L		953.70	7.40	9.40	0	50	1.00
7	N/A	L							0.00
8		V							
9		L							0.00
10									
11	Building =	V		0.00			100	100	0.00
E	Seepage and Evapotranspiration								
Total:				953.700	7.40	9.40	0.00	50.00	1.0

* Abbreviations: S = Storage; (V = Vertical Storage & L = Linear Storage)
 I = Impervious
 C = Compaction; (Use the following compaction factors: 0%, 50%, 100%)
 T = Exfiltration Trench

D. SCS CURVE NUMBER AND SOIL STORAGE CALCULATIONS:

1. Soil Moisture Storage Table:

Existing Soil Type: **2 FLATWOODS**

Depth to Water Table ft.	Cumulative Water Storage (Pre.-Dev.) in.	Compacted Water Storage (Post 50%) in.	Compacted Water Storage (Post 100%) in.
1	0.76	0.67	0.57
2	2.50	2.19	1.88
3	5.40	4.73	4.05
4	9.00	7.88	6.75

2. Available Soil Storage Calculation:

Item:	Description:	Ave. Elev. ft.	S in.	P Area acres	Volume Stored ac-in
1	Lake Area	0.00	0.00	0.000	0.00
2	Lake Area	0.00	0.00	0.000	0.00
3	0	0.00	0.00	0.000	0.00
4	Impervious	0.00	0.00	0.000	0.00
5	0	0.00	0.00	0.000	0.00
6	Park	8.40	1.27	953.700	1215.01
7	N/A	0.00	0.00	0.000	0.00
8	0	0.00	0.00	0.000	0.00
9	0	0.00	0.00	0.000	0.00
10	0	0.00	0.00	0.000	0.00
11	Building =	0.00	0.00	0.000	0.00
Total:		8.40	1.27	953.700	1215.01

* Abbreviations: S = Soil Storage
P = Pervious

3. Moisture Storage Calculation (S):
 = Available soil storage / Total Site Area
 = 1215.01 ac-in / 953.700 acres
 = **1.27 inches**

4. SCS Curve Number Calculation (CN):
 = $1000 / (S + 10)$
 = $1000 / (1.274 + 10)$
 = **89**

E. SURFACE STORAGE CALCULATIONS:

1. Stage vs. Storage Calculations:

Stage ft.	STORAGE (ac-ft)												
	Item:	1 ac-ft	2 ac-ft	3 ac-ft	4 ac-ft	5 ac-ft	6 ac-ft	7 ac-ft	8 ac-ft	9 ac-ft	10 ac-ft	E ac-ft	Total ac-ft
7.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8.00		0.00	0.00	0.00	0.00	0.00	85.83	0.00	0.00	0.00	0.00	0.00	85.83
8.50		0.00	0.00	0.00	0.00	0.00	288.49	0.00	0.00	0.00	0.00	0.00	288.49
9.00		0.00	0.00	0.00	0.00	0.00	610.37	0.00	0.00	0.00	0.00	0.00	610.37
9.50		0.00	0.00	0.00	0.00	0.00	1049.07	0.00	0.00	0.00	0.00	0.00	1049.07
10.00		0.00	0.00	0.00	0.00	0.00	1525.92	0.00	0.00	0.00	0.00	0.00	1525.92
10.50		0.00	0.00	0.00	0.00	0.00	2002.77	0.00	0.00	0.00	0.00	0.00	2002.77
11.00		0.00	0.00	0.00	0.00	0.00	2479.62	0.00	0.00	0.00	0.00	0.00	2479.62
11.50		0.00	0.00	0.00	0.00	0.00	2956.47	0.00	0.00	0.00	0.00	0.00	2956.47
12.00		0.00	0.00	0.00	0.00	0.00	3433.32	0.00	0.00	0.00	0.00	0.00	3433.32
12.50		0.00	0.00	0.00	0.00	0.00	3910.17	0.00	0.00	0.00	0.00	0.00	3910.17
13.00		0.00	0.00	0.00	0.00	0.00	4387.02	0.00	0.00	0.00	0.00	0.00	4387.02
13.50		0.00	0.00	0.00	0.00	0.00	4863.87	0.00	0.00	0.00	0.00	0.00	4863.87
14.00		0.00	0.00	0.00	0.00	0.00	5340.72	0.00	0.00	0.00	0.00	0.00	5340.72
14.50		0.00	0.00	0.00	0.00	0.00	5817.57	0.00	0.00	0.00	0.00	0.00	5817.57
15.00		0.00	0.00	0.00	0.00	0.00	6294.42	0.00	0.00	0.00	0.00	0.00	6294.42
15.50		0.00	0.00	0.00	0.00	0.00	6771.27	0.00	0.00	0.00	0.00	0.00	6771.27
16.00		0.00	0.00	0.00	0.00	0.00	7248.12	0.00	0.00	0.00	0.00	0.00	7248.12
16.50		0.00	0.00	0.00	0.00	0.00	7724.97	0.00	0.00	0.00	0.00	0.00	7724.97
17.00		0.00	0.00	0.00	0.00	0.00	8201.82	0.00	0.00	0.00	0.00	0.00	8201.82

* Abbreviations: E = Exfiltration Trench

Langan Engineering and Environmental Services

15150 NW 79th Court, Suite 200
Miami Lakes, FL 33016
(786) 264-7200

Date: **June 16, 2025**
Project Name: **City Park**
Project Number: **330090201**
Prepared By:

SURFACE WATER MANAGEMENT CALCULATIONS (S.F.W.M.D. CRITERIA)

I. GIVEN:

A. ACREAGE:

1	Lake Area =	66.00 ac.
2	Lake Bank Area =	0.00 ac.
3	Building =	229.49 ac.
4	Impervious	438.12 ac.
5	Pervious Area	220.09 ac.
6	N/A	ac.
7	N/A	ac.

6 **Total =** **953.70** ac.

B. OTHER:

1. The current zoning on the property is

II. DESIGN CRITERIA:

A. WATER QUALITY CRITERIA:

Quality standards shall be provided during a 3 year, 1 hour storm event for one of the following three combinations:

1. If a wet detention system, then whichever is the greater of the following:
 - a. The first inch of runoff from the entire project site.
 - b. The amount of 2.5 inches times the percent impervious for the project site.
2. If a dry detention system, then 75% of the volume required for the wet detention system.
3. If a retention system, then 50% of the volume required.

Also, the following shall apply:

4. If the property is zoned "Commercial", at least 0.5 inches of retention or dry detention pre-treatment will be required.
5. Any detention system shall be designed to discharge no more than 0.5 inches of the detained volume per day.

B. WATER QUANTITY CRITERIA:

1. DESIGN EVENTS AND RAINFALL AMOUNTS:

- a. Design Event for Equipment FFE
Frequency: 100 year
Duration: 24 hour
Amount: inches
- b. Design Event for Minimum Road Elevation (if not specified by Local District Criteria):
Frequency: 5 year
Duration: 24 day
Amount: 6.50 inches
- c. Design Event for Minimum Discharge Elevation:
Frequency: 25 year
Duration: 3 day
Amount: 9.22 inches 3.28 credit
- d. Design Event for Finish Floor Elevation
Frequency: 100 year
Duration: 3 day
Amount: 13.72 inches 3.28 credit

2. ADDITIONAL DESIGN INFORMATION:

- a. Design Water / Control Elevation: 7.00 NGVD
(Note: Proposed minimum road elevation must be at least 2 feet above the wet season water table or control elevation.)
- b. Drainage Basin / Canal Number:

STAGE ELEVATION INFORMATION:

Item:	Description:	S type	Length ft.	Area ac.	Low ft.	High ft.	I %	C %	Total Area %
1	Lake Area	V		66.00	7.00	7.00	100	100	6.92
2	Lake Area	L							0.00
3		V							0.00
4	Impervious	L		438.12	8.50	10.00	100	100	45.94
5		V							
6	Park	L		220.09	8.00	9.00	0	50	23.08
7	N/A	L							0.00
8	Building =	V		229.49	10.50	10.50	100	100	24.06
9		L							0.00
10									
11									
E	Seepage and Evapotranspiration								
Total:				953.700	7.00	10.50	76.92	88.46	100.0

* Abbreviations: S = Storage; (V = Vertical Storage & L = Linear Storage)
I = Impervious
C = Compaction; (Use the following compaction factors: 0%, 50%, 100%)
T = Exfiltration Trench

D. SCS CURVE NUMBER AND SOIL STORAGE CALCULATIONS:

1. Soil Moisture Storage Table:

Existing Soil Type: **2 FLATWOODS**

Depth to Water Table ft.	Cumulative Water Storage (Pre.-Dev.) in.	Compacted Water Storage (Post 50%) in.	Compacted Water Storage (Post 100%) in.
1	0.76	0.67	0.57
2	2.50	2.19	1.88
3	5.40	4.73	4.05
4	9.00	7.88	6.75

2. Available Soil Storage Calculation:

Item:	Description:	Ave. Elev. ft.	S in.	P Area acres	Volume Stored ac-in
1	Lake Area	7.00	0.00	0.000	0.00
2	Lake Area	0.00	0.00	0.000	0.00
3	0	0.00	0.00	0.000	0.00
4	Impervious	9.25	2.42	0.000	0.00
5	0	0.00	0.00	0.000	0.00
6	Park	8.50	1.43	220.090	313.90
7	N/A	0.00	0.00	0.000	0.00
8	Building =	10.50	5.40	0.000	0.00
9	0	0.00	0.00	0.000	0.00
10	0	0.00	0.00	0.000	0.00
11	0	0.00	0.00	0.000	0.00
Total:		8.50	9.25	220.090	313.90

* Abbreviations: S = Soil Storage
P = Pervious

3. Moisture Storage Calculation (S):
 = Available soil storage / Total Site Area
 = 313.90 ac-in / 953.700 acres
 = **0.33 inches**

4. SCS Curve Number Calculation (CN):
 = $1000 / (S + 10)$
 = $1000 / (0.329 + 10)$
 = **97**

E. SURFACE STORAGE CALCULATIONS:

1. Stage vs. Storage Calculations:

Stage ft.	STORAGE (ac-ft)												
	Item:	1 ac-ft	2 ac-ft	3 ac-ft	4 ac-ft	5 ac-ft	6 ac-ft	7 ac-ft	8 ac-ft	9 ac-ft	10 ac-ft	E ac-ft	Total ac-ft
7.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8.00		66.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.00
8.50		99.00	0.00	0.00	0.00	0.00	27.51	0.00	0.00	0.00	0.00	0.00	126.51
9.00		132.00	0.00	0.00	36.51	0.00	110.05	0.00	0.00	0.00	0.00	0.00	278.56
9.50		165.00	0.00	0.00	146.04	0.00	220.09	0.00	0.00	0.00	0.00	0.00	531.13
10.00		198.00	0.00	0.00	328.59	0.00	330.14	0.00	0.00	0.00	0.00	0.00	856.73
10.50		231.00	0.00	0.00	547.65	0.00	440.18	0.00	0.00	0.00	0.00	0.00	1218.83
11.00		264.00	0.00	0.00	766.71	0.00	550.23	0.00	114.75	0.00	0.00	0.00	1695.68
11.50		297.00	0.00	0.00	985.77	0.00	660.27	0.00	229.49	0.00	0.00	0.00	2172.53
12.00		330.00	0.00	0.00	1204.83	0.00	770.32	0.00	344.24	0.00	0.00	0.00	2649.38
12.50		363.00	0.00	0.00	1423.89	0.00	880.36	0.00	458.98	0.00	0.00	0.00	3126.23
13.00		396.00	0.00	0.00	1642.95	0.00	990.41	0.00	573.73	0.00	0.00	0.00	3603.08
13.50		429.00	0.00	0.00	1862.01	0.00	1100.45	0.00	688.47	0.00	0.00	0.00	4079.93
14.00		462.00	0.00	0.00	2081.07	0.00	1210.50	0.00	803.22	0.00	0.00	0.00	4556.78
14.50		495.00	0.00	0.00	2300.13	0.00	1320.54	0.00	917.96	0.00	0.00	0.00	5033.63
15.00		528.00	0.00	0.00	2519.19	0.00	1430.59	0.00	1032.71	0.00	0.00	0.00	5510.48
15.50		561.00	0.00	0.00	2738.25	0.00	1540.63	0.00	1147.45	0.00	0.00	0.00	5987.33
16.00		594.00	0.00	0.00	2957.31	0.00	1650.68	0.00	1262.20	0.00	0.00	0.00	6464.18
16.50		627.00	0.00	0.00	3176.37	0.00	1760.72	0.00	1376.94	0.00	0.00	0.00	6941.03
17.00		660.00	0.00	0.00	3395.43	0.00	1870.77	0.00	1491.69	0.00	0.00	0.00	7417.88

* Abbreviations: E = Exfiltration Trench

F. MINIMUM ELEVATION CALCULATIONS TO VERIFY FLOOD PLAIN ENCROACHMENT (ZERO DISCHARGE):

1. The rainfall amount for the 100-Year, 3-Day storm event:
= **13.72 in.**
2. Compute inches of runoff, Q:
= $(P - (0.2 S))^2 / (P + (0.8 X S))$
= $(13.72 \text{ in.} - (0.2 \times 0.33 \text{ in.}))^2 / (13.72 \text{ in.} + (0.8 \times 0.33 \text{ in.}))$
= **13.33 inches of runoff**
3. Compute volume of runoff:
= (Inches of Runoff) X (Project Area)
= 13.33 inches X 953.700 acres X (1 foot / 12 inches)
= **1059.62 ac-ft of storage required (zero discharge)**
4. From the stage vs storage curve, **1059.62** ac-ft corresponds to elevation **10.28** NGVD

G. MINIMUM DISCHARGE ELEVATION CALCULATIONS (ZERO DISCHARGE):

1. The rainfall amount for the 25-Year, 3-Day storm event:
= **9.22 in.**
2. Compute inches of runoff, Q:
= $(P - (0.2 S))^2 / (P + (0.8 X S))$
= $(9.22 \text{ in.} - (0.2 \times 0.33 \text{ in.}))^2 / (9.22 \text{ in.} + (0.8 \times 0.33 \text{ in.}))$
= **8.84 inches of runoff**
3. Compute volume of runoff:
= (Inches of Runoff) X (Project Area)
= 8.84 inches X 953.700 acres X (1 foot / 12 inches)
= **702.28 ac-ft of storage required (zero discharge)**
4. From the stage vs storage curve, **702.28** ac-ft corresponds to elevation **9.76** NGVD

H. MINIMUM ROAD CROWN ELEVATION CALCULATIONS (ZERO DISCHARGE):

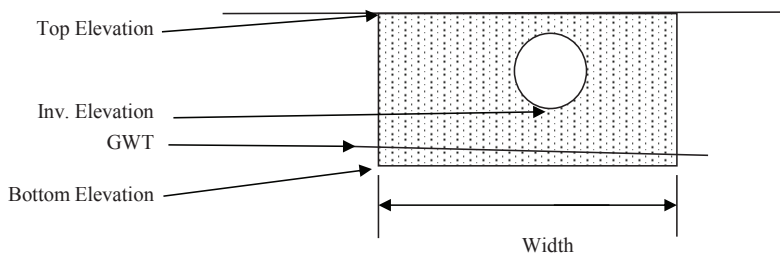
1. The rainfall amount for the 100-Year, 1-Day storm event:
= **0.00 in.**
2. Compute inches of runoff, Q:
= $(P - (0.2 S))^2 / (P + (0.8 X S))$
= $(0.00 \text{ in.} - (0.2 \times 0.33 \text{ in.}))^2 / (0.00 \text{ in.} + (0.8 \times 0.33 \text{ in.}))$
= **0.02 inches of runoff**
3. Compute volume of runoff:
= (Inches of Runoff) X (Project Area)
= 0.02 inches X 953.700 acres X (1 foot / 12 inches)
= **1.31 ac-ft of storage required (zero discharge)**
4. From the stage vs storage curve, **1.31** ac-ft corresponds to elevation **7.02** NGVD

APPENDIX D – EXFILTRATION TRENCH CALCULATIONS

Preliminary Exfiltration Trench Calculations

WATER QUALITY CALCULATIONS

Total Drainage Area =	887.70	acres.	Total Drainage Area Less Lake	
Impervious Area =	667.61	acres.	(C =	0.90)
Pervious Area =	220.09	acres.	(C =	0.30)
Lowest Grnd. Elev. for Prop. Exfil. Trench =	8.50	ft. NGVD		
Lowest Exist. Grate Elevation =	8.50	ft. NGVD		



Proposed Exfiltration Trench:

Top Elevation =	7.00	ft. NGVD
GWT =	7.000	ft. NGVD
Pipe Diameter =	18	inches
Inv. Elevation =	7.00	ft. NGVD
Bottom Elevation =	-8.00	ft. NGVD
Width =	5.00	feet.
Weir Elevation =	n/a	ft. NGVD

Existing Exfiltration Trench:

Top Elevation =	n/a	ft. NGVD
GWT =	n/a	ft. NGVD
Pipe Diameter =	n/a	inches
Inv. Elevation =	n/a	ft. NGVD
Bottom Elevation =	n/a	ft. NGVD
Width =	n/a	feet.
Length =	n/a	feet.
Assumed Usage =	0	percent

Weighted k =	9.79E-04	cfs/sf-ft of head.
Safety Factor =	2	
DESIGN STORM FREQUENCY (YEARS):	5	
MINIMUM TIME OF CONCENTRATION (MINUTES):	10.00	

BASIN DESIGN INFORMATION per DERM

TOTAL DRAINAGE AREA =	359.247	hectares or	887.700	acres.
TOTAL IMPERVIOUS DRAINAGE AREA =	270.178	hectares or	667.610	acres.
IMPERVIOUS RUNOFF COEFFICIENT =	0.90			
TOTAL PERVIOUS DRAINAGE AREA =	89.069	hectares or	220.090	acres.
PERVIOUS RUNOFF COEFFICIENT =	0.30			
SUB-BASIN DRAINAGE AREA =	359.247	hectares or	887.700	acres.
SUB-BASIN IMPERVIOUS DRAINAGE AREA =	270.178	hectares or	667.610	acres.
IMPERVIOUS RUNOFF COEFFICIENT =	0.90			
SUB-BASIN PERVIOUS DRAINAGE AREA =	89.069	hectares or	220.090	acres.
PERVIOUS RUNOFF COEFFICIENT =	0.30			
SUB-BASIN TIME OF CONCENTRATION =	10.00	minutes		
DESIGN STORM FREQUENCY =	5	years		
SUB-BASIN TIME OF CONCENTRATION =	10.00	minutes		
SUB-BASIN TIME FOR FIRST INCH OF RUNOFF =	14.03	minutes		
REQUIRED WATER QUALITY TREATMENT TIME =	24.03	minutes		
V1" =	1.94	ac.-ft.		

WATER QUALITY CALCULATIONS

Water Qaulity Based on 1" Over the Entire Drainage Area =	1.22	ac-ft
Water Qaulity Based on 2.5" Over the Impervious Area =	139.09	ac-ft

TREATMENT VOLUME REQUIRED (Greater of the two above):

Vtrmt =	6,058,561	cu. ft.
Vtrmt =	139.09	ac.-ft.

TYPICAL EXFILTRATION TRENCH DESIGN by SFWMD

$$L = SF \times (\text{Volume WQ} + \text{Volume Additional}) / [k \times (2 \times H2 \times Du - Du^2 + 2 \times H2 \times Ds) + (1.39 \times 10^{-4}) \times (W \times Du + PS)]$$

Volume = Treatment Vol. - Capacity of Exist. Trench (ac-in)

k = Weighted Hyd. Conductivity (cfs/sf - ft)

H2 = Depth to the Water Table (ft)

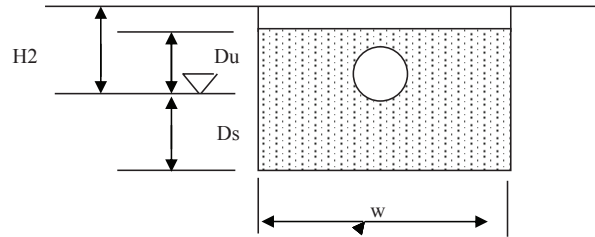
W = Trench width (ft)

Du = Non-Saturated Trench Depth (ft)

Ds = Saturated Trench Depth (ft)

0 SF = Safety Factor

PS = Pipe Storage (ft.^3)



Capacity of Exist. Exfil. Trench =	0.000	ha-m or	0.000	ac.-ft.
Treatment Volume =	17.163	ha-m or	139.09	ac.-ft.
Volume =	1669.025	ac-in.		
k =	9.79E-04	cfs/sf-ft		
H2 =	1.50	ft.		
W =	5.00	ft.		
Du =	0.00	ft.		
Ds =	15.00	ft.		
SF =	2.00			

L Required = 75,350 feet

PROVIDED LENGTH = 182,000 feet

APPENDIX E – FLOOD PLAIN COMPENSATION

City Park

FLOODPLAIN COMPENSATIONS CALCULATIONS

SURFACE WATERMANAGEMENT CALCULATIONS

I. Design Criteria:

1) SHWT: 7.00 ft. NGVD

2) Rainfall Amounts:

Design Events	SFWMD Rainfall Amounts*	
	24 Hour	72 Hour
100 Year Storm Event	12.00 inches	17.00 inches

*Rainfall data was obtained from the SFWMD rainfall maps Handbook Volume II

II. Pre-Development Runoff and Volume Calculations

1) Pre-Development Area Breakdown:

Description	Area (Ac.)	% of Area	From Elevation (ft.)	To Elevation (ft.)	C % (0%, 50%, 100%)
Building	0.00	0.00%			
Pervious	953.70	100.00%	7.40	9.30	0%
Impervious	0.00	0.00%			
Total Site Area:		953.70 Ac.*			

*Area excludes the existing stadium building coverage which has a separate drainage system from the rest of the site

2) SCS Curve Number and Soil Storage Calculations:

A) Soil Moisture Storage table for Flatwoods (2) Soil Type:

Depth to Water Table (ft.)	Cumulative Moisture Storage (in.) C 0%	Cumulative Moisture Storage (in.) C 50%	Cumulative Moisture Storage (in.) C 100%
1	0.60	0.53	0.45
2	2.50	2.19	1.88
3	5.40	4.73	4.05
4	9.00	7.88	6.75

C=Compaction

Note: Moisture Storage based on SFWMD Part III Section F. Water Storage, A. Ground Storage

B) Available Soil Storage Calculations:

Soil Storage Calculations:

Description	Area (Ac.) (A)	Avg. Elevation (ft.)	Depth to SHWT (ft.)	Moisture Storage (S)	Volume Stored (Ac-in) (V)*
Building	0.00	0.00			0.00
Pervious	953.70	8.35	1.35	7.88	7510.39
Impervious	0.00	0.00			0.00

*V=A x S

Total Volume Stored: 7510.39

Moisture Storage Calculation (S):

$$\begin{aligned}
 &= \text{Available Storage} \quad / \quad \text{Total Site Area} \\
 &= \quad 7510.39 \text{ ac-in} \quad / \quad 953.70 \quad \text{acres} \\
 &= \quad \underline{\underline{7.88 \text{ inches}}}
 \end{aligned}$$

SCS Curve Number Calculation (CN):

$$\begin{aligned}
 &= 1000 / (S + 10) \\
 &= \quad 1000 / \quad (2.24 + 10) \\
 &= \quad \underline{\underline{56}}
 \end{aligned}$$

4) Site Pre-Development Runoff Volume and Storage Volume Calculations

A) SCS Runoff Volume Calculation:

$$\begin{aligned}
 &= \frac{(P - 0.2 S)^2}{(P + 0.8 S)} \\
 &= \frac{(17 - 0.2 (2.29))^2}{(17 + 0.8(2.29))} \\
 &= \quad \underline{\underline{10.21 \text{ inches}}}
 \end{aligned}$$

$$\begin{aligned}
 Q &= 14.53 \text{ in} \times 129.40 \text{ ac} \\
 &= \quad 9738.82 \text{ ac-in} \\
 &\quad \underline{\underline{811.57 \text{ ac-ft}}}
 \end{aligned}$$

B) Available Site Pre-development Storage:

$$\text{Available Volume} = \quad \underline{\underline{610.37 \text{ ac-ft}^*}}$$

This volume was calculated at elevation 9 ft-NGVD, which is the FEMA Base Flood Elevation at the site

C) Difference Between the Runoff Storage and Available Storage Volume

$$= \quad \underline{\underline{201.20 \text{ ac-ft}}}$$

The runoff volume is larger than the available storage, therefore the site is an exporter site.

The proposed development will retain the 100 year 3 day storm event, therefore, there will be no negative impact to the surrounding area.

APPENDIX F– NUTRIENT LOADING ANALYSIS

Complete Report (not including cost)

Project: City Park

Date: 3/5/2026 6:12:38 AM

Site and Catchment Information

Analysis: Net Improvement

Catchment Name	Multi-Family	Single Family	Commercial	Industrial	Open Space/Park
Rainfall Zone	Florida Zone 5	Florida Zone 5	Florida Zone 5	Florida Zone 5	Florida Zone 5
Annual Mean Rainfall	55.00	55.00	55.00	55.00	55.00

Pre-Condition Landuse Information

Landuse	Agricultural - General: TN=2.800 TP=0.487	Agricultural - General: TN=2.800 TP=0.487	Agricultural - General: TN=2.800 TP=0.487	Agricultural - General: TN=2.800 TP=0.487	Agricultural - General: TN=2.800 TP=0.487
Area (acres)	370.00	108.60	129.20	90.50	183.40
Rational Coefficient (0-1)	0.11	0.11	0.11	0.11	0.11
Non DCIA Curve Number	74.00	74.00	74.00	74.00	74.00
DCIA Percent (0-100)	0.00	0.00	0.00	0.00	0.00
Nitrogen EMC (mg/l)	2.800	2.800	2.800	2.800	2.800
Phosphorus EMC (mg/l)	0.487	0.487	0.487	0.487	0.487
Runoff Volume (ac-ft/yr)	194.343	57.042	67.862	47.535	96.331
Nitrogen Loading (kg/yr)	670.948	196.932	234.288	164.110	332.573
Phosphorus Loading	116.697	34.252	40.749	28.543	57.844

(kg/yr)

Post-Condition Landuse Information

Landuse	Multi-Family: TN=2.320 TP=0.520	Single-Family: TN=2.070 TP=0.327	Low-Intensity Commercial: TN=1.13 TP=0.188	Light Industrial: TN=1.200 TP=0.260	Rangeland/Parkland: TN=1.150 TP=0.055
Area (acres)	370.00	108.60	129.20	90.50	183.40
Rational Coefficient (0-1)	0.46	0.46	0.81	0.81	0.25
Non DCIA Curve Number	74.00	74.00	74.00	74.00	74.00
DCIA Percent (0- 100)	50.00	50.00	100.00	100.00	20.00
Wet Pond Area (ac)	66.00	0.00	0.00	0.00	0.00
Nitrogen EMC (mg/l)	2.320	2.070	1.130	1.200	1.150
Phosphorus EMC (mg/l)	0.520	0.327	0.188	0.260	0.055
Runoff Volume (ac- ft/yr)	642.884	229.662	478.471	335.152	213.172
Nitrogen Loading (kg/yr)	1,839.008	586.168	666.648	495.890	302.267
Phosphorus Loading (kg/yr)	412.192	92.598	110.911	107.443	14.456

Catchment Number: 1 Name: Multi-Family

Project: City Park

Date: 3/5/2026

Multiple BMP in Series Design Parameters

BMP in Series Number: 1

BMP Type: Exfiltration

Pipe Span (in)	18.0
Pipe Rise (in)	18.0
Pipe Length (ft)	180,000.0

Trench Width (ft)	5.0
Trench Depth (ft)	15.0
Trench Length (ft)	180,000.0
Aggregate Void Ratio (fraction)	0.40
Storage Volume (Ac-ft)	128.35
Retention Depth (in over CA)	5.066

BMP in Series Number: 2

BMP Type: Wet Detention

Permanent Pool Volume (ac-ft)	792.000
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Permanent Pool Volume (ac-ft) for 31 days residence	54.601
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Annual Residence Time (days)	450
------------------------------	-----

Littoral Zone Efficiency Credit

Wetland Efficiency Credit

BMP in Series Number: 3

BMP Type: None

BMP in Series Number: 4

BMP Type: None

Watershed Characteristics

Catchment Area (acres)	370.00
------------------------	--------

Contributing Area (acres)	304.000
---------------------------	---------

Non-DCIA Curve Number	74.00
-----------------------	-------

DCIA Percent	50.00
--------------	-------

Rainfall Zone	Florida Zone 5
---------------	----------------

Rainfall (in)	55.00
---------------	-------

Surface Water Discharge

Required TN Treatment Efficiency (%)	64
--------------------------------------	----

Provided TN Treatment Efficiency (%)	97
--------------------------------------	----

Required TP Treatment Efficiency (%)	72
--------------------------------------	----

Provided TP Treatment Efficiency (%)	99
--------------------------------------	----

Media Mix Information

Type of Media Mix	Not Specified
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Media N Reduction (%)	
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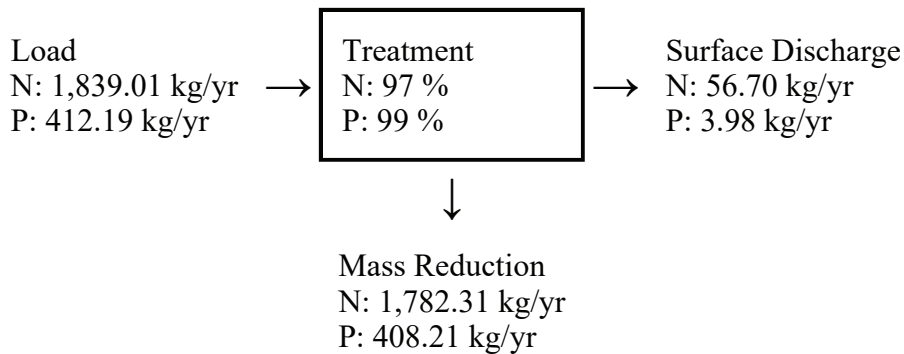
Media P Reduction (%)	
-----------------------	--

Groundwater Discharge (Stand-Alone)

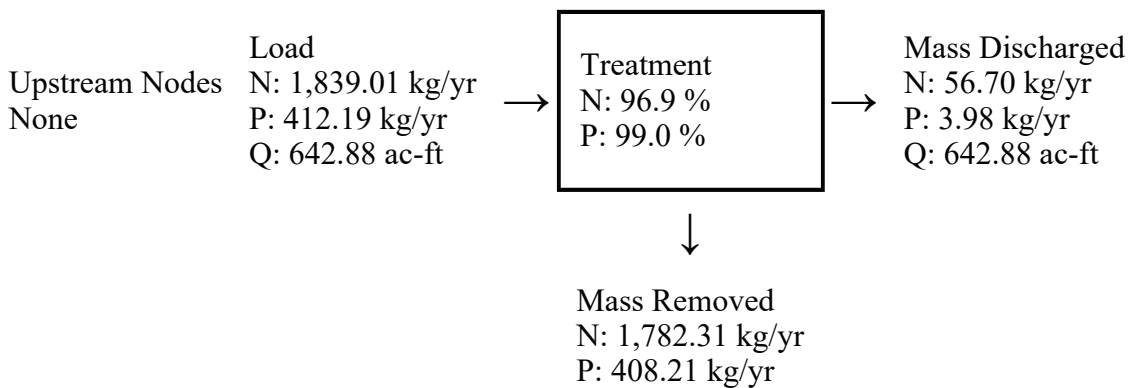
Treatment Rate (MG/yr)	0.000
------------------------	-------

TN Mass Load (kg/yr) 1,766.919
 TN Concentration (mg/L) 0.000
 TP Mass Load (kg/yr) 396.034
 TP Concentration (mg/L) 0.000

Load for Multiple BMP in Series



Load Diagram for Multiple BMP (As Used In Routing)



Catchment Number: 2 Name: Single Family

Project: City Park
Date: 3/5/2026

Multiple BMP in Series Design Parameters

BMP in Series Number: 1
 BMP Type: Exfiltration
 Pipe Span (in) 18.0
 Pipe Rise (in) 18.0

Pipe Length (ft)	180,000.0
Trench Width (ft)	5.0
Trench Depth (ft)	15.0
Trench Length (ft)	180,000.0
Aggregate Void Ratio (fraction)	0.40
Storage Volume (Ac-ft)	128.35
Retention Depth (in over CA)	14.182

BMP in Series Number: 2

BMP Type: Wet Detention

Permanent Pool Volume (ac-ft)	792.000
Permanent Pool Volume (ac-ft) for 31 days residence	19.506
Annual Residence Time (days)	1259
Littoral Zone Efficiency Credit	
Wetland Efficiency Credit	

BMP in Series Number: 3

BMP Type: None

BMP in Series Number: 4

BMP Type: None

Watershed Characteristics

Catchment Area (acres)	108.60
Contributing Area (acres)	108.600
Non-DCIA Curve Number	74.00
DCIA Percent	50.00
Rainfall Zone	Florida Zone 5
Rainfall (in)	55.00

Surface Water Discharge

Required TN Treatment Efficiency (%)	66
Provided TN Treatment Efficiency (%)	97
Required TP Treatment Efficiency (%)	63
Provided TP Treatment Efficiency (%)	99

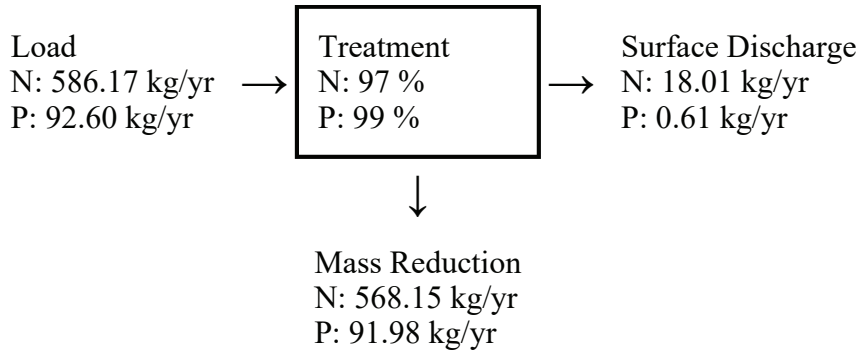
Media Mix Information

Type of Media Mix	Not Specified
Media N Reduction (%)	
Media P Reduction (%)	

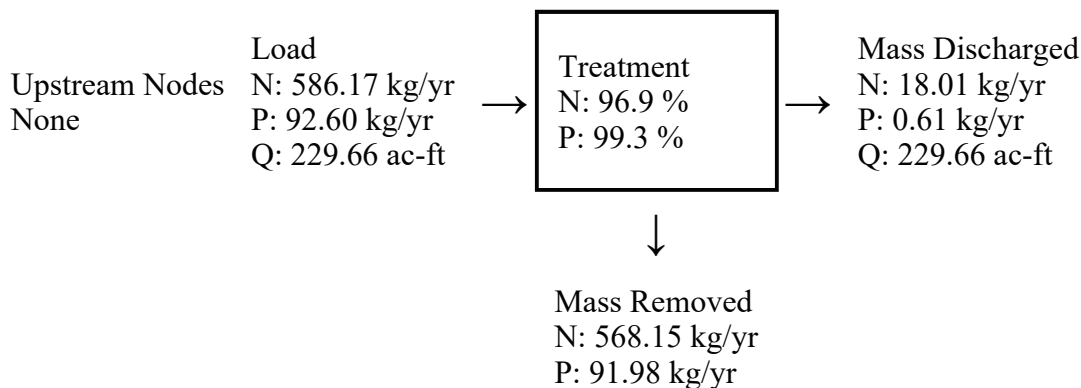
Groundwater Discharge (Stand-Alone)

Treatment Rate (MG/yr) 0.000
 TN Mass Load (kg/yr) 563.190
 TN Concentration (mg/L) 0.000
 TP Mass Load (kg/yr) 88.968
 TP Concentration (mg/L) 0.000

Load for Multiple BMP in Series



Load Diagram for Multiple BMP (As Used In Routing)



Catchment Number: 3 Name: Commercial

Project: City Park
Date: 3/5/2026

Multiple BMP in Series Design Parameters

BMP in Series Number: 1
 BMP Type: Exfiltration
 Pipe Span (in) 18.0

Pipe Rise (in)	18.0
Pipe Length (ft)	180,000.0
Trench Width (ft)	5.0
Trench Depth (ft)	15.0
Trench Length (ft)	180,000.0
Aggregate Void Ratio (fraction)	0.40
Storage Volume (Ac-ft)	128.35
Retention Depth (in over CA)	11.921

BMP in Series Number: 2

BMP Type: Wet Detention

Permanent Pool Volume (ac-ft)	792.000
-------------------------------	---------

Permanent Pool Volume (ac-ft) for 31 days residence	40.637
---	--------

Annual Residence Time (days)	604
------------------------------	-----

Littoral Zone Efficiency Credit

Wetland Efficiency Credit

BMP in Series Number: 3

BMP Type: None

BMP in Series Number: 4

BMP Type: None

Watershed Characteristics

Catchment Area (acres)	129.20
------------------------	--------

Contributing Area (acres)	129.200
---------------------------	---------

Non-DCIA Curve Number	74.00
-----------------------	-------

DCIA Percent	100.00
--------------	--------

Rainfall Zone	Florida Zone 5
---------------	----------------

Rainfall (in)	55.00
---------------	-------

Surface Water Discharge

Required TN Treatment Efficiency (%)	65
--------------------------------------	----

Provided TN Treatment Efficiency (%)	96
--------------------------------------	----

Required TP Treatment Efficiency (%)	63
--------------------------------------	----

Provided TP Treatment Efficiency (%)	99
--------------------------------------	----

Media Mix Information

Type of Media Mix	Not Specified
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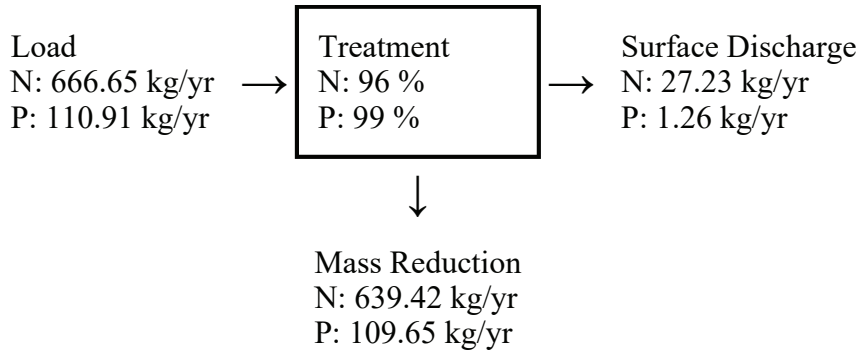
Media N Reduction (%)	
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Media P Reduction (%)	
-----------------------	--

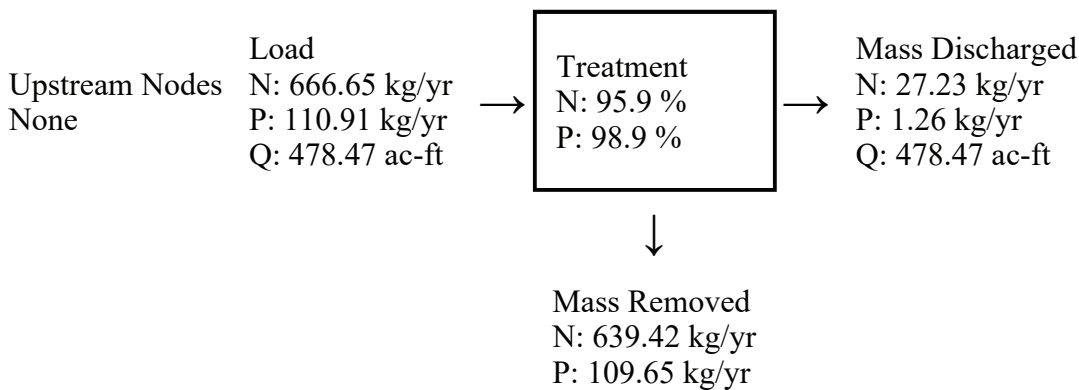
Groundwater Discharge (Stand-Alone)

Treatment Rate (MG/yr) 0.000
 TN Mass Load (kg/yr) 631.983
 TN Concentration (mg/L) 0.000
 TP Mass Load (kg/yr) 105.144
 TP Concentration (mg/L) 0.000

Load for Multiple BMP in Series



Load Diagram for Multiple BMP (As Used In Routing)



Catchment Number: 4 Name: Industrial

Project: City Park
Date: 3/5/2026

Multiple BMP in Series Design Parameters

BMP in Series Number: 1
 BMP Type: Exfiltration
 Pipe Span (in) 18.0

Pipe Rise (in)	18.0
Pipe Length (ft)	180,000.0
Trench Width (ft)	5.0
Trench Depth (ft)	15.0
Trench Length (ft)	180,000.0
Aggregate Void Ratio (fraction)	0.40
Storage Volume (Ac-ft)	128.35
Retention Depth (in over CA)	17.019

BMP in Series Number: 2

BMP Type: Wet Detention

Permanent Pool Volume (ac-ft)	792.000
-------------------------------	---------

Permanent Pool Volume (ac-ft) for 31 days residence	28.465
---	--------

Annual Residence Time (days)	863
------------------------------	-----

Littoral Zone Efficiency Credit

Wetland Efficiency Credit

BMP in Series Number: 3

BMP Type: None

BMP in Series Number: 4

BMP Type: None

Watershed Characteristics

Catchment Area (acres)	90.50
------------------------	-------

Contributing Area (acres)	90.500
---------------------------	--------

Non-DCIA Curve Number	74.00
-----------------------	-------

DCIA Percent	100.00
--------------	--------

Rainfall Zone	Florida Zone 5
---------------	----------------

Rainfall (in)	55.00
---------------	-------

Surface Water Discharge

Required TN Treatment Efficiency (%)	67
--------------------------------------	----

Provided TN Treatment Efficiency (%)	96
--------------------------------------	----

Required TP Treatment Efficiency (%)	73
--------------------------------------	----

Provided TP Treatment Efficiency (%)	99
--------------------------------------	----

Media Mix Information

Type of Media Mix	Not Specified
-------------------	---------------

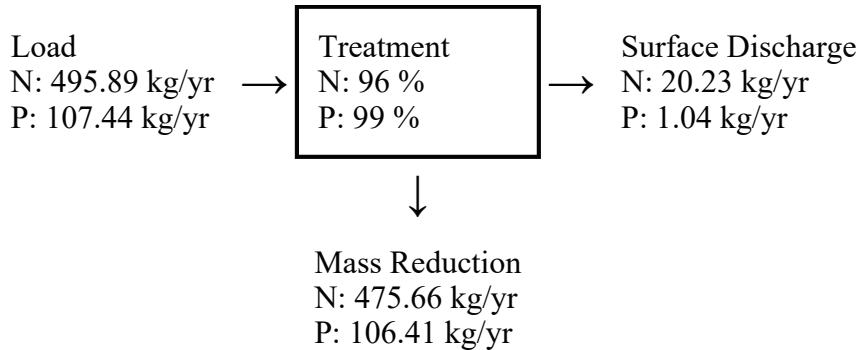
Media N Reduction (%)	
-----------------------	--

Media P Reduction (%)	
-----------------------	--

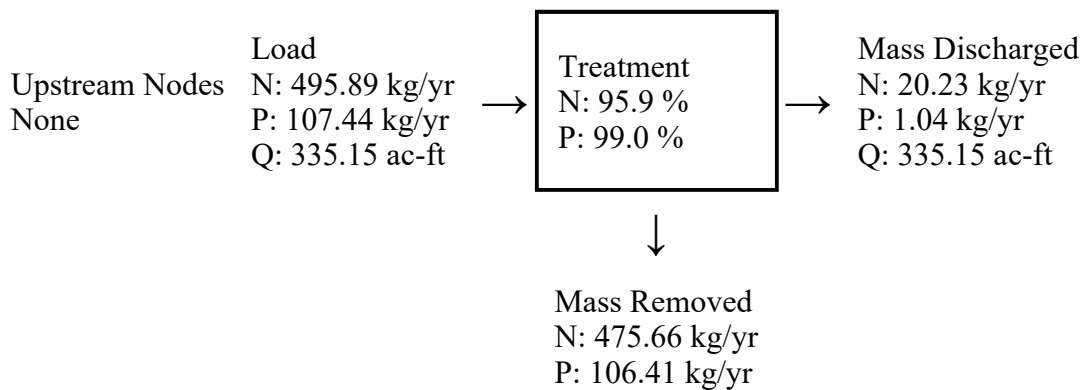
Groundwater Discharge (Stand-Alone)

Treatment Rate (MG/yr) 0.000
 TN Mass Load (kg/yr) 470.104
 TN Concentration (mg/L) 0.000
 TP Mass Load (kg/yr) 101.856
 TP Concentration (mg/L) 0.000

Load for Multiple BMP in Series



Load Diagram for Multiple BMP (As Used In Routing)



Catchment Number: 5 Name: Open Space/Park

Project: City Park
Date: 3/5/2026

Multiple BMP in Series Design Parameters

BMP in Series Number: 1
 BMP Type: Exfiltration
 Pipe Span (in) 18.0

Pipe Rise (in)	18.0
Pipe Length (ft)	180,000.0
Trench Width (ft)	5.0
Trench Depth (ft)	15.0
Trench Length (ft)	180,000.0
Aggregate Void Ratio (fraction)	0.40
Storage Volume (Ac-ft)	128.35
Retention Depth (in over CA)	8.398

BMP in Series Number: 2

BMP Type: Wet Detention

Permanent Pool Volume (ac-ft)	792.000
-------------------------------	---------

Permanent Pool Volume (ac-ft) for 31 days residence	18.105
---	--------

Annual Residence Time (days)	1356
------------------------------	------

Littoral Zone Efficiency Credit

Wetland Efficiency Credit

BMP in Series Number: 3

BMP Type: None

BMP in Series Number: 4

BMP Type: None

Watershed Characteristics

Catchment Area (acres)	183.40
------------------------	--------

Contributing Area (acres)	183.400
---------------------------	---------

Non-DCIA Curve Number	74.00
-----------------------	-------

DCIA Percent	20.00
--------------	-------

Rainfall Zone	Florida Zone 5
---------------	----------------

Rainfall (in)	55.00
---------------	-------

Surface Water Discharge

Required TN Treatment Efficiency (%)

Provided TN Treatment Efficiency (%) 97

Required TP Treatment Efficiency (%)

Provided TP Treatment Efficiency (%) 99

Media Mix Information

Type of Media Mix	Not Specified
-------------------	---------------

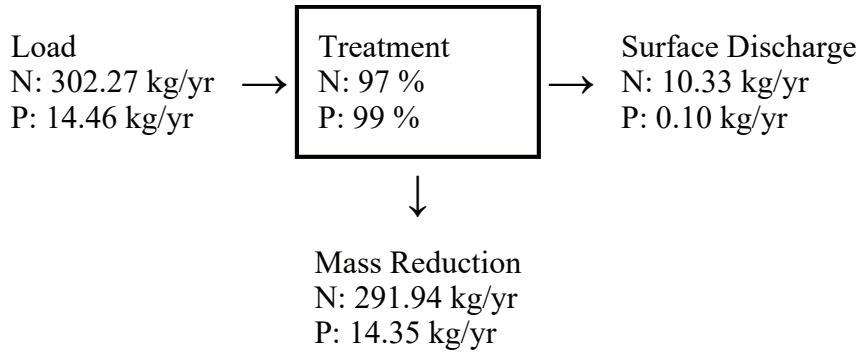
Media N Reduction (%)

Media P Reduction (%)

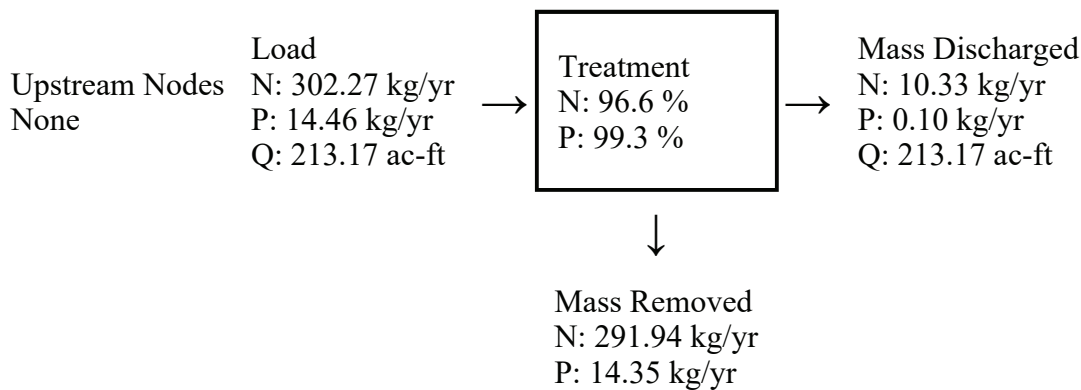
Groundwater Discharge (Stand-Alone)

Treatment Rate (MG/yr) 0.000
 TN Mass Load (kg/yr) 289.088
 TN Concentration (mg/L) 0.000
 TP Mass Load (kg/yr) 13.826
 TP Concentration (mg/L) 0.000

Load for Multiple BMP in Series



Load Diagram for Multiple BMP (As Used In Routing)



Summary Treatment Report Version: 2.0.1

Project: City Park

Date:3/5/2026

Analysis Type: Net Improvement
BMP Types:

Catchment 1 - Multiple BMP
 Catchment 2 - Multiple BMP

Routing Summary

Catchment 1 Routed to Outlet
 Catchment 2 Routed to Outlet
 Catchment 3 Routed to Outlet

Catchment 3 - Multiple BMP

Catchment 4 Routed to Outlet

Catchment 4 - Multiple BMP

Catchment 5 Routed to Outlet

Catchment 5 - Multiple BMP

Total nitrogen target removal met? YES

Total phosphorus target removal met? YES

Summary Report

Nitrogen

Surface Water Discharge

Total N pre load	1598.85 kg/yr	
Total N post load	3889.98 kg/yr	
Target N load reduction	59 %	
Target N discharge load	1598.85 kg/yr	
Percent N load reduction	97 %	
Provided N discharge load	132.51 kg/yr	292.18 lb/yr
Provided N load removed	3757.48 kg/yr	8285.23 lb/yr

Phosphorus

Surface Water Discharge

Total P pre load	278.09 kg/yr	
Total P post load	737.6 kg/yr	
Target P load reduction	62 %	
Target P discharge load	278.09 kg/yr	
Percent P load reduction	99 %	
Provided P discharge load	6.99 kg/yr	15.42 lb/yr
Provided P load removed	730.61 kg/yr	1610.99 lb/yr

From Pre-Condition Loads

Existing N Discharge	1598.85 (kg/yr)
Existing P Discharge	278.086 (kg/yr)

20. SOLID WASTE/HAZARDOUS WASTE

- A. Provide a projection of the average daily volumes of solid waste generated at the completion of each phase of development. Use the format below and identify the assumptions used in the projection.

Table 20-1, Projected Solid Waste Generation, presents the estimated average daily solid waste volumes anticipated at project buildout. Upon full completion of City Park, the development is projected to generate approximately **493 cubic yards per day (CYD)**, or **60 tons per day (TPD)**. Although City Park is not located in Broward County, the solid waste generation rates were derived from the **Broward County Comprehensive Plan Solid Waste Element**, as these are the only formally published and adopted generation rates currently available. Miami-Dade County does **not publish comparable generation factors by land use type**, making Broward's publicly available standards the most authoritative and defensible reference for estimating projected generation.

TABLE 20-1 CITY PARK PROJECTED SOLID WASTE GENERATION						
Land Use	Intensity of Use	Generation Rate ¹ (lbs/unit/day)	Solid Waste Generation ²			
			lbs	CFT	CYD	TPD
Residential ¹						
Single Family	5,561 du	8.9	49,493	5,508	204	25
Multi-Family	2,239 du	8.9	19,927	2,214	82	10
Commercial ²						
Retail	673,902 sf	4 lbs per 100 sf	29,956	2,995	110	13
Office	500,000 sf	1 lbs per 100 sf	5,000	540	20	2.5
Industrial	892,484 sf	2 lbs per 100 sf	17,850	1,971	73	9
Schools						
Elementary	1,011 Students	0.25 lbs per student	253	28	1	0.12
Middle	1,222 Students	0.25 lbs per student	306	34	1	0.15
High	1,630 Students	0.25 lbs per student	408	45	2	0.20
Total Proposed Generation			123,193	13,335	493	60

Source: The Curtis Group

¹ Based on the adopted Broward County Comprehensive Plan Solid Waste Element

² The following conversion rates were used:

1 cubic foot = 9 lbs of waste

1 cubic yard = 27 cubic feet

1 cubic yard = 9 lbs times 27 cubic feet = 243 lbs

1 ton = 2,000 lbs = 8.23 cubic yards

- B. 1. Please specify the extent to which this project will contain laboratories, storage facilities, and warehouse space where hazardous materials may be generated or utilized. What types of hazardous waste or toxic materials are likely to be generated? Will a hazardous materials management plan be prepared covering all uses of hazardous materials on-site? If so, please discuss contents and enforcement provisions.

None of the uses included within City Park are expected to contain hazardous wastes.

- 2. Please discuss what measures will be taken to separate hazardous waste from the solid waste stream. What plans and facilities will be developed for hazardous or toxic waste handling, generation, and emergencies?**

To the extent that hazardous materials usage on the Project Site will have a “significant hazardous material usage impact”, hazardous waste will be separated from the solid waste stream by implementing the “point of origin” disposal method as required by Rule 10D-104 Florida Administrative Code.

- 3. Please identify off-site disposal plans for hazardous waste generated by this development and provide assurance of proper disposal by a qualified contractor.**

To the extent that hazardous materials usage on the Project Site will have a “significant hazardous material usage impact”, the applicant will prepare and submit a Hazardous Materials Management Plan or restrictive covenant in accordance with the requirements of Rule 9J-2.044(5)(b)(1) and (2) of the Florida Administrative Code.

- 4. What local and state regulations, permits and plans will regulate the generation and handling of hazardous waste at this development?**

The Applicant, its successors or assigns, will comply with all legislation governing hazardous waste generation and handling. The handling and generation of any hazardous waste will be regulated by the U.S. Environmental Protection Agency and other local, state and federal agencies. If dry cleaning facilities are included as part of the Project, special rules (Chapter 62-781, F.A.C.) apply. Chapter 62-761, F.A.C., will apply in the unlikely event that a gasoline station or other petroleum storage facility is included in the Project.

Hazardous waste generation and handling are regulated by Chapter 24 of the Miami-Dade County Code.

- C. For all waste disposal planned (on or off site), attach a copy of the letter from the developer describing the types and volumes of waste and waste disposal areas requested, and attach a letter from the agencies or firms providing services outlining:**

- 1. the projected excess capacity of the facilities serving the development at present and for each phase through completion of the project,**
- 2. any other commitments that have been made for this excess capacity,**
- 3. a statement of the agency's or firm's ability to provide service at all times during and after development (the agency or firm must be supplied with the solid waste generation table in (A) above).**

On-site disposal of solid waste is neither planned nor anticipated for the Project. **Exhibit 20-1, Letters to and from Miami-Dade County Department of Solid Waste Management**, will include a letter requesting an indication of the ability and capacity of the department to provide solid waste services for the proposed Project. A response from Miami-Dade County Department of Solid Waste Management indicating their ability to provide service to the project will be included as soon as it is received.

EXHIBIT 20-1
Letters to and from Miami-Dade County
Department of Solid Waste Management
To Be Included

City Park Q21

Prepared by:

**David Plummer & Associates, Inc.
1750 Ponce de Leon Boulevard
Coral Gables, Florida 33134**

**September 9, 2025
Revised February 19, 2026
Revised March 2, 2026**

DPA Project #21135

21. Transportation

- A. Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips, directional traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the pre-application conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.

1. Project Description, Scale of Development and Land Use

City Park is a proposed master-planned development encompassing approximately 990 acres located in unincorporated southwest Miami-Dade County, bounded by SW 136th Street (Howard Drive) to the north, SW 152nd Street (Coral Reef Drive) to the south, SW 162nd Avenue to the east, and SW 177th Avenue (Krome Avenue / SR 997) to the west (the "Subject Property"). The project is located within an area designated for urban expansion and is consistent with the County's long-term growth management, infrastructure planning, and economic development objectives. The DRI is proposed for development within a single phase with buildout occurring in the year 2036. See Map J-A1 for the project location.

2. Scale of Development and Land Use

The proposed development program for City Park is shown in **Table 21.A.1**, below.

Table 21.A.1 City Park DRI Development Program	
Land Use	Scale of Development
Residential	
- Single Family Detached	1,029 du
- Single Family Attached	4,532 du
- Multifamily Mid-Rise	2,239 du
Retail	673,902 sq. ft.
Industrial Warehousing	892,484 sq. ft.
Office	500,000 sq. ft.
Elementary School	1,011 students
Middle School	1,222 students
High School	1,630 students
Park	56 acres

3. Methodology Assumptions and Guidelines

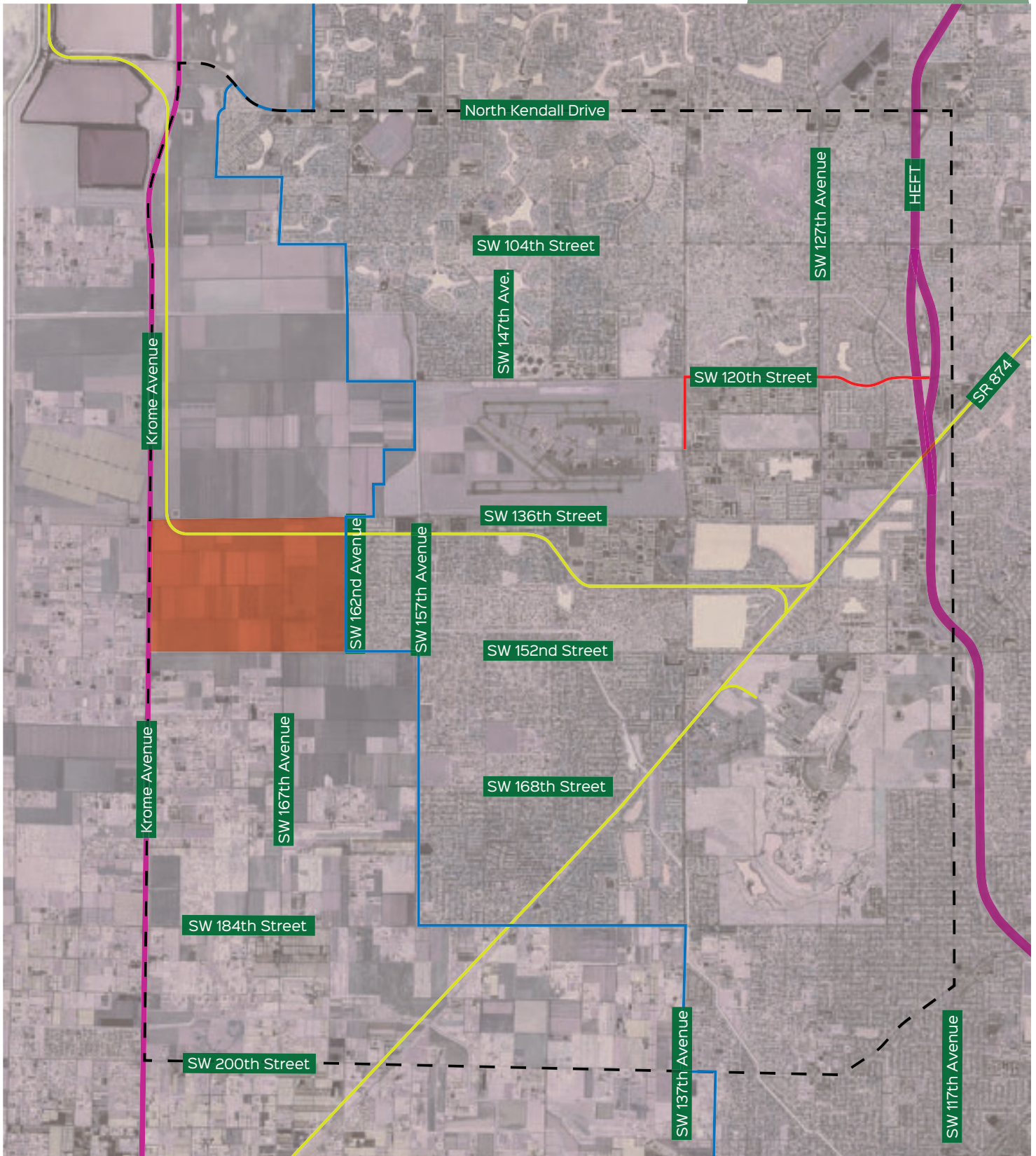
The transportation study methodology is outlined in the May 8, 2025 Agreement to Delete document included in Appendix 21-1. The study methodology is based upon standard practices for traffic impact studies, the land use characteristics of the project, and the prescribed methodologies for responding to Question 21 as established by the various agencies having jurisdiction to review the DRI. Unless otherwise stated, this transportation study adheres to the DRI methodology guidelines, policies, and standards listed below:

1. Florida Department of Transportation (FDOT) *Multimodal Transportation Site Impact Handbook* 2024.
2. FDOT *Multimodal Quality/Level of Service (Q/LOS) Handbook* 2023.
3. FDOT *Project Traffic Forecasting Handbook* 2019.
4. FDOT *Project Traffic Analysis Handbook* 2021.
5. FDOT's Turns5/TMTool or other approved intersection turning movement forecasting application.
6. Synchro results based on the *Highway Capacity Manual* (HCM) methodology; the latest version of Synchro Studio (12) shall be used unless otherwise justified.
7. ITE's *Trip Generation Manual*, 12th edition.
8. ITE's *Trip Generation Handbook*, 3rd edition.

4. Traffic Impact Study Area

The traffic impact study area for a DRI is defined by Rule 73C-40.045, F.A.C. The five percent (5%) consumption rule shall apply to a segment-level study using directional, peak-hour analysis for the PM peak hour volumes on existing highways adjacent to the site, including but not limited to SW 157th Avenue (Newton Road), SW 137th Avenue (SR 825 / Lindgren Road), SW 136th Street, SW 144th Street, SW 152nd Street, SW 120th Street, SW 177th Avenue (Krome Avenue / SR 997), SR 874 (Don Shula Expressway), and the Homestead Extension to Florida's Turnpike (HEFT / SR 821).

Map J-A1 illustrates the preliminary traffic impact study area which extends to SW 88th Street (SR 94 / Kendall Drive) on the north, SW 117th Avenue on the east, SW 200th Street (SR 994 / Quail Roost Dr) on the south, and SW 177th Avenue (Krome Avenue / SR 997) on the west. Map J-A2 illustrates the existing lane geometry for the roadways within this traffic impact study area. Map J-A3 highlights those regionally significant roadway segments where project trips anticipated from the build out of the DRI are equal to or exceed 5.0% of the adopted PM peak hour maximum service volume pursuant to Rule 73C-40.045, F.A.C. The calculations performed to determine compliance with this 5.0% rule are provided in Table 21.A.2, where project trip assignments are established using the latest version of the adopted Southeast Regional Planning Model (SERPM). Table 21.A.2 also includes the existing lane geometry and the adopted level of service standards within the preliminary traffic impact study area.



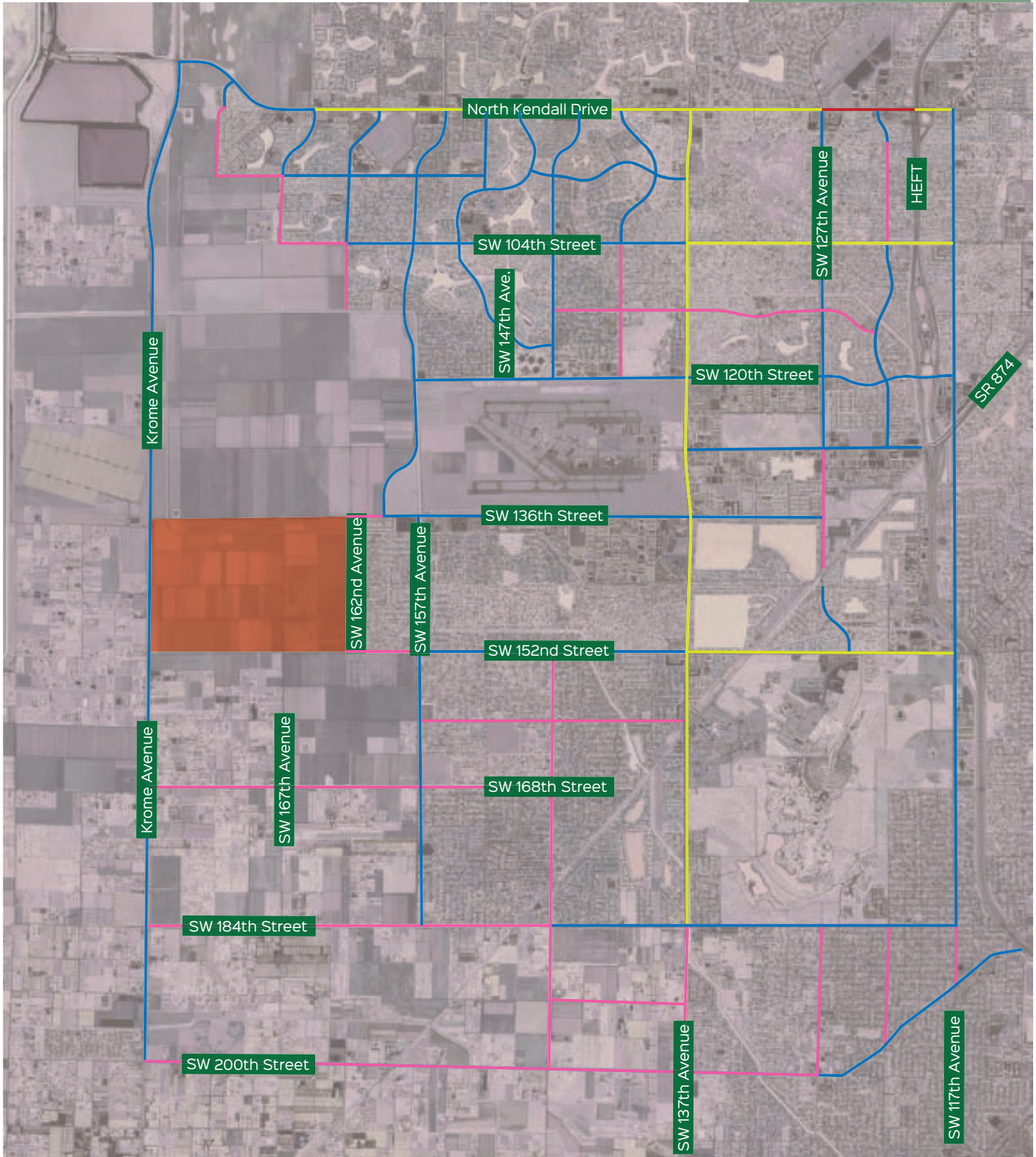
Project Location

Map J-A1

Location Map

- ■ Preliminary Traffic Impact Study Area
- Urban Development Boundary
- Existing Rail Lines
- SIS Roadways
- SIS Connector





 Project Location

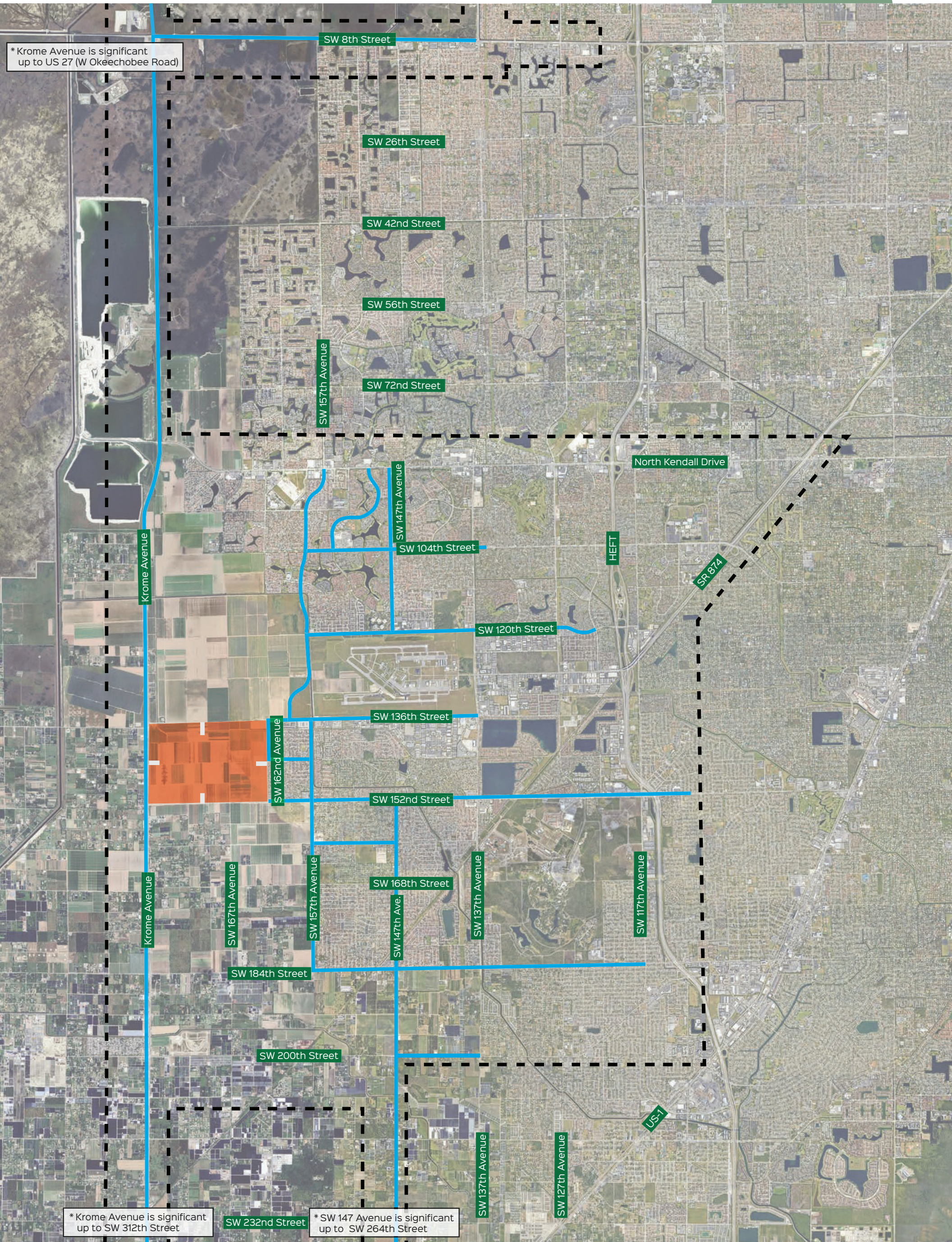
Map J-A2

Existing Lane Geometry

 8 Lanes
 6 Lanes
 4 Lanes
 2 Lanes



NORTH
MAP NOT TO SCALE



Project Location

Map J-A3

Final Traffic Impact Study Area Based Upon The 5% Rule

TABLE 21.A.2
Traffic Impact Study Area Determination Based Upon 5% Rule

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard ¹	Project Two-Way Distribution Percent ²	Total PM Peak Hour Project Trips ³ 5,316	Primary Direction	Directional Split Percentage ³	Total PM Peak Hour Project Trips ⁴ 5,316	Maximum Service Volume ⁵ (MSV)	Project Trips as Percent of MSV	Project Trips > 5% (Yes / No)
SW 8 Street / US-41 / Tamiami Trail											
SW 187 Avenue to SW 177 Avenue	EB	1LU	C	0.25%	13	EB	0.14%	6	452	1.33%	No
	WB	1LU	C				0.11%	7	452	1.55%	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	C	7.75%	412	WB	3.49%	185	2,390	7.74%	Yes
	WB	2LD	C				4.26%	227	2,510	9.05%	Yes
SW 157 Avenue to SW 137 Avenue	EB	3LD	E+20	8.00%	425	WB	3.60%	191	3,578	5.34%	Yes
	WB	3LD	E+20				4.40%	234	3,408	6.87%	Yes
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	3.00%	159	WB	1.35%	72	3,780	1.90%	No
	WB	3LD	E+20				1.65%	87	3,780	2.30%	No
SW 127 Avenue to HEFT	EB	3LD	E	2.00%	106	WB	0.90%	48	3,150	1.52%	No
	WB	3LD	E				1.10%	58	3,150	1.84%	No
HEFT to SW 107 Avenue	EB	3LD	D	1.00%	53	WB	0.45%	24	2,951	0.81%	No
	WB	3LD	D				0.55%	29	2,810	1.03%	No
SW 88 Street / SR 94 / Kendall Drive											
SW 177 Avenue to SW 167 Avenue	EB	2LD	D	1.50%	80	WB	0.68%	36	1,943	1.85%	No
	WB	2LD	D				0.83%	44	1,943	2.27%	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	E+20	1.00%	53	WB	0.45%	24	3,600	0.67%	No
	WB	3LD	E+20				0.55%	29	3,600	0.81%	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	E+20	1.00%	53	WB	0.45%	24	3,600	0.67%	No
	WB	3LD	E+20				0.55%	29	3,600	0.81%	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	D	2.00%	106	WB	0.90%	48	2,814	1.71%	No
	WB	3LD	D				1.10%	58	2,680	2.16%	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1.50%	80	WB	0.68%	36	3,600	1.00%	No
	WB	3LD	E+20				0.83%	44	3,780	1.16%	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	1.50%	80	WB	0.68%	36	3,588	1.00%	No
	WB	4LD	E+20				0.83%	44	4,423	0.99%	No
SW 104 Street											
SW 157 Avenue to SW 147 Avenue	EB	2LD	E+20	6.00%	319	WB	2.70%	144	2,257	6.38%	Yes
	WB	2LD	E+20				3.30%	175	2,257	7.75%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	6.00%	319	WB	2.70%	144	2,257	6.38%	Yes
	WB	2LD	E+20				3.30%	175	2,257	7.75%	Yes
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	4.50%	239	WB	2.03%	108	3,348	3.23%	No
	WB	3LD	E+20				2.48%	131	3,348	3.91%	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	4.00%	213	WB	1.80%	96	3,348	2.87%	No
	WB	3LD	E+20				2.20%	117	3,348	3.49%	No
SW 117 Avenue to SR 874	EB	3LD	E+20	3.00%	159	WB	1.35%	72	3,348	2.15%	No
	WB	3LD	E+20				1.65%	87	3,348	2.60%	No
SW 120 Street											
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	11.00%	585	WB	4.95%	263	1,800	14.61%	Yes
	WB	2LD	D				6.05%	322	1,800	17.89%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	4.50%	239	WB	2.03%	108	1,890	5.71%	Yes
	WB	2LD	D				2.48%	131	1,800	7.28%	Yes
SW 137 Avenue to SW 122 Avenue	EB	2LD	D	3.00%	159	WB	1.35%	72	1,467	4.91%	No
	WB	2LD	D				1.65%	87	1,467	5.93%	Yes
SW 122 Avenue to SW 117 Avenue	EB	2LD	D	2.00%	106	WB	0.90%	48	1,467	3.27%	No
	WB	2LD	D				1.10%	58	1,467	3.95%	No
SW 136 Street											
SW 162 Avenue to SW 157 Avenue	EB	2LD	D	7.00%	372	EB	3.15%	167	1,467	11.38%	Yes
	WB	2LD	D				3.85%	205	1,467	13.97%	Yes
SW 157 Avenue to SW 137 Avenue	EB	2LD	D	7.00%	372	WB	3.15%	167	1,467	11.38%	Yes
	WB	2LD	D				3.85%	205	1,467	13.97%	Yes
SW 137 Avenue to SW 127 Avenue	EB	2LD	D	1.00%	53	WB	0.45%	24	1,467	1.64%	No
	WB	2LD	D				0.55%	29	1,467	1.98%	No
SW 144 Street											
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	4.00%	213	WB	1.80%	96	709	13.54%	Yes
	WB	1LU	D				2.20%	117	675	17.33%	Yes
SW 152 Street											
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	34.00%	1,807	WB	15.30%	813	792	102.65%	Yes
	WB	1LU	D				18.70%	994	792	125.51%	Yes
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	20.00%	1,063	WB	9.00%	478	1,800	26.56%	Yes
	WB	2LD	D				11.00%	585	1,890	30.95%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	20.00%	1,063	WB	9.00%	478	2,257	21.18%	Yes
	WB	2LD	E+20				11.00%	585	2,257	25.92%	Yes
SW 137 Avenue to SW 127 Avenue	EB	3LD	D	15.00%	797	WB	6.75%	359	2,854	12.58%	Yes
	WB	3LD	D				8.25%	438	2,718	16.11%	Yes
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	14.00%	744	WB	6.30%	335	3,348	10.01%	Yes
	WB	3LD	E+20				7.70%	409	3,348	12.22%	Yes
SW 117 Avenue to SW 112 Avenue	EB	2LD	E+20	7.00%	372	WB	3.15%	167	2,520	6.63%	Yes
	WB	2LD	E+20				3.85%	205	2,646	7.75%	Yes
SW 112 Avenue to US-1	EB	2LD	E+20	5.00%	266	WB	2.25%	120	2,646	4.54%	No
	WB	2LD	E+20				2.75%	146	2,520	5.79%	Yes
SW 160 Street											
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	2.50%	133	EB	1.13%	60	675	8.89%	Yes
	WB	1LU	D				1.38%	73	709	10.30%	Yes
SW 184 Street											
SW 177 Avenue to SW 157 Avenue	EB	1LU	C	0.50%	27	WB	0.23%	12	747	1.61%	No
	WB	1LU	C				0.28%	15	784	1.91%	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	7.00%	372	WB	3.15%	167	792	21.09%	Yes
	WB	1LU	D				3.85%	205	634	32.35%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	5.00%	266	WB	2.25%	120	1,710	7.02%	Yes
	WB	2LD	D				2.75%	146	1,710	8.54%	Yes
SW 137 Avenue to SW 117 Avenue	EB	2LD	D	5.00%	266	WB	2.25%	120	1,710	7.02%	Yes
	WB	2LD	D				2.75%	146	1,710	8.54%	Yes
SW 117 Avenue to US-1	EB	2LD	D	3.00%	159	WB	1.35%	72	1,800	4.00%	No
	WB	2LD	D				1.65%	87	1,800	4.83%	No

TABLE 21.A.2
Traffic Impact Study Area Determination Based Upon 5% Rule

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard ¹	Project Two-Way Distribution Percent ²	Total PM Peak Hour Project Trips ³ 5,316	Primary Direction	Directional Split Percentage ³	Total PM Peak Hour Project Trips ⁴ 5,316	Maximum Service Volume ⁵ (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)
SW 200 Street / SR 994 / Quail Roost Drive											
SW 177 Avenue to SW 147 Avenue	EB	1LU	D	1.00%	53	WB	0.45%	24	730	3.29%	No
	WB	1LU	D				0.55%	29	730	3.97%	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	C	1.00%	53	WB	0.45%	24	430	5.58%	Yes
	WB	1LU	C				0.55%	29	430	6.74%	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	E	1.00%	53	WB	0.45%	24	1,250	1.92%	No
	WB	1LU	E				0.55%	29	1,313	2.21%	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	E	1.00%	53	WB	0.45%	24	2,205	1.09%	No
	WB	2LD	E				0.55%	29	2,315	1.25%	No
SW 177 Avenue / SR 997 / Krome Avenue											
US 27 to SW 2 Street	NB	2LD	C	5.50%	292	SB	2.48%	131	2,390	5.48%	Yes
	SB	2LD	C				3.03%	161	2,390	6.74%	Yes
SW 2 Street to SW 8 Street	NB	2LD	C	6.00%	319	SB	2.70%	144	2,510	5.74%	Yes
	SB	2LD	C				3.30%	175	2,510	6.97%	Yes
SW 8 Street to SW 12 Street	NB	2LD	C	14.00%	744	SB	6.30%	335	2,510	13.35%	Yes
	SB	2LD	C				7.70%	409	2,390	17.11%	Yes
SW 12 Street to SW 88 Street	NB	2LD	C	14.00%	744	SB	6.30%	335	2,510	13.35%	Yes
	SB	2LD	C				7.70%	409	2,510	16.30%	Yes
SW 88 Street to SW 136 Street	NB	2LD	C	16.00%	851	SB	7.20%	383	2,510	15.26%	Yes
	SB	2LD	C				8.80%	468	2,510	18.65%	Yes
SW 136 Street to SW 200 Street	NB	2LD	C	14.00%	744	NB	7.70%	409	2,510	16.30%	Yes
	SB	2LD	C				6.30%	335	2,510	12.95%	Yes
SW 200 Street to SW 232 Street	NB	2LD	C	12.00%	638	NB	6.80%	351	2,510	13.99%	Yes
	SB	2LD	C				5.40%	287	2,510	11.44%	Yes
SW 232 Street to SW 288 Street	NB	2LD	C	7.00%	372	NB	3.85%	205	2,510	8.17%	Yes
	SB	2LD	C				3.15%	167	2,510	6.65%	Yes
SW 288 Street to SW 312 Street	NB	2LD	D	5.00%	266	NB	2.75%	146	1,880	7.77%	Yes
	SB	2LD	D				2.25%	120	1,880	6.38%	Yes
SW 312 Street to SW 328 Street	NB	1LD	E	2.00%	106	NB	1.10%	58	1,250	4.64%	No
	SB	1LD	E				0.90%	48	1,190	4.03%	No
SW 162 Avenue											
SW 88 Street to SW 104 Street	NB	2LD	D	1.50%	80	SB	0.88%	36	1,467	2.45%	No
	SB	2LD	D				0.83%	44	1,467	3.00%	No
SW 136 Street to SW 144 Street	NB	1LU	D	1.00%	53	NB	0.45%	24	540	4.44%	No
	SB	1LU	D				0.55%	29	540	5.37%	Yes
SW 144 Street to SW 152 Street	NB	1LU	D	0.50%	27	SB	0.28%	15	540	2.78%	No
	SB	1LU	D				0.23%	12	540	2.22%	No
SW 157 Avenue / Newton Road											
SW 72 Street to SW 88 Street	NB	3LD	E+20	2.50%	133	SB	1.13%	60	2,765	2.17%	No
	SB	2LD	E+20				1.38%	73	1,836	3.98%	No
SW 88 Street to SW 104 Street	NB	2LD	D	6.50%	346	SB	2.93%	156	1,467	10.63%	Yes
	SB	2LD	D				3.58%	190	1,467	12.95%	Yes
SW 104 Street to SW 120 Street	NB	2LD	D	14.00%	744	SB	7.30%	335	1,467	22.84%	Yes
	SB	2LD	D				7.70%	409	1,467	27.88%	Yes
SW 120 Street to SW 136 Street	NB	2LD	D	25.00%	1,329	SB	11.25%	598	1,800	33.22%	Yes
	SB	2LD	D				13.75%	731	1,800	40.61%	Yes
SW 136 Street to SW 152 Street	NB	2LD	D	4.00%	213	SB	2.20%	117	1,467	7.98%	Yes
	SB	2LD	D				1.80%	96	1,467	6.54%	Yes
SW 152 Street to SW 184 Street	NB	2LD	D	10.00%	532	SB	5.50%	293	1,467	19.97%	Yes
	SB	2LD	D				4.50%	239	1,467	16.29%	Yes
SW 152 Avenue											
SW 88 Street to Hammocks Blvd	NB	2LD	D	1.00%	53	SB	0.45%	24	1,540	1.56%	No
	SB	2LD	D				0.55%	29	1,467	1.98%	No
Hammocks Boulevard											
SW 88 Street to SW 104 Street	NB	2LD	D	4.00%	213	SB	1.80%	96	1,467	6.54%	Yes
	SB	2LD	D				2.20%	117	1,467	7.98%	Yes
SW 104 Street to SW 147 Avenue	NB	2LD	D	1.00%	53	SB	0.45%	24	1,467	1.64%	No
	SB	2LD	D				0.55%	29	1,467	1.98%	No
SW 147 Avenue											
SW 72 Street to SW 88 Street	NB	2LD	D	2.00%	106	SB	0.90%	48	1,890	2.54%	No
	SB	2LD	D				1.10%	58	1,890	3.07%	No
SW 88 Street to SW 104 Street	NB	2LD	D	4.00%	213	SB	1.80%	96	1,890	5.08%	Yes
	SB	2LD	D				2.20%	117	1,800	6.50%	Yes
SW 104 Street to SW 120 Street	NB	2LD	D	6.50%	346	SB	2.93%	156	1,800	8.67%	Yes
	SB	2LD	D				3.58%	190	1,800	10.56%	Yes
SW 152 Street to SW 184 Street	NB	1LU	D	3.00%	159	NB	1.65%	87	709	12.28%	Yes
	SB	1LU	D				1.35%	72	709	10.16%	Yes
SW 184 Street to SW 200 Street	NB	1LU	C	5.00%	266	NB	2.75%	146	784	18.61%	Yes
	SB	1LU	C				2.25%	120	598	20.08%	Yes
SW 200 Street to SW 216 Street	NB	1LU	C	4.00%	213	NB	2.20%	117	598	19.58%	Yes
	SB	1LU	C				1.80%	96	598	16.06%	Yes
SW 216 Street to SW 232 Street	NB	1LU	C	3.50%	186	NB	1.93%	102	598	17.07%	Yes
	SB	1LU	C				1.58%	84	598	14.00%	Yes
SW 232 Street to SW 248 Street	NB	1LU	C	2.50%	133	NB	1.38%	73	598	12.22%	Yes
	SB	1LU	C				1.13%	60	598	10.04%	Yes
SW 248 Street to SW 264 Street	NB	1LU	C	2.00%	106	NB	1.10%	58	598	9.71%	Yes
	SB	1LU	C				0.90%	48	598	8.03%	Yes

TABLE 21.A.2
Traffic Impact Study Area Determination Based Upon 5% Rule

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard ¹	Project Two-Way Distribution Percent ²	Total PM Peak Hour Project Trips ³ 5,316	Primary Direction	Directional Split Percentage ³	Total PM Peak Hour Project Trips ⁴ 5,316	Maximum Service Volume ⁵ (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)
NW/SW 137 Avenue / SR 825 / Lindgren Road											
SR 836 to SW 8 Street	NB	3LD	E+20	5.00%	266	SB	2.25%	120	3,780	3.17%	No
	SB	3LD	E+20				2.75%	146	3,780	3.86%	No
SW 88 Street to SW 104 Street	NB	3LD	E	2.00%	106	SB	0.90%	48	2,840	1.69%	No
	SB	3LD	E				1.10%	58	2,840	2.04%	No
SW 104 Street to SW 120 Street	NB	3LD	E	1.00%	53	SB	0.45%	24	2,840	0.85%	No
	SB	3LD	E				0.55%	29	2,840	1.02%	No
SW 120 Street to SW 136 Street	NB	3LD	D	1.00%	53	SB	0.45%	24	2,814	0.85%	No
	SB	3LD	D				0.55%	29	2,680	1.08%	No
SW 136 Street to SW 152 Street	NB	3LD	D	1.00%	53	SB	0.45%	24	2,718	0.88%	No
	SB	3LD	D				0.55%	29	2,718	1.07%	No
SW 152 Street to SW 184 Street	NB	3LD	D	2.00%	106	NB	1.10%	58	2,718	2.13%	No
	SB	3LD	D				0.90%	48	2,718	1.77%	No
SW 184 Street to SW 200 Street	NB	1LU	D	1.00%	53	NB	0.55%	29	792	3.66%	No
	SB	1LU	D				0.45%	24	792	3.03%	No
SW 127 Avenue											
SW 88 Street to SW 104 Street	NB	2LD	D	1.00%	53	SB	0.45%	24	1,800	1.33%	No
	SB	2LD	D				0.55%	29	1,890	1.53%	No
SW 104 Street to SW 128 Street	NB	2LD	D	1.00%	53	SB	0.45%	24	1,800	1.33%	No
	SB	2LD	D				0.55%	29	1,800	1.61%	No
SW 117 Avenue											
SW 88 Street to SW 112 Street	NB	2LD	D	1.00%	53	SB	0.45%	24	1,890	1.27%	No
	SB	2LD	D				0.55%	29	1,800	1.61%	No
SW 112 Street to SW 136 Street	NB	2LD	D	1.00%	53	SB	0.45%	24	1,890	1.27%	No
	SB	2LD	D				0.55%	29	1,800	1.61%	No
SW 136 Street to SW 152 Street	NB	2LD	D	1.00%	53	SB	0.45%	24	1,800	1.33%	No
	SB	2LD	D				0.55%	29	1,890	1.53%	No
SW 152 Street to SW 184 Street	NB	2LD	D	1.00%	53	NB	0.55%	29	1,890	1.53%	No
	SB	2LD	D				0.45%	24	1,800	1.33%	No
SW 184 Street to SW 200 Street	NB	1LU	D	1.00%	53	NB	0.55%	29	675	4.30%	No
	SB	1LU	D				0.45%	24	675	3.56%	No
SR 821 / HEFT / Florida's Turnpike											
SW 88 Street to SW 120 Street	NB	5LD	D	2.00%	106	SB	0.90%	48	10,680	0.45%	No
	SB	5LD	D				1.10%	58	10,680	0.54%	No
SW 120 Street to SR 874	NB	4LD	D	2.00%	106	SB	0.90%	48	8,700	0.55%	No
	SB	4LD	D				1.10%	58	8,700	0.67%	No
SR 874 to SW 152 Street	NB	6LD	D	5.00%	266	SB	2.25%	120	12,520	0.96%	No
	SB	6LD	D				2.75%	146	12,520	1.17%	No
SW 152 Street to SW 184 Street	NB	6LD	D	0.50%	27	NB	0.28%	15	12,520	0.12%	No
	SB	6LD	D				0.23%	12	12,520	0.10%	No
SW 184 Street to SW 200 Street	NB	5LD	D	0.50%	27	NB	0.28%	15	10,680	0.14%	No
	SB	5LD	D				0.23%	12	10,680	0.11%	No
SR 874 / Don Shula Expressway											
HEFT to SW 104 Street	NB	3LD	D	5.00%	266	SB	2.25%	120	6,080	1.97%	No
	SB	3LD	D				2.75%	146	6,080	2.40%	No
SW 104 Street to SR 878	NB	3LD	E+20	6.00%	319	SB	2.70%	144	7,632	1.89%	No
	SB	3LD	E+20				3.30%	175	7,632	2.29%	No

Notes:

¹LOS obtained from 2024 FDOT and MDC Concurrency Data.

²Distribution obtained from SERPMM model runs.

³Directional splits are based on the net new trip generation inbound / outbound ratio.

⁴Refer to Section 2B for project trip generation.

⁵The directional peak hour roadway capacities are obtained from the 2023 FDOT QualityLOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT QualityLOS Handbook.

Project trips are equal to or exceed 5.0% of the adopted PM peak hour maximum service volume

5. Existing Traffic Conditions

Existing traffic conditions have been documented using the 2024 traffic counts obtained from Miami-Dade County, FDOT and Florida's Turnpike (SR 821 / HEFT), or from segment counts obtained by the Applicant in the year 2026. Map J-A4 identifies the Miami-Dade County and FDOT count stations located within the study area and segment counts obtained by the Applicant. The traffic counts documentation is included in Appendix 21-2.

Existing traffic conditions on the study area roadways are identified in Table 21.A.3 and includes the number of travel lanes, the adopted level of service standard, PM peak hour volumes, and the PM peak hour maximum service volumes. The extended table including the facility type, number of travel lanes, count station reference number, source of the traffic count, the adopted level of service standard, D Factor, primary direction, PM peak hour volumes, maximum service volumes adjustment factors, and the PM peak hour maximum service volumes is included in Appendix 21-7. The segment maximum service volumes used in this study were derived from the FDOT 2023 *Q/LOS Handbook* or the 2020 *Q/LOS Handbook* if the context classifications were not available.

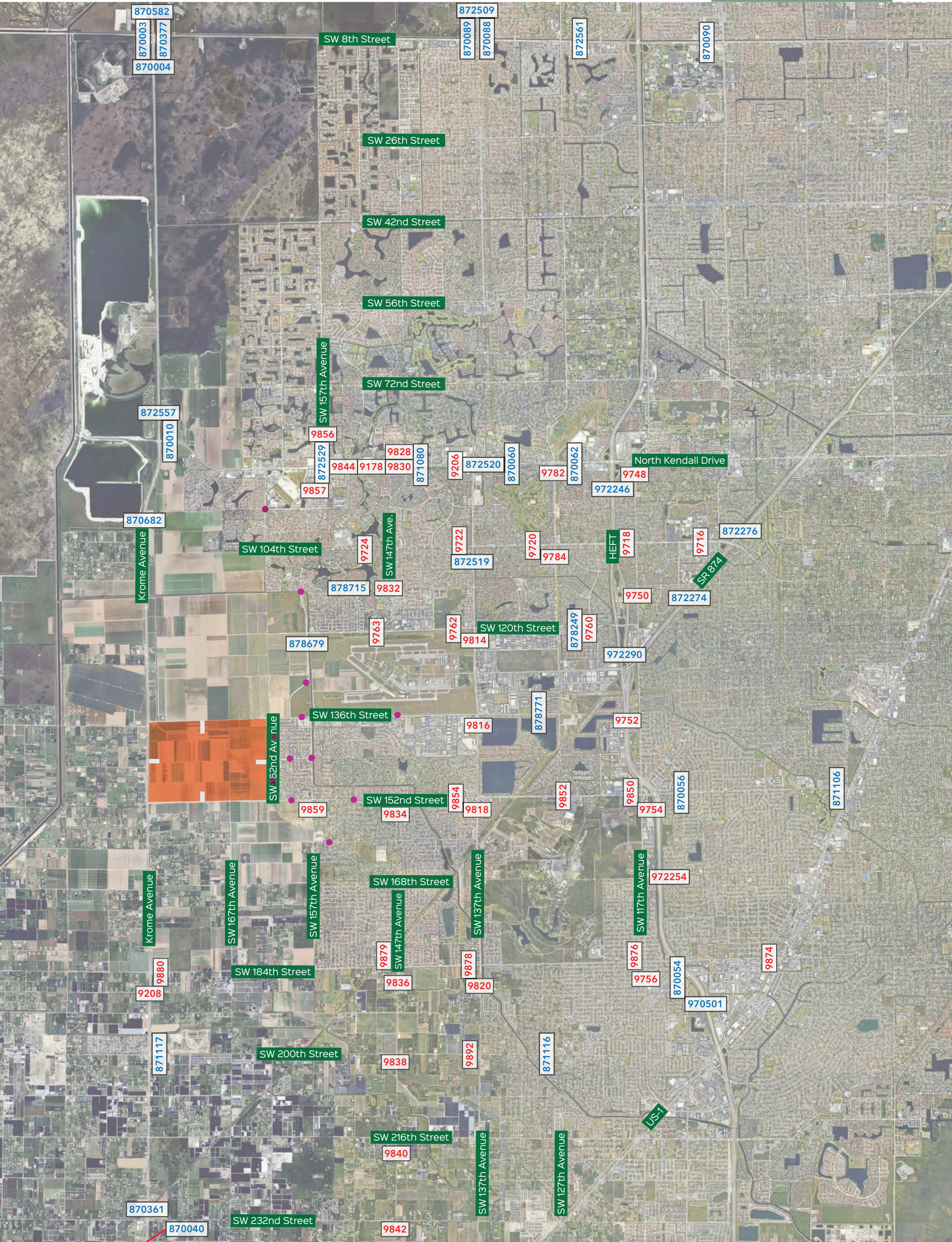
The roadway segments have been analyzed for the weekday PM peak hour (the peak travel hour between 4:00 pm and 6:00 pm). PM peak hour data is provided based upon the MDC and FDOT concurrency data tables and data from the FDOT's Florida Traffic Online website. Additional segment volume data was obtained from count stations provided by National Data & Surveying Services (NDS).

Presently two of the analyzed roadway segments operate below the minimum allowable level of service standards at existing conditions. This includes the following roadway segments:

- SW 120th Street from SW 122nd Avenue to SW 117th Avenue (Westbound)
- SW 184th Street from SW 157th Avenue (Newton Road) to SW 147th Avenue (Westbound)

Pursuant to Chapter 163.3180, F.S., roadway segments that operate below the adopted level of service standard are deemed to be "transportation deficient." In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The project is not responsible for improving or correcting existing deficiencies.

A summary of the intersection analysis results is provided in Table 21.E2.



Map J-A4
 FDOT & MDC & NDS Count Station Locations

- Project Location
- FDOT Count Station
- MDC Count Station
- NDS



**TABLE 21.A.3
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS**

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard ²	Existing PM Peak Hour Directional Volume ³	Maximum Service Volume ⁴	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 8 Street / US-41 / Tamiami Trail							
SW 187 Avenue to SW 177 Avenue	EB	1LU	C	299	452	Yes	No
	WB	1LU	C	268	452	Yes	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	C	993	2,390	Yes	No
	WB	2LD	C	1,106	2,510	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	E+20	2,380	3,578	Yes	No
	WB	3LD	E+20	2,652	3,408	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1,462	3,780	Yes	No
	WB	3LD	E+20	1,629	3,780	Yes	No
SW 127 Avenue to HEFT	EB	3LD	E	1,871	3,150	Yes	No
	WB	3LD	E	2,084	3,150	Yes	No
HEFT to SW 107 Avenue	EB	3LD	D	1,774	2,951	Yes	No
	WB	3LD	D	1,977	2,810	Yes	No
SW 88 Street / SR 94 / Kendall Drive							
SW 177 Avenue to SW 167 Avenue	EB	2LD	D	981	1,943	Yes	No
	WB	2LD	D	1,092	1,943	Yes	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	E+20	1,272	3,600	Yes	No
	WB	3LD	E+20	1,417	3,600	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	E+20	1,865	3,600	Yes	No
	WB	3LD	E+20	2,078	3,600	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	D	1,693	2,814	Yes	No
	WB	3LD	D	1,887	2,680	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	2,283	3,600	Yes	No
	WB	3LD	E+20	2,544	3,780	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	2,829	3,588	Yes	No
	WB	4LD	E+20	3,152	4,423	Yes	No
SW 104 Street							
SW 157 Avenue to SW 147 Avenue	EB	2LD	E+20	1,013	2,257	Yes	No
	WB	2LD	E+20	1,128	2,257	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	1,176	2,257	Yes	No
	WB	2LD	E+20	1,311	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1,504	3,348	Yes	No
	WB	3LD	E+20	1,675	3,348	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	1,950	3,348	Yes	No
	WB	3LD	E+20	2,173	3,348	Yes	No
SW 117 Avenue to SR 874	EB	3LD	E+20	1,805	3,348	Yes	No
	WB	3LD	E+20	2,012	3,348	Yes	No
SW 120 Street							
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	643	1,800	Yes	No
	WB	2LD	D	717	1,800	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	1,053	1,890	Yes	No
	WB	2LD	D	1,173	1,800	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	D	1,065	1,467	Yes	No
	WB	2LD	D	1,187	1,467	Yes	No
SW 122 Avenue to SW 117 Avenue	EB	2LD	D	1,320	1,467	Yes	No
	WB	2LD	D	1,470	1,467	No	Yes
SW 136 Street							
SW 162 Avenue to SW 157 Avenue	EB	2LD	D	1,340	1,467	Yes	No
	WB	2LD	D	988	1,467	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	2LD	D	587	1,467	Yes	No
	WB	2LD	D	741	1,467	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	D	438	1,467	Yes	No
	WB	2LD	D	489	1,467	Yes	No
SW 144 Street							
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	101	709	Yes	No
	WB	1LU	D	219	675	Yes	No
SW 152 Street							
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	157	792	Yes	No
	WB	1LU	D	177	792	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	571	1,800	Yes	No
	WB	2LD	D	632	1,890	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	892	2,257	Yes	No
	WB	2LD	E+20	993	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	D	1,670	2,854	Yes	No
	WB	3LD	D	1,860	2,718	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	1,945	3,348	Yes	No
	WB	3LD	E+20	2,168	3,348	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	E+20	1,253	2,520	Yes	No
	WB	2LD	E+20	1,396	2,646	Yes	No
SW 112 Avenue to US-1	EB	2LD	E+20	1,076	2,646	Yes	No
	WB	2LD	E+20	1,198	2,520	Yes	No
SW 160 Street							
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	224	675	Yes	No
	WB	1LU	D	157	709	Yes	No
SW 184 Street							
SW 177 Avenue to SW 157 Avenue	EB	1LU	C	630	747	Yes	No
	WB	1LU	C	702	784	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	689	792	Yes	No
	WB	1LU	D	767	634	No	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LU	D	912	1,710	Yes	No
	WB	2LU	D	1,017	1,710	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LU	D	1,172	1,710	Yes	No
	WB	2LU	D	1,305	1,710	Yes	No
SW 117 Avenue to US-1	EB	2LD	D	744	1,800	Yes	No
	WB	2LD	D	828	1,800	Yes	No

**TABLE 21.A.3
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS**

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard ²	Existing PM Peak Hour Directional Volume ³	Maximum Service Volume ⁴	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 200 Street / SR 994 / Quail Roost Drive							
SW 177 Avenue to SW 147 Avenue	EB	1LU	D	343	730	Yes	No
	WB	1LU	D	382	730	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	C	369	430	Yes	No
	WB	1LU	C	411	430	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	1LU	E	715	1,250	Yes	No
	WB	1LU	E	797	1,313	Yes	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	E	862	2,205	Yes	No
	WB	2LD	E	961	2,315	Yes	No
SW 177 Avenue / SR 997 / Krome Avenue							
US 27 to SW 2 Street	NB	2LD	C	984	2,390	Yes	No
	SB	2LD	C	1,198	2,390	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	C	1,240	2,510	Yes	No
	SB	2LD	C	1,381	2,510	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	C	1,398	2,510	Yes	No
	SB	2LD	C	1,557	2,390	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	C	1,261	2,510	Yes	No
	SB	2LD	C	1,406	2,510	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	C	1,339	2,510	Yes	No
	SB	2LD	C	1,492	2,510	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	C	1,549	2,510	Yes	No
	SB	2LD	C	1,725	2,510	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	C	1,118	2,510	Yes	No
	SB	2LD	C	1,245	2,510	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	C	1,078	2,510	Yes	No
	SB	2LD	C	1,201	2,510	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	D	839	1,880	Yes	No
	SB	2LD	D	934	1,880	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	E	674	1,250	Yes	No
	SB	1LD	E	752	1,190	Yes	No
SW 162 Avenue							
SW 88 Street to SW 104 Street	NB	2LD	D	383	1,467	Yes	No
	SB	2LD	D	461	1,467	Yes	No
SW 136 Street to SW 144 Street	NB	1LU	D	13	540	Yes	No
	SB	1LU	D	10	540	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	D	14	540	Yes	No
	SB	1LU	D	14	540	Yes	No
SW 157 Avenue / Newton Road							
SW 72 Street to SW 88 Street	NB	3LD	E+20	750	2,765	Yes	No
	SB	2LD	E+20	835	1,836	Yes	No
SW 88 Street to SW 104 Street	NB	2LD	D	693	1,467	Yes	No
	SB	2LD	D	772	1,467	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	D	1,018	1,467	Yes	No
	SB	2LD	D	1,141	1,467	Yes	No
SW 120 Street to SW 136 Street	NB	2LD	D	967	1,800	Yes	No
	SB	2LD	D	1,351	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	D	743	1,467	Yes	No
	SB	2LD	D	1,259	1,467	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	D	881	1,467	Yes	No
	SB	2LD	D	981	1,467	Yes	No
SW 152 Avenue							
SW 88 Street to Hammocks Blvd	NB	2LD	D	364	1,540	Yes	No
	SB	2LD	D	442	1,467	Yes	No
Hammocks Boulevard							
SW 88 Street to SW 104 Street	NB	2LD	D	233	1,467	Yes	No
	SB	2LD	D	260	1,467	Yes	No
SW 104 Street to SW 147 Avenue	NB	2LD	D	566	1,467	Yes	No
	SB	2LD	D	631	1,467	Yes	No
SW 147 Avenue							
SW 72 Street to SW 88 Street	NB	2LD	D	917	1,890	Yes	No
	SB	2LD	D	823	1,890	Yes	No
SW 88 Street to SW 104 Street	NB	2LD	D	875	1,890	Yes	No
	SB	2LD	D	786	1,800	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	D	746	1,800	Yes	No
	SB	2LD	D	669	1,800	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	D	445	709	Yes	No
	SB	1LU	D	399	709	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	C	640	784	Yes	No
	SB	1LU	C	574	598	Yes	No
SW 200 Street to SW 216 Street	NB	1LU	C	445	598	Yes	No
	SB	1LU	C	400	598	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	C	361	598	Yes	No
	SB	1LU	C	324	598	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	C	321	598	Yes	No
	SB	1LU	C	289	598	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	C	436	598	Yes	No
	SB	1LU	C	486	598	Yes	No

**TABLE 21.A.3
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS**

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard ²	Existing PM Peak Hour Directional Volume ³	Maximum Service Volume ⁴	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
NW/SW 137 Avenue / SR 825 / Lindgren Road							
SR 836 to SW 8 Street	NB	3LD	E+20	2,006	3,780	Yes	No
	SB	3LD	E+20	2,235	3,780	Yes	No
SW 88 Street to SW 104 Street	NB	3LD	E	1,202	2,840	Yes	No
	SB	3LD	E	1,339	2,840	Yes	No
SW 104 Street to SW 120 Street	NB	3LD	E	1,355	2,840	Yes	No
	SB	3LD	E	1,217	2,840	Yes	No
SW 120 Street to SW 136 Street	NB	3LD	D	2,022	2,814	Yes	No
	SB	3LD	D	1,814	2,680	Yes	No
SW 136 Street to SW 152 Street	NB	3LD	D	1,588	2,718	Yes	No
	SB	3LD	D	1,425	2,718	Yes	No
SW 152 Street to SW 184 Street	NB	3LD	D	1,668	2,718	Yes	No
	SB	3LD	D	1,498	2,718	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	D	708	792	Yes	No
	SB	1LU	D	636	792	Yes	No
SW 127 Avenue							
SW 88 Street to SW 104 Street	NB	2LD	D	696	1,800	Yes	No
	SB	2LD	D	775	1,890	Yes	No
SW 104 Street to SW 128 Street	NB	2LD	D	521	1,800	Yes	No
	SB	2LD	D	580	1,800	Yes	No
SW 117 Avenue							
SW 88 Street to SW 112 Street	NB	2LD	D	1,002	1,890	Yes	No
	SB	2LD	D	900	1,800	Yes	No
SW 112 Street to SW 136 Street	NB	2LD	D	1,101	1,890	Yes	No
	SB	2LD	D	989	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	D	966	1,800	Yes	No
	SB	2LD	D	867	1,890	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	D	924	1,890	Yes	No
	SB	2LD	D	830	1,800	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	D	537	675	Yes	No
	SB	1LU	D	482	675	Yes	No
SR 821 / HEFT / Florida's Turnpike							
SW 88 Street to SW 120 Street	NB	5LD	D	1,600	10,680	Yes	No
	SB	5LD	D	1,242	10,680	Yes	No
SW 120 Street to SR 874	NB	4LD	D	6,658	8,700	Yes	No
	SB	4LD	D	5,168	8,700	Yes	No
SR 874 to SW 152 Street	NB	6LD	D	4,335	12,520	Yes	No
	SB	6LD	D	3,365	12,520	Yes	No
SW 152 Street to SW 184 Street	NB	6LD	D	9,467	12,520	Yes	No
	SB	6LD	D	7,349	12,520	Yes	No
SW 184 Street to SW 200 Street	NB	5LD	D	7,486	10,680	Yes	No
	SB	5LD	D	6,994	10,680	Yes	No
SR 874 / Don Shula Expressway							
HEFT to SW 104 Street	NB	3LD	D	2,596	6,080	Yes	No
	SB	3LD	D	4,363	6,080	Yes	No
SW 104 Street to SR 878	NB	3LD	E+20	2,681	7,632	Yes	No
	SB	3LD	E+20	4,507	7,632	Yes	No

Notes:

¹ Station numbers obtained from 2024 FDOT and MDC Concurrency Data and FDOT Florida Traffic Online website.

² Obtained from 2024 FDOT and MDC Concurrency Data.

³ Two-way volume obtained from 2024 FDOT and MDC Concurrency Data and D Factor obtained from FDOT Florida Traffic Online website.

⁴ The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality/LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality/LOS Handbook.

PM peak hour volume exceeds the adopted PM peak hour maximum service volume

6. Planned and Programmed Transportation Improvements

The programmed (funded) transportation improvements located within the traffic impact study area have been identified from the Miami-Dade County TPO Transportation Improvement Program (TIP) 2026, adopted May 29, 2025, reflecting projects funded from FY 2026 to FY 2030. Pursuant to Rule 73C-40.045, those improvements to the SIS system which are funded for construction within the five year work program have been incorporated into this study. For all other roadway segments, those improvements funded for construction by the third year of the five-year work program (year 2028) have been incorporated into this study. Table 21.A.4 identifies the programmed improvements beneficial to the study area.

Committed improvements have been identified using information available from the Miami-Dade County Year 2050 Cost Feasible Long-Range Transportation Plan, and the Programmed and Planned Transit Corridor Map from Miami-Dade County. Table 21.A.5 identifies the Priority I, II, III and VI improvements from the 2050 LRTP. Funding details from the TIP and the 2050 LRTP are included in Appendix 21-3.

TABLE 21.A.4
Programmed Roadway Improvement Highlights from TIP 2026

MPO Project #	Roadway	From	To	Project Type	Funded (Yes/No)
PS0000017	SW 137 Avenue	SW 72 Street	SW 88 Street	Widen from 4 to 6 lanes	No
PW0001076	SW 127 Avenue	SW 136 Street	SW 128 Street	Widen from 2 to 4 lanes	Yes
PW0000148	SW 152 Avenue	SW 312 Street	US 1	Widen from 2 to 3 lanes	Yes
PW0001149	SW 127 Avenue	SW 144 Street	SW 136 Street	Add 2 lanes/new 4 lanes	Yes
PWMIFEBP0015	SW 147 Avenue	SW 182 Street	SW 154 Street	Bicycle protection improvement	No
PWMIFEBP0016	SW 142 Avenue	SW 168 Street	SW 160 Street	Bicycle capacity improvement	No
PWMIFEBP0017	SW 137 Avenue & SW 138 Avenue			Traffic signal	No
PWMIFEBP0018	SW 137 Avenue & SW 59 Street			Intersection improvement	No
PWMIFEBP0019	SW 160 Street	SW 157 Avenue	SW 147 Court	Bicycle capacity improvement	No
PWMIFEBP0023	SW 160 Street	SW 147 Court	SW 137 Avenue	Bicycle capacity improvement	No
PWMIFERDWWY0007	SW 88 Street at SW 150 Avenue			Intersection improvement	No
TP4060961	HEFT/SR 821	North of Eureka Drive	South of Killian Parkway	Add lanes & reconstruct	No
TP4150511	HEFT/SR 821	South of Killian Parkway	North of SW 72 Street	Add lanes & reconstruct	No
TP4150514	HEFT/SR 821	Bird Road	SW 836	Add lanes & reconstruct	No
TP4154881	HEFT/SR 821	SW 216 Street	North of Eureka Drive	Add lanes & reconstruct	No
TP4271461	HEFT/SR 821	North of SW 72 Street	Bird Road	Add lanes & reconstruct	No
XA83618	Kendall Parkway - SR 836	SW 136 Street	Terminus at NW 137 Avenue/NW 12 Street	Expressway Extension	No
XA83618-007	SR 836	HEFT	97 Avenue	Roadway widening	Yes

TABLE 21.A.5
Planned Roadway Improvements 2050 Long Range Transportation Plan

ID - Agency	Roadway	From	To	Project Type	Priority
12 - DTPW	SW 127 Avenue	SW 244 Street	SW 184 Street	Capacity improvement	IV
28 - DTPW	SW 117 Avenue	US 1	SW 184 Street	Road reconstruction/Traffic operations improvement	I
29 - DTPW	SW 127 Avenue	SW 144 Street	SW 136 Street	Add 2 lanes and reconstruct	I
30 - DTPW	SW 127 Avenue	SW 136 Street	SW 128 Street	Roadway improvements	I
69 - DTPW	SW 104 Street (Killian Pkwy)	SW 147 Avenue	SW 137 Avenue	Add 2 lanes and reconstruct; widen 4 to 6 lanes	III
75 - DTPW	SW 147 Avenue	SW 184 Street (Eureka Drive)	SW 152 Street (Coral Reef Drive)	Add 2 lanes and reconstruct	III
100 - DTPW	SW 104 Street	SW 147 Avenue	SW 137 Avenue	Widen from 4 to 6 lanes	Unfunded
106 - DTPW	SW 120 Street	Kendall Parkway	SW 157 Avenue	New 4 lane roadway	Unfunded
107 - DTPW	SW 124 Avenue over Canal C-102-N	S of SW 232 Street		Bridge Repair/Replacements	Unfunded
111 - DTPW	SW 157 Avenue over Canal C-103-N	North of 264 Street		Bridge Repair/Replacements	Unfunded
114 - DTPW	SW 168 Street over Canal L-31 N	E of SW 197 Avenue		Bridge Repair/Replacements	Unfunded
2 - FDOT	Miami-Dade County - SW 127 Avenue	SW 136 Street	SW 128 Street	Widen/Resurface Existing Lanes	I
7 - GMX	Kendall Parkway/SR 836 (Dolphin) SW Extension	SR 836 (Dolphin) terminus at NW 137 Ave/NW 12 Street	SW 136 Street	Planning and right-of-way acquisition for new multimodal corridor from the terminus of SR 836 to SW 56 Street. Final design and construction of SR 836 mainline from 97 Avenue to 107 Avenue and widening of 137 Avenue from SW 8 Street to SW 26 Street per work program.	I

- B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Transportation Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the Pre-application Conference stage.

1. Trip Generation

City Park is located on approximately 990 acres of land accommodating a mixed-use community and neighborhood development program combining residential, employment, retail services, schools, parks and community uses to create a balanced and sustainable neighborhood plan. The project includes office, commercial, and industrial spaces, providing an employment base with high-paying quality jobs, supported by a mixture of single family and multi-family residential supply. The project is providing public infrastructure inclusive of an elementary school, middle school, high school, community park space, and community uses. The project clusters development around a planned **transit hub** and concentrates density within walkable neighborhoods, schools, transit facilities, and civic spaces.

The trip rates and formulas from ITE Trip Generation Manual, 12th Edition have been used to depict the detailed PM peak hour trip generation analysis for the DRI. Table 21.B1 provides a trip generation summary identifying the land use codes (LUC), gross trips, the internal trip reductions, appropriate directional distribution, and the net external trips for the PM peak hour.

2. Multimodal / Non-Auto Traffic Deductions

City Park is designed around a **multimodal transportation framework**, including a **transit-oriented development (TOD) node** aligned with the CSX Portland Spur and SMART Plan. A **mobility hub**, walkable street grid, bikeways, and pedestrian paths reduce automobile dependency, increase transit readiness, and contribute to state goals for VMT reduction, air quality, and connectivity. These transportation strategies improve access to jobs, schools, and services while supporting compact growth.

According to the traffic methodology outlined in the "Agreement to Delete" document, multimodal and non-automobile traffic deductions should be initially based on information derived from the U.S. Census data. Based on U.S. Census data for zip code 33196, 2.2% of the area utilizes non-vehicle transportation modes (1.6% public transit and 0.6% walking). However, as the project site is currently in an undeveloped area of Miami-Dade County, this Census data likely underestimates future usage of alternative modes. The project includes a transit hub accommodating at least two express Miami-Dade County transit buses that will connect to the existing nearby communities and an extensive network of pedestrian pathways and bikeways to encourage walking and cycling. This network includes the following pedestrian infrastructure:

- Bike lanes - approximately 23 miles
- Bike routes - approximately 8,000 feet
- Class 1 trails (off-street trails intended for pedestrian and cyclist use) - approximately 9 miles

- Sidewalks - approximately 24 miles

Based on similar developments, these features are expected to increase non-vehicle mode usage significantly. Therefore, consistent with comparable mixed-use and transit-oriented developments in Miami-Dade County, a conservative 5% multimodal reduction was applied.

According to the American Community Survey (ACS), remote work surged across major industries from 2019 to 2021, then slightly declined in 2022 after social distancing policies ended yet remained above 2019 levels. The Census data for the area surrounding the project area shows that 9.8% of employees worked from home in 2023. This shift in work patterns has reduced commuting trips, lowering traffic volumes. Although the employees working from home may fluctuate, the Census data for the area shows that the percentage of people working from home has consistently increased over the last 10 years. At the request of reviewing agencies and for a more conservative analysis, the work from home reduction was not applied to the trip generation.

3. Land Use Equivalency Matrix

As part of the City Park DRI application, the Applicant will request approval of a **Land Use Equivalency Matrix (LUEM)**. The LUEM is intended to provide flexibility in implementing the Development Order by allowing adjustments among approved land use types—such as residential, retail, office and industrial—while maintaining equivalent impacts on public facilities and infrastructure as originally evaluated. This tool will ensure that the project can respond to future market conditions and development demands without requiring a formal amendment, provided that any land use conversions remain within the parameters established by the DRI approval and do not increase impacts on transportation and utilities. This approach is consistent with **Section 380.06, Florida Statutes**, and established DRI best practices, which encourage the use of land use equivalency matrices to streamline implementation, maintain compliance with impact thresholds, and allow projects to adapt over multi-year buildout periods without unnecessary procedural delays. The LUEM will be provided once the traffic analysis is found sufficient.

Table 21.B1 – Trip Generation Summary for the DRI

Proposed ITE Land Use Designation ¹	Number of Units	PM Peak Hour Vehicle Trips		
		In	Out	Total
Single Family Detached Housing <i>Land Use Code: 210</i>	1,029 DU	509	312	821
		$\ln(T) = 0.92\ln(X) + 0.33$ (1)		
Single Family Attached Housing <i>Land Use Code: 215</i>	4,532 DU	1,468	1,107	2,575
		$T = 0.57(X) - 7.84$ (1)		
Mid-Rise Multifamily Housing <i>Land Use Code: 221</i>	2,239 DU	518	291	809
		$T = 0.36(X) + 3.07$ (1)		
Shopping Center (>150K) <i>Land Use Code: 820</i>	673,902 SF	912	949	1,861
		$\ln(T) = 0.66\ln(X) + 3.23$ (1)		
General Office <i>Land Use Code: 710</i>	500,000 SF	84	442	526
		$T = 0.99(X) + 31.14$ (1)		
Industrial Warehousing <i>Land Use Code: 150</i>	892,484 SF	33	85	118
		$T = 0.11(X) + 19.62$ (1)		
Public Park <i>Land Use Code: 411</i>	56 Acres	5	4	9
		Rate = 0.15 / Acre (1)		
Elementary School (K-5) <i>Land Use Code: 520</i>	1,011 Students	74	87	161
		Rate = 0.16 / Student (1)		
Middle School / Junior High <i>Land Use Code: 522</i>	1,222 Students	88	95	183
		Rate = 0.15 / Student (1)		
High School <i>Land Use Code: 525</i>	1,630 Students	117	127	244
		Rate = 0.15 / Student (1)		
Total Gross Vehicle Trips		3,808	3,499	7,307
Other Modes of Transportation (Transit/ Ped) ²	5.0%	-191	-174	-365
Internal Capture (ITE) ³	17.5%	-579	-568	-1,147
Internal Capture (Schools -Residential) ⁴	39.5%	-105	-116	-221
Retail Pass-by ⁵	19.0%	-129	-129	-258
Net New External Vehicle Trips		2,804	2,512	5,316

¹ Based on ITE *Trip Generation Manual*, 12th Edition.

² Based on US Census other modes of transportation data for Zip code 33196 & local characteristics at built-out conditions.

³ Based on internal capture rates from ITE, *Trip Generation Handbook*, 3rd Edition; Chapter 6 - Trip Generation for Mixed-Use Development.

⁴ Internal Capture between schools & residential uses was previously approved and assumed to be 39.5% based on US Census data.

⁵ ITE *Trip Generation Manual*, 12th Edition; Appendix E - Database on Pass-By, Diverted, and Primary Trips. ITE rate assumed. If necessary, pass-by will be reduced to ensure pass-by does not exceed 10% of adjacent street traffic.

- C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects the development (i.e., provision of on-site shopping and recreation facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.**

1. Internal Trip Reduction

The mixture of neighborhood supportive land uses within the DRI will result in the satisfaction of internal trips without the use of external or regional roadways located outside of the DRI project boundaries. The retail, office, industrial, and community uses, as well as parks and schools will be utilized primarily by the residents living in the proposed communities. Since the ITE trip generation rates are derived from freestanding land uses, a manual adjustment is necessary to account for the internal trip making characteristics of this mixed-use DRI.

The internalization for the DRI has been developed using the internalization rates within the ITE Trip Generation Handbook, 3rd Edition. An internalization matrix was developed to determine the internal orientation of the project trips. Internalization documentation is provided in Appendix 21-4. Approximately 20% of the PM peak hour trips generated by the project are anticipated to be satisfied onsite.

2. School Trips

As part of the trip generation analysis, internal school trip reductions are based upon the anticipated 1,011 elementary students, 1,222 middle school students, and 1,630 high school students attending schools within the project limits. Due to the remoteness of the City Park DRI and the goal of creating a self-sustaining community by providing schools (elementary, middle, and high), a 39.5% capture rate for school trips will be used. This percentage was calculated based on information from the Census data. Detailed calculations are provided in Appendix 21-4.

3. Pass-by Capture and Diverted Link Trips

Research shows that a portion of the retail trips to and from the site are “pass-by trips”. ITE defines “pass-by trips” as trips attracted to the site from the adjacent street. ITE has established that for “Shopping Centers” over 150,000 square feet, approximately 19% of the trips are pass-by.

- D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available and some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in sub zones at build out and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvement programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.**

1. Background Traffic Growth Rate

As agreed upon with the reviewing agencies, a growth factor consistent with historical annual growth in the area was applied to the existing traffic volumes to determine background traffic volumes for the 2036 buildout year. The growth factor was determined using the Annual Average Daily Traffic (AADT) counts published by the FDOT and the procedures outlined in the FDOT Multimodal Transportation Site Impact Handbook (2023). This method calculates growth rates by station and considers three methodologies (linear, exponential, and decaying exponential growth).

Linear growth predicts the future traffic based on a straight line developed from historic traffic growth. This model assumes a constant amount of growth each year and does not consider a capacity restraint. Exponential growth predicts the future traffic based on a percentage of growth from the previous year. This model is most applicable where there is rapid growth and capacity available. Decaying exponential growth is used to project future traffic in areas with a declining rate of growth over the analysis period. This model form is recommended for site impact analysis in more built out areas. Because the project is located in an undeveloped area of Miami-Dade County, the decaying exponential growth method was excluded from the calculation.

Calculations were completed using 10 years of historic traffic count data from stations located within three miles from each side of the project's boundary. As requested by the reviewing agencies 2020 and 2021 data were excluded from the calculations. The results of the calculation show a growth rate of 1.22% using the exponential growth and 1.76% when using the linear growth.

A comparison of traffic volumes from the 2015 and 2045 Southeast Florida Regional Planning Model (SERPM) was also conducted. A growth rate for each roadway segment within three miles from the project was calculated using a linear growth rate between the 2015 and 2045 volumes. The comparison of SERPM volumes yielded an average annual growth rate of 1.21% per year.

As agreed upon with the reviewing agencies, a 0.7% growth rate was used for roadway segments within two miles of the project's boundary and a 1.4% growth rate was used for roadway segments beyond two miles from the project boundary. A summary of the calculated growth rates for the linear and exponential growth rates, supporting documentation, and SERPM model supporting documentation are provided in Appendix 21-5.

At the request of the FDOT, the following growth rates were applied to the segments along SW 177th Avenue (Krome Avenue / SR 997):

- SW 177th Avenue (Krome Avenue / SR 997) south of SW 136th Street = 1.35%
- SW 177th Avenue (Krome Avenue / SR 997) from SW 136th Street to SW 88th Street (Kendall Drive/ SR 94) = 1.35%
- SW 177th Avenue (Krome Avenue / SR 997) north of SW 88th Street (Kendall Drive / SR 94) = 1.94%

Additionally, at the request of the Florida's Turnpike (SR 821 / HEFT) Enterprise a growth rate of 2.0% was used for the segment of the Florida's Turnpike (SR 821 / HEFT) within the project limits.

For DRI purposes, committed developments are considered to be all approved developments anticipated to generate more than 400 peak hour trips. After a review of the project area, one committed development, Portofino, met this criterion. The approved distribution for the Portofino CDMP has been used to assign committed development trips to the study area roadway network. The committed development information is included in Appendix 21-3. The development status and PM peak hour trips remaining are provided in Table 21.D.1. Trip generation information from the committed development was obtained from the traffic study information provided (as applicable).

Table 21.D.1 – Development Status of Committed Developments				
Project Name	Land Uses	% Built	PM Trips Remaining	Status
1. Portofino	Residential, Office, Retail, and Restaurant	0%	1,093	To Be Included

1. Future Background Traffic

Table 21.D.2 provides the analysis of Year 2036 future background traffic without the project traffic conditions (before the addition of the DRI project traffic) and includes growing existing traffic to the year 2036 using the agreed upon historical growth rates. The evaluation of future without project conditions in Table 21.D.2 includes the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction and the improvements funded in the 2026 – 2030 TIP, if any.
- The adopted level of service standard for each roadway segment analyzed.
- The existing directional PM peak hour traffic from Table 21.A.3;
- The applied historical growth rates (see the historical growth rate calculations in Appendix 21-5);
- The future without the project traffic for the year 2036;
- The committed development directional traffic;

- The directional peak hour roadway capacity based upon the FDOT 2023 Q/LOS Handbook or the 2020 Q/LOS Handbook.
- Determination if the 2036 future without the project traffic volumes are within the directional roadway capacity.

At future without project conditions, the following analyzed roadway segments operate below the minimum allowable level of service standards:

- SW 120th Street from SW 137th Avenue (SR 825 / Lindgren Road) to SW 122nd Avenue (Westbound)
- SW 120th Street from SW 122nd Avenue to SW 117th Avenue
- SW 184th Street from SW 157th Avenue (Newton Road) to SW 147th Avenue (Westbound)
- SW 200th Street (SR 994 / Quail Roost Dr) from SW 147th Avenue to SW 137th Avenue (SR 825 / Lindgren Road)
- SW 147th Avenue from SW 184th Street to SW 200th Street (SR 994 / Quail Roost Dr) (Southbound)
- SW 137th Avenue (SR 825 / Lindgren Road) from SW 184th Street to SW 200th Street (SR 994 / Quail Roost Dr) (Northbound)

Pursuant to Chapter 163.3180, F.S., roadway segments that operate below the adopted level of service standard are deemed to be “transportation deficient.” In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The project is not responsible for correcting deficiencies that occur in the future without project conditions.

A summary of the intersection analysis results is provided in Table 21.E2.

TABLE 21.D.2
FUTURE WITHOUT PROJECT PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard ¹	Existing PM Peak Hour Directional Volume ²	Growth Rate ³	Future without Project 2036 PM Peak Hour Directional Volume	Committed Development Total	Total Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume ⁴	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 8 Street / US-41 / Tamiami Trail							1,093				
SW 167 Avenue to SW 177 Avenue	EB	1LU	C	299	140%	353	0	353	452	Yes	No
	WB	1LU	C	268	140%	317	0	317	452	Yes	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	C	993	140%	1,173	0	1,173	2,390	Yes	No
	WB	2LD	C	1,106	140%	1,307	0	1,307	2,510	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	E+20	2,380	140%	2,812	0	2,812	3,578	Yes	No
	WB	3LD	E+20	2,652	140%	3,133	0	3,133	3,408	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1,462	140%	1,727	0	1,727	3,780	Yes	No
	WB	3LD	E+20	1,629	140%	1,925	0	1,925	3,780	Yes	No
SW 127 Avenue to HEFT	EB	3LD	E	1,871	140%	2,210	0	2,210	3,150	Yes	No
	WB	3LD	E	2,084	140%	2,463	0	2,463	3,150	Yes	No
HEFT to SW 107 Avenue	EB	3LD	D	1,774	140%	2,096	0	2,096	2,951	Yes	No
	WB	3LD	D	1,977	140%	2,336	0	2,336	2,810	Yes	No
SW 88 Street / SR 94 / Kendall Drive											
SW 177 Avenue to SW 167 Avenue	EB	2LD	D	981	140%	1,159	24	1,183	1,943	Yes	No
	WB	2LD	D	1,092	140%	1,291	19	1,310	1,943	Yes	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	E+20	1,272	140%	1,503	104	1,607	3,600	Yes	No
	WB	3LD	E+20	1,417	140%	1,674	82	1,756	3,600	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	E+20	1,865	140%	2,204	0	2,204	3,600	Yes	No
	WB	3LD	E+20	2,078	140%	2,455	0	2,455	3,600	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	D	1,693	140%	2,001	0	2,001	2,814	Yes	No
	WB	3LD	D	1,837	140%	2,229	0	2,229	2,814	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	2,283	140%	2,698	0	2,698	3,600	Yes	No
	WB	3LD	E+20	2,544	140%	3,006	0	3,006	3,780	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	2,829	140%	3,343	0	3,343	3,588	Yes	No
	WB	4LD	E+20	3,152	140%	3,724	0	3,724	4,423	Yes	No
SW 104 Street											
SW 157 Avenue to SW 147 Avenue	EB	2LD	E+20	1,013	0.70%	1,101	208	1,309	2,257	Yes	No
	WB	2LD	E+20	1,128	0.70%	1,227	262	1,489	2,257	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	1,176	140%	1,390	208	1,598	2,257	Yes	No
	WB	2LD	E+20	1,311	140%	1,549	262	1,811	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1,504	140%	1,777	208	1,985	3,348	Yes	No
	WB	3LD	E+20	1,675	140%	1,980	262	2,242	3,348	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	1,950	140%	2,304	208	2,512	3,348	Yes	No
	WB	3LD	E+20	2,173	140%	2,567	262	2,829	3,348	Yes	No
SW 117 Avenue to SR 874	EB	3LD	E+20	1,805	140%	2,133	208	2,341	3,348	Yes	No
	WB	3LD	E+20	2,012	140%	2,377	262	2,639	3,348	Yes	No
SW 120 Street											
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	643	0.70%	699	92	791	1,800	Yes	No
	WB	2LD	D	717	0.70%	779	116	895	1,800	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	1,053	140%	1,244	92	1,336	1,890	Yes	No
	WB	2LD	D	1,173	140%	1,386	116	1,502	1,890	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	D	1,065	140%	1,259	92	1,351	1,467	Yes	No
	WB	2LD	D	1,187	140%	1,402	116	1,518	1,467	No	Yes
SW 122 Avenue to SW 117 Avenue	EB	2LD	D	1,320	140%	1,559	92	1,651	1,467	No	Yes
	WB	2LD	D	1,470	140%	1,737	116	1,853	1,467	No	Yes
SW 136 Street											
SW 162 Avenue to SW 157 Avenue	EB	2LD	D	1,340	0.70%	1,437	0	1,437	1,467	Yes	No
	WB	2LD	D	988	0.70%	1,059	0	1,059	1,467	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	2LD	D	587	140%	675	0	675	1,467	Yes	No
	WB	2LD	D	741	140%	852	0	852	1,467	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	D	438	140%	518	0	518	1,467	Yes	No
	WB	2LD	D	489	140%	577	0	577	1,467	Yes	No
SW 144 Street											
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	101	0.70%	108	0	108	709	Yes	No
	WB	1LU	D	219	0.70%	235	0	235	675	Yes	No
SW 152 Street											
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	157	0.70%	168	0	168	792	Yes	No
	WB	1LU	D	177	0.70%	190	0	190	792	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	571	0.70%	612	0	612	1,800	Yes	No
	WB	2LD	D	632	0.70%	678	0	678	1,890	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	892	140%	1,053	0	1,053	2,257	Yes	No
	WB	2LD	E+20	993	140%	1,174	0	1,174	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	D	1,670	140%	1,973	0	1,973	2,854	Yes	No
	WB	3LD	D	1,860	140%	2,198	0	2,198	2,718	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	1,945	140%	2,299	0	2,299	3,348	Yes	No
	WB	3LD	E+20	2,168	140%	2,561	0	2,561	3,348	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	E+20	1,253	140%	1,480	0	1,480	2,520	Yes	No
	WB	2LD	E+20	1,396	140%	1,649	0	1,649	2,546	Yes	No
SW 112 Avenue to US-1	EB	2LD	E+20	1,076	140%	1,271	0	1,271	2,646	Yes	No
	WB	2LD	E+20	1,198	140%	1,416	0	1,416	2,520	Yes	No
SW 160 Street											
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	224	0.70%	240	0	240	675	Yes	No
	WB	1LU	D	157	0.70%	168	0	168	709	Yes	No
SW 184 Street											
SW 177 Avenue to SW 157 Avenue	EB	1LU	C	630	0.70%	685	0	685	747	Yes	No
	WB	1LU	C	702	0.70%	763	0	763	784	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	689	0.70%	749	0	749	792	Yes	No
	WB	1LU	D	767	0.70%	834	0	834	634	No	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LU	D	912	140%	1,078	0	1,078	1,710	Yes	No
	WB	2LU	D	1,017	140%	1,201	0	1,201	1,710	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LU	D	1,172	140%	1,384	0	1,384	1,710	Yes	No
	WB	2LU	D	1,305	140%	1,542	0	1,542	1,710	Yes	No
SW 117 Avenue to US-1	EB	2LD	D	744	140%	879	0	879	1,800	Yes	No
	WB	2LD	D	828	140%	979	0	979	1,800	Yes	No

**TABLE 21.D.2
FUTURE WITHOUT PROJECT PM PEAK HOUR TRAFFIC CONDITIONS**

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard ¹	Existing PM Peak Hour Directional Volume ²	Growth Rate ³	Future without Project 2036 PM Peak Hour Directional Volume	Committed Development Total	Total Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume ⁴	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 200 Street / SR 934 / Quail Roost Drive							1,093				
SW 177 Avenue to SW 147 Avenue	EB	1LU	D	343	140%	405	0	405	730	Yes	No
	WB	1LU	D	382	140%	451	0	451	730	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	C	369	140%	436	0	436	430	No	Yes
	WB	1LU	C	411	140%	486	0	486	430	No	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	E	715	140%	845	0	845	1,250	Yes	No
	WB	1LU	E	797	140%	941	0	941	1,313	Yes	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	E	862	140%	1,019	0	1,019	2,205	Yes	No
	WB	2LD	E	961	140%	1,155	0	1,155	2,315	Yes	No
SW 177 Avenue / SR 997 / Krome Avenue											
US 27 to SW 2 Street	NB	2LD	C	984	194%	1,239	10	1,249	2,390	Yes	No
	SB	2LD	C	1,198	194%	1,509	12	1,521	2,390	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	C	1,240	194%	1,561	10	1,571	2,510	Yes	No
	SB	2LD	C	1,381	194%	1,739	12	1,751	2,510	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	C	1,398	194%	1,760	10	1,770	2,510	Yes	No
	SB	2LD	C	1,557	194%	1,961	12	1,973	2,390	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	C	1,261	194%	1,589	10	1,599	2,510	Yes	No
	SB	2LD	C	1,406	194%	1,770	12	1,782	2,510	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	C	1,339	194%	1,686	12	1,698	2,510	Yes	No
	SB	2LD	C	1,492	194%	1,879	10	1,889	2,510	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	C	1,549	135%	1,819	12	1,831	2,510	Yes	No
	SB	2LD	C	1,725	135%	2,027	10	2,037	2,510	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	C	1,118	135%	1,315	12	1,325	2,510	Yes	No
	SB	2LD	C	1,245	135%	1,463	10	1,473	2,510	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	C	1,078	135%	1,266	12	1,278	2,510	Yes	No
	SB	2LD	C	1,201	135%	1,411	10	1,421	2,510	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	D	839	135%	985	12	997	1,880	Yes	No
	SB	2LD	D	934	135%	1,097	10	1,107	1,880	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	E	674	135%	792	12	804	1,250	Yes	No
	SB	1LD	E	752	135%	883	10	893	1,190	Yes	No
SW 162 Avenue											
SW 88 Street to SW 104 Street	NB	2LD	D	383	140%	440	43	483	1,467	Yes	No
	SB	2LD	D	461	140%	530	55	585	1,467	Yes	No
SW 136 Street to SW 144 Street	NB	1LU	D	13	0.70%	14	0	14	540	Yes	No
	SB	1LU	D	10	0.70%	11	0	11	540	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	D	4	0.70%	5	0	5	540	Yes	No
	SB	1LU	D	4	0.70%	5	0	5	540	Yes	No
SW 157 Avenue / Newton Road											
SW 72 Street to SW 88 Street	NB	3LD	E+20	750	140%	886	82	968	2,765	Yes	No
	SB	2LD	E+20	835	140%	987	104	1,091	1,836	Yes	No
SW 88 Street to SW 104 Street	NB	2LD	D	693	140%	819	39	858	1,467	Yes	No
	SB	2LD	D	772	140%	912	49	961	1,467	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	D	1,018	0.70%	1,092	159	1,251	1,467	Yes	No
	SB	2LD	D	1,141	0.70%	1,223	126	1,349	1,467	Yes	No
SW 120 Street to SW 136 Street	NB	2LD	D	967	0.70%	1,051	43	1,094	1,800	Yes	No
	SB	2LD	D	1,351	0.70%	1,469	34	1,503	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	D	743	0.70%	797	43	840	1,467	Yes	No
	SB	2LD	D	1,259	0.70%	1,350	34	1,384	1,467	Yes	No
SW 152 Street to SW 164 Street	NB	2LD	D	881	0.70%	958	43	1,001	1,467	Yes	No
	SB	2LD	D	961	0.70%	1,067	34	1,101	1,467	Yes	No
SW 162 Avenue											
SW 88 Street to Hammocks Blvd	NB	2LD	D	364	140%	430	0	430	1,540	Yes	No
	SB	2LD	D	442	140%	523	0	523	1,467	Yes	No
Hammocks Boulevard											
SW 88 Street to SW 104 Street	NB	2LD	D	233	140%	276	0	276	1,467	Yes	No
	SB	2LD	D	260	140%	307	0	307	1,467	Yes	No
SW 104 Street to SW 147 Avenue	NB	2LD	D	566	140%	669	0	669	1,467	Yes	No
	SB	2LD	D	631	140%	745	0	745	1,467	Yes	No
SW 147 Avenue											
SW 72 Street to SW 88 Street	NB	2LD	D	917	140%	1,083	0	1,083	1,890	Yes	No
	SB	2LD	D	823	140%	972	0	972	1,890	Yes	No
SW 88 Street to SW 104 Street	NB	2LD	D	875	140%	1,034	0	1,034	1,890	Yes	No
	SB	2LD	D	786	140%	928	0	928	1,800	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	D	746	0.70%	811	0	811	1,800	Yes	No
	SB	2LD	D	669	0.70%	728	0	728	1,800	Yes	No
SW 152 Street to SW 164 Street	NB	1LU	D	445	0.70%	484	0	484	709	Yes	No
	SB	1LU	D	399	0.70%	434	0	434	709	Yes	No
SW 164 Street to SW 200 Street	NB	1LU	C	640	140%	756	0	756	784	Yes	No
	SB	1LU	C	574	140%	678	0	678	598	No	Yes
SW 200 Street to SW 216 Street	NB	1LU	C	445	140%	526	0	526	598	Yes	No
	SB	1LU	C	400	140%	472	0	472	598	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	C	361	140%	427	0	427	598	Yes	No
	SB	1LU	C	324	140%	383	0	383	598	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	C	321	140%	380	0	380	598	Yes	No
	SB	1LU	C	289	140%	341	0	341	598	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	C	436	140%	515	0	515	598	Yes	No
	SB	1LU	C	486	140%	574	0	574	598	Yes	No

TABLE 21.D.2
FUTURE WITHOUT PROJECT PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard ¹	Existing PM peak Hour Directional Volume ²	Growth Rate ³	Future without Project 2036 PM Peak Hour Directional Volume	Committed Development Total 1,093	Total Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume ⁴	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
NW/SW 137 Avenue / SR 825 / Lindgren Road											
SR 836 to SW 8 Street	NB	3LD	E+20	2,006	140%	2,370	0	2,370	3,780	Yes	No
	SB	3LD	E+20	2,235	140%	2,641	0	2,641	3,780	Yes	No
SW 88 Street to SW 104 Street	NB	3LD	E	1,202	140%	1,420	0	1,420	2,840	Yes	No
	SB	3LD	E	1,339	140%	1,582	0	1,582	2,840	Yes	No
SW 104 Street to SW 120 Street	NB	3LD	E	1,355	140%	1,602	0	1,602	2,840	Yes	No
	SB	3LD	E	1,217	140%	1,437	0	1,437	2,840	Yes	No
SW 120 Street to SW 136 Street	NB	3LD	D	2,022	140%	2,389	0	2,389	2,814	Yes	No
	SB	3LD	D	1,814	140%	2,144	0	2,144	2,680	Yes	No
SW 136 Street to SW 152 Street	NB	3LD	D	1,588	140%	1,876	0	1,876	2,718	Yes	No
	SB	3LD	D	1,425	140%	1,684	0	1,684	2,718	Yes	No
SW 152 Street to SW 184 Street	NB	3LD	D	1,668	140%	1,971	0	1,971	2,718	Yes	No
	SB	3LD	D	1,498	140%	1,769	0	1,769	2,718	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	D	708	140%	837	0	837	792	No	Yes
	SB	1LU	D	636	140%	751	0	751	792	Yes	No
SW 127 Avenue											
SW 88 Street to SW 104 Street	NB	2LD	D	696	140%	822	0	822	1,800	Yes	No
	SB	2LD	D	775	140%	916	0	916	1,890	Yes	No
SW 104 Street to SW 128 Street	NB	2LD	D	521	140%	615	0	615	1,800	Yes	No
	SB	2LD	D	580	140%	686	0	686	1,800	Yes	No
SW 117 Avenue											
SW 88 Street to SW 112 Street	NB	2LD	D	1,002	140%	1,184	0	1,184	1,890	Yes	No
	SB	2LD	D	900	140%	1,063	0	1,063	1,800	Yes	No
SW 112 Street to SW 136 Street	NB	2LD	D	1,101	140%	1,301	0	1,301	1,890	Yes	No
	SB	2LD	D	989	140%	1,168	0	1,168	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	D	966	140%	1,141	0	1,141	1,800	Yes	No
	SB	2LD	D	867	140%	1,024	0	1,024	1,890	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	D	924	140%	1,092	0	1,092	1,890	Yes	No
	SB	2LD	D	830	140%	980	0	980	1,800	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	D	537	140%	635	0	635	675	Yes	No
	SB	1LU	D	482	140%	569	0	569	675	Yes	No
SR 821 / HEFT / Florida's Turnpike											
SW 88 Street to SW 120 Street	NB	5LD	D	1600	2.00%	2,029	0	2,029	10,680	Yes	No
	SB	5LD	D	1,242	2.00%	1,575	0	1,575	10,680	Yes	No
SW 120 Street to SR 874	NB	4LD	D	6,658	2.00%	8,444	0	8,444	8,700	Yes	No
	SB	4LD	D	5,168	2.00%	6,554	0	6,554	8,700	Yes	No
SR 874 to SW 152 Street	NB	6LD	D	4,335	2.00%	5,498	0	5,498	12,520	Yes	No
	SB	6LD	D	3,365	2.00%	4,268	0	4,268	12,520	Yes	No
SW 152 Street to SW 184 Street	NB	6LD	D	9,467	2.00%	12,007	0	12,007	12,520	Yes	No
	SB	6LD	D	7,349	2.00%	9,320	0	9,320	12,520	Yes	No
SW 184 Street to SW 200 Street	NB	5LD	D	7,486	2.00%	9,494	0	9,494	10,680	Yes	No
	SB	5LD	D	6,994	2.00%	8,870	0	8,870	10,680	Yes	No
SR 874 / Don Shula Expressway											
HEFT to SW 104 Street	NB	3LD	D	2,596	140%	3,067	131	3,198	6,080	Yes	No
	SB	3LD	D	4,363	140%	5,155	104	5,259	6,080	Yes	No
SW 104 Street to SR 878	NB	3LD	E+20	2,681	140%	3,168	104	3,272	7,632	Yes	No
	SB	3LD	E+20	4,507	140%	5,325	131	5,456	7,632	Yes	No

Notes:

¹Obtained from 2024 FDOT and MDC Concurrency Data.

²Obtained from Table 21.A.3.

³Based on the approved methodology.

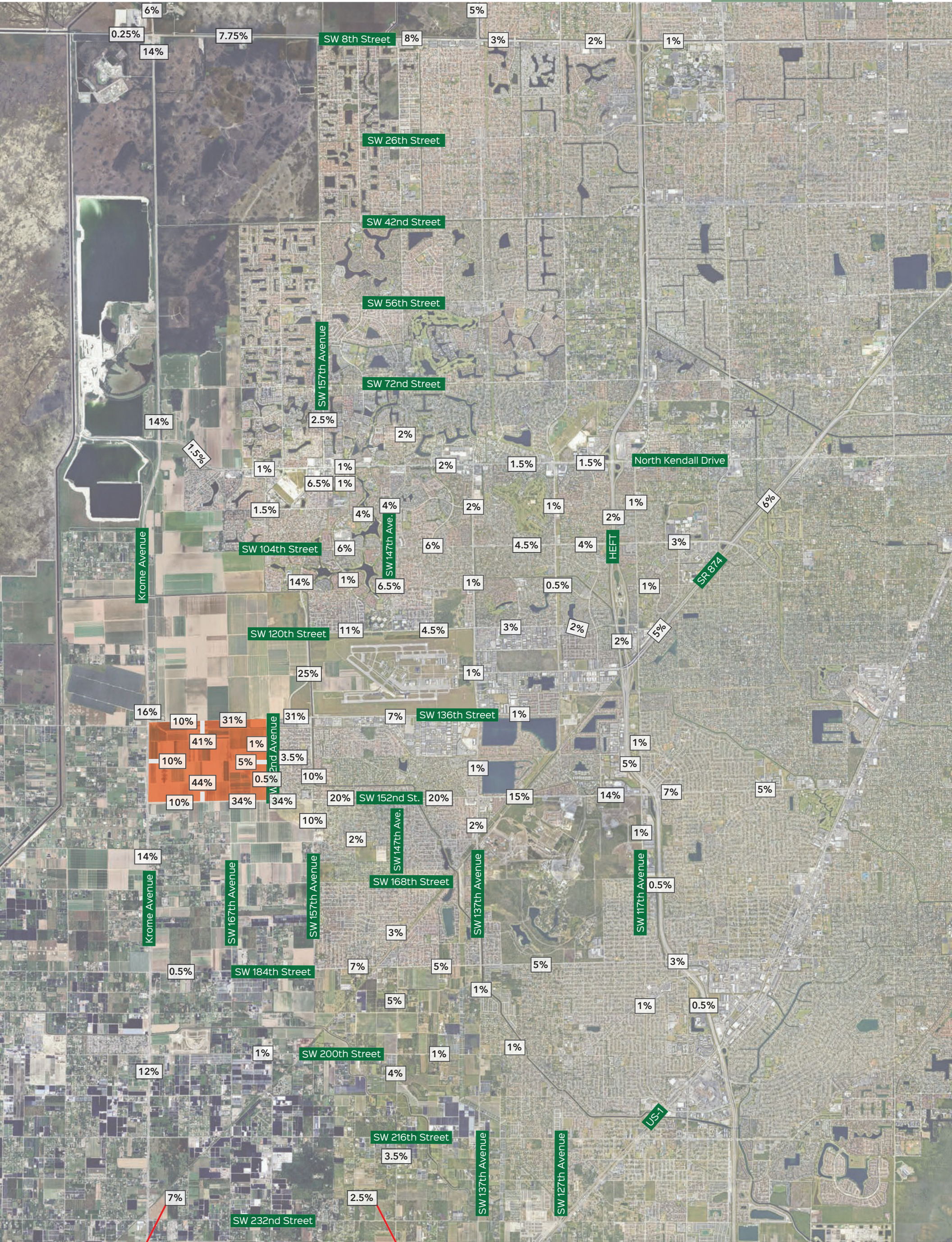
⁴The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality/LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality/LOS Handbook.

PM peak hour volume exceeds the adopted PM peak hour maximum service volume

- E. Assign the trips generated by this development as shown in (B) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each link of the then-existing network within the study area. Include peak-hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of build out and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/total peak hour directional trips and in terms of peak hour directional DRI trips/existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads.

1. Project Distribution

Net-new external traffic generated by the project was assigned to the adjacent roadway network using the distribution obtained from the SERPM8 model. The extended SERPM8 distribution is included in Appendix 21-5. As agreed upon with the reviewing agencies, vehicular trips were **not** distributed to the proposed SR 836 South Extension/Kendall Parkway as the capacity of the SR 836 extension is not available for the use of any new development. Map J-E1 shows the project traffic distribution within the study area.



Project Location

Map J-E1

Project Trip Distribution

2. Total Traffic Conditions

The City Park DRI project trips were added to the future background traffic from Table 21.D.1 to establish future total traffic conditions for the Year 2036. Table 21.E.1 includes the future with project information outlined below:

- The future lane geometry for study area roadways inclusive of the roadway improvements necessary to connect the project to the existing roadway network.
- The adopted level of service standard for each roadway segment.
- The future without project traffic for the Year 2036 from Table 21.D.1.
- The assignment of PM peak hour DRI project trips from Table 21.A.2.
- The roadway capacity based upon the FDOT 2023 *Quality/LOS Handbook* or 2020 *Q/LOS Handbook*.
- Determination if the 2036 future with project traffic volumes are within the directional roadway capacity.
- An evaluation of the City Park DRI trips pursuant to Rule 73C-40.045, F.A.C. to determine if the DRI trips would significantly impact (by 5.0% or greater of the adopted maximum service volume) any state or regionally significant roadway causing it to operate below the adopted level of service standard.

3. Project Impacts on Regionally Significant Roadways

Based on the analysis in Table 21.E.1, the following roadway segments were determined to be significantly impacted with project traffic equal to or exceeding 5.0% of the adopted maximum service volume and operating below the adopted level of service standard. This includes the following roadway segments:

- SW 120th Street from SW 137th Avenue (SR 825 / Lindgren Road) to SW 122nd Avenue (Westbound)
- SW 136th Street from SW 167th Avenue to SW 162nd Avenue (Newton Road)
- SW 136th Street from SW 162nd Avenue to SW 157th Avenue (Newton Road) (Eastbound)
- SW 152nd Street from SW 167th Avenue to SW 162nd Avenue
- SW 152nd Street from SW 162nd Avenue to SW 157th Avenue (Newton Road)
- SW 184th Street from SW 157th Avenue (Newton Road) to SW 147th Avenue
- SW 200th Street (SR 994 / Quail Roost Dr) from SW 147th Avenue to SW 137th Avenue (SR 825 / Lindgren Road)
- SW 157th Avenue (Newton Road) from SW 104th Street to SW 120th Street
- SW 157th Avenue (Newton Road) from SW 120th Street to SW 136th Street (Southbound)
- SW 157th Avenue (Newton Road) from SW 136th Street to SW 152nd Street (Southbound)
- SW 147th Avenue from SW 184th Street to SW 200th Street (SR 994 / Quail Roost Dr)
- SW 147th Avenue from SW 200th (SR 994 / Quail Roost Dr) Street to SW 216th Street (Northbound)
- SW 147th Avenue from SW 248th Street to SW 264th Street (Southbound)

TABLE 21.E.1
FUTURE WITH PROJECT PM PEAK HOUR TRAFFIC CONDITIONS AND DRI EVALUATION
OF SIGNIFICANT IMPACT

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard ¹	Future without Project 2036 PM Peak Hour Directional Volume ²	Project Two-Way Distribution Percent ³	Total PM Peak Hour Project Trips ⁴	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume ⁶ (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
						5,316					
SW 8 Street / US-41 / Tamiami Trail											
SW 167 Avenue to SW 177 Avenue	EB	1LU	C	353	0.25%	6	359	452	1.33%	No	No
	WB	1LU	C	317		7	324	452	1.55%	No	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	C	1,173	7.75%	185	1,358	2,390	7.74%	Yes	No
	WB	2LD	C	1,307		227	1,534	2,510	9.05%	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	E+20	2,812	8.00%	191	3,003	3,578	5.34%	Yes	No
	WB	3LD	E+20	3,133		234	3,367	3,408	6.87%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1,727	3.00%	72	1,799	3,780	1.90%	No	No
	WB	3LD	E+20	1,925		87	2,012	3,780	2.30%	No	No
SW 127 Avenue to HEFT	EB	3LD	E	2,210	2.00%	48	2,258	3,150	1.52%	No	No
	WB	3LD	E	2,463		58	2,521	3,150	1.84%	No	No
HEFT to SW 107 Avenue	EB	3LD	D	2,096	1.00%	24	2,120	2,951	0.81%	No	No
	WB	3LD	D	2,336		29	2,365	2,810	1.03%	No	No
SW 88 Street / SR 94 / Kendall Drive											
SW 177 Avenue to SW 167 Avenue	EB	2LD	D	1,183	1.50%	36	1,219	1,943	1.85%	No	No
	WB	2LD	D	1,310		44	1,354	1,943	2.27%	No	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	E+20	1,607	1.00%	24	1,631	3,600	0.67%	No	No
	WB	3LD	E+20	1,756		29	1,785	3,600	0.81%	No	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	E+20	2,204	1.00%	24	2,228	3,600	0.67%	No	No
	WB	3LD	E+20	2,455		29	2,484	3,600	0.81%	No	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	D	2,001	2.00%	48	2,049	2,814	1.71%	No	No
	WB	3LD	D	2,229		58	2,287	2,680	2.16%	No	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	2,698	1.50%	36	2,734	3,600	1.00%	No	No
	WB	3LD	E+20	3,006		44	3,050	3,780	1.16%	No	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	3,343	1.50%	36	3,379	3,588	1.00%	No	No
	WB	4LD	E+20	3,724		44	3,768	4,423	0.99%	No	No
SW 104 Street											
SW 157 Avenue to SW 147 Avenue	EB	2LD	E+20	1,309	6.00%	144	1,453	2,257	6.38%	Yes	No
	WB	2LD	E+20	1,489		175	1,664	2,257	7.75%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	1,598	6.00%	144	1,742	2,257	6.38%	Yes	No
	WB	2LD	E+20	1,811		175	1,986	2,257	7.75%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1,985	4.50%	108	2,093	3,348	3.23%	No	No
	WB	3LD	E+20	2,242		131	2,373	3,348	3.91%	No	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	2,512	4.00%	96	2,608	3,348	2.87%	No	No
	WB	3LD	E+20	2,829		117	2,946	3,348	3.49%	No	No
SW 117 Avenue to SR 874	EB	3LD	E+20	2,341	3.00%	72	2,413	3,348	2.15%	No	No
	WB	3LD	E+20	2,639		87	2,726	3,348	2.60%	No	No
SW 120 Street											
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	791	11.00%	263	1,054	1,800	14.61%	Yes	No
	WB	2LD	D	895		322	1,217	1,800	17.89%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	1,336	4.50%	108	1,444	1,890	5.71%	Yes	No
	WB	2LD	D	1,502		131	1,633	1,800	7.28%	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	D	1,351	3.00%	72	1,423	1,467	4.91%	No	No
	WB	2LD	D	1,518		87	1,606	1,467	5.93%	Yes	Yes
SW 122 Avenue to SW 117 Avenue	EB	2LD	D	1,651	2.00%	48	1,699	1,467	3.27%	No	No
	WB	2LD	D	1,853		58	1,911	1,467	3.95%	No	No
SW 136 Street											
SW 177 Avenue to SW 167 Avenue	EB	1LU	D	0	10.00%	239	239	675	35.41%	Yes	No
	WB	1LU	D	0		293	293	675	43.41%	Yes	No
SW 167 Avenue to SW 162 Avenue	EB	1LU	D	0	31.00%	742	742	675	109.93%	Yes	Yes
	WB	1LU	D	0		906	906	675	134.22%	Yes	Yes
SW 162 Avenue to SW 157 Avenue	EB	2LD	D	1,437	8.00%	191	1,628	1,467	13.02%	Yes	Yes
	WB	2LD	D	1,059		234	1,293	1,467	15.95%	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	2LD	D	675	7.00%	167	842	1,467	11.38%	Yes	No
	WB	2LD	D	852		205	1,057	1,467	13.97%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	D	518	1.00%	24	542	1,467	1.64%	No	No
	WB	2LD	D	577		29	606	1,467	1.98%	No	No
SW 144 Street											
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	108	3.50%	84	192	709	11.85%	Yes	No
	WB	1LU	D	235		102	337	675	15.11%	Yes	No
SW 152 Street											
SW 177 Avenue to SW 167 Avenue	EB	1LU	D	0	10.00%	239	239	792	30.18%	Yes	No
	WB	1LU	D	0		293	293	792	36.99%	Yes	No
SW 167 Avenue to SW 162 Avenue	EB	1LU	D	0	34.00%	813	813	792	102.65%	Yes	Yes
	WB	1LU	D	0		994	994	792	125.51%	Yes	Yes
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	168	34.00%	813	981	792	102.65%	Yes	Yes
	WB	1LU	D	190		994	1,184	792	125.51%	Yes	Yes
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	612	20.00%	478	1,090	1,800	26.56%	Yes	No
	WB	2LD	D	678		585	1,263	1,890	30.95%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	1,053	20.00%	478	1,531	2,257	21.18%	Yes	No
	WB	2LD	E+20	1,174		585	1,759	2,257	25.92%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	D	1,973	15.00%	359	2,332	2,854	12.58%	Yes	No
	WB	3LD	D	2,198		438	2,636	2,718	16.11%	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	2,299	14.00%	335	2,634	3,348	10.01%	Yes	No
	WB	3LD	E+20	2,561		409	2,970	3,348	12.22%	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	E+20	1,480	7.00%	167	1,647	2,520	6.63%	Yes	No
	WB	2LD	E+20	1,649		205	1,854	2,646	7.75%	Yes	No
SW 112 Avenue to US-1	EB	2LD	E+20	1,271	5.00%	120	1,391	2,646	4.54%	No	No
	WB	2LD	E+20	1,416		146	1,562	2,520	5.79%	Yes	No
SW 160 Street											
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	240	2.00%	48	288	675	7.11%	Yes	No
	WB	1LU	D	168		58	226	709	8.18%	Yes	No
SW 184 Street											
SW 177 Avenue to SW 157 Avenue	EB	1LU	C	685	0.50%	12	697	747	1.61%	No	No
	WB	1LU	C	763		15	778	784	1.91%	No	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	749	7.00%	167	916	792	21.09%	Yes	Yes
	WB	1LU	D	834		205	1,039	634	32.35%	Yes	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	1,078	5.00%	120	1,198	1,710	7.02%	Yes	No
	WB	2LD	D	1,201		146	1,347	1,710	8.54%	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LD	D	1,384	5.00%	120	1,504	1,710	7.02%	Yes	No
	WB	2LD	D	1,542		146	1,688	1,710	8.54%	Yes	No
SW 117 Avenue to US-1	EB	2LD	D	879	3.00%	72	951	1,800	4.00%	No	No
	WB	2LD	D	979		87	1,066	1,800	4.83%	No	No
SW 200 Street/Quail Roost Drive											
SW 177 Avenue to SW 147 Avenue	EB	1LU	D	405	1.00%	24	429	730	3.29%	No	No
	WB	1LU	D	451		29	480	730	3.97%	No	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	C	436	1.00%	24	460	430	5.58%	Yes	Yes
	WB	1LU	C	486		29	515	430	6.74%	Yes	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	E	845	1.00%	24	869	1,250	1.92%	No	No
	WB	1LU	E	941		29	970	1,313	2.21%	No	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	E	1,019	1.00%	24	1,043	2,205	1.09%	No	No
	WB	2LD	E	1,135		29	1,164	2,315	1.25%	No	No

TABLE 21.E.1
FUTURE WITH PROJECT PM PEAK HOUR TRAFFIC CONDITIONS AND DRI EVALUATION
OF SIGNIFICANT IMPACT

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard ¹	Future without Project 2036 PM Peak Hour Directional Volume ²	Project Two-Way Distribution Percent ³	Total PM Peak Hour Project Trips ⁵	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume ⁶ (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
						5,316					
SW 177 Avenue / SR 997 / Krome Avenue											
US 27 to SW 2 Street	NB	2LD	C	1,249	5.50%	131	1,380	2,390	5.48%	Yes	No
	SB	2LD	C	1,521		161	1,682	2,390	6.74%	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	C	1,571	6.00%	144	1,715	2,510	5.74%	Yes	No
	SB	2LD	C	1,751		175	1,926	2,510	6.97%	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	C	1,770	14.00%	335	2,105	2,510	13.35%	Yes	No
	SB	2LD	C	1,973		409	2,382	2,390	17.11%	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	C	1,599	14.00%	335	1,934	2,510	13.35%	Yes	No
	SB	2LD	C	1,782		409	2,191	2,510	16.30%	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	C	1,698	16.00%	383	2,081	2,510	15.26%	Yes	No
	SB	2LD	C	1,889		468	2,357	2,510	18.65%	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	C	1,831	14.00%	409	2,240	2,510	16.30%	Yes	No
	SB	2LD	C	2,037		335	2,372	2,510	13.35%	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	C	1,325	12.00%	351	1,676	2,510	13.99%	Yes	No
	SB	2LD	C	1,473		287	1,760	2,510	11.44%	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	C	1,278	7.00%	205	1,483	2,510	8.17%	Yes	No
	SB	2LD	C	1,421		167	1,588	2,510	6.65%	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	D	997	5.00%	146	1,143	1,880	7.77%	Yes	No
	SB	2LD	D	1,107		120	1,227	1,880	6.38%	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	E	804	2.00%	58	862	1,250	4.64%	No	No
	SB	1LD	E	893		48	941	1,190	4.03%	No	No
SW 162 Avenue											
SW 88 Street to SW 104 Street	NB	2LD	D	483	1.50%	36	519	1,467	2.45%	No	No
	SB	2LD	D	585		44	629	1,467	3.00%	No	No
SW 136 Street to SW 144 Street	NB	1LU	D	14	1.00%	24	38	540	4.44%	No	No
	SB	1LU	D	11		29	40	540	5.37%	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	D	15	0.50%	15	30	540	2.78%	No	No
	SB	1LU	D	15		12	27	540	2.22%	No	No
SW 157 Avenue / Newton Road											
SW 72 Street to SW 88 Street	NB	3LD	E+20	968	2.50%	60	1,028	2,765	2.17%	No	No
	SB	2LD	E+20	1,091		73	1,164	1,836	3.98%	No	No
SW 88 Street to SW 104 Street	NB	2LD	D	858	6.50%	156	1,014	1,467	10.63%	Yes	No
	SB	2LD	D	961		190	1,151	1,467	12.95%	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	D	1,251	14.00%	335	1,586	1,467	22.84%	Yes	Yes
	SB	2LD	D	1,349		409	1,758	1,467	27.88%	Yes	Yes
SW 120 Street to SW 136 Street	NB	2LD	D	1,094	25.00%	598	1,692	1,800	33.22%	Yes	Yes
	SB	2LD	D	1,503		731	2,234	1,800	40.61%	Yes	Yes
SW 136 Street to SW 152 Street	NB	2LD	D	840	10.00%	293	1,133	1,467	19.97%	Yes	No
	SB	2LD	D	1,384		239	1,623	1,467	16.29%	Yes	Yes
SW 152 Street to SW 184 Street	NB	2LD	D	1,001	10.00%	293	1,294	1,467	19.97%	Yes	No
	SB	2LD	D	1,101		239	1,340	1,467	16.29%	Yes	No
SW 152 Avenue											
SW 88 Street to Hammocks Blvd	NB	2LD	D	430	1.00%	24	454	1,540	1.56%	No	No
	SB	2LD	D	523		29	552	1,467	1.98%	No	No
Hammocks Boulevard											
SW 88 Street to SW 104 Avenue	NB	2LD	D	276	4.00%	96	372	1,467	6.54%	Yes	No
	SB	2LD	D	307		117	424	1,467	7.98%	Yes	No
SW 104 Street to SW 147 Street	NB	2LD	D	669	1.00%	24	693	1,467	1.64%	No	No
	SB	2LD	D	745		29	774	1,467	1.98%	No	No
SW 147 Avenue											
SW 72 Street to SW 88 Street	NB	2LD	D	1,083	2.00%	48	1,131	1,890	2.54%	No	No
	SB	2LD	D	972		58	1,030	1,890	3.07%	No	No
SW 88 Street to SW 104 Street	NB	2LD	D	1,034	4.00%	96	1,130	1,890	5.08%	Yes	No
	SB	2LD	D	928		117	1,045	1,800	6.50%	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	D	811	6.50%	156	967	1,800	8.67%	Yes	No
	SB	2LD	D	728		190	918	1,800	10.56%	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	D	484	3.00%	87	571	709	12.28%	Yes	No
	SB	1LU	D	434		72	506	709	10.16%	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	C	756	5.00%	146	902	784	18.61%	Yes	Yes
	SB	1LU	C	678		120	798	598	20.08%	Yes	Yes
SW 200 Street to SW 216 Street	NB	1LU	C	526	4.00%	117	643	598	19.58%	Yes	Yes
	SB	1LU	C	472		96	568	598	16.06%	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	C	427	3.50%	102	529	598	17.07%	Yes	No
	SB	1LU	C	383		84	467	598	14.06%	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	C	380	2.50%	73	453	598	12.22%	Yes	No
	SB	1LU	C	341		60	401	598	10.04%	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	C	515	2.00%	58	573	598	9.71%	Yes	No
	SB	1LU	C	574		48	622	598	8.03%	Yes	Yes
NW/SW 137 Avenue / SR 825 / Lindgren Road											
SR 836 to SW 8 Street	NB	3LD	E+20	2,370	5.00%	120	2,490	3,780	3.17%	No	No
	SB	3LD	E+20	2,641		146	2,787	3,780	3.86%	No	No
SW 88 Street to SW 104 Street	NB	3LD	E	1,420	2.00%	48	1,468	2,840	1.69%	No	No
	SB	3LD	E	1,582		58	1,640	2,840	2.04%	No	No
SW 104 Street to SW 120 Street	NB	3LD	E	1,602	1.00%	24	1,626	2,840	0.85%	No	No
	SB	3LD	E	1,437		29	1,466	2,840	1.02%	No	No
SW 120 Street to SW 136 Street	NB	3LD	D	2,389	1.00%	24	2,413	2,814	0.85%	No	No
	SB	3LD	D	2,144		29	2,173	2,680	1.08%	No	No
SW 136 Street to SW 152 Street	NB	3LD	D	1,876	1.00%	24	1,900	2,718	0.88%	No	No
	SB	3LD	D	1,684		29	1,713	2,718	1.07%	No	No
SW 152 Street to SW 184 Street	NB	3LD	D	1,971	2.00%	58	2,029	2,718	2.13%	No	No
	SB	3LD	D	1,769		48	1,817	2,718	1.77%	No	No
SW 184 Street to SW 200 Street	NB	1LU	D	837	1.00%	29	866	792	3.66%	No	No
	SB	1LU	D	751		24	775	792	3.03%	No	No
SW 127 Avenue											
SW 88 Street to SW 104 Street	NB	2LD	D	822	1.00%	24	846	1,800	1.33%	No	No
	SB	2LD	D	916		29	945	1,890	1.53%	No	No
SW 104 Street to SW 128 Street	NB	2LD	D	615	0.50%	12	627	1,800	0.67%	No	No
	SB	2LD	D	686		15	701	1,800	0.83%	No	No

TABLE 21.E.1
FUTURE WITH PROJECT PM PEAK HOUR TRAFFIC CONDITIONS AND DRI EVALUATION
OF SIGNIFICANT IMPACT

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard ¹	Future without Project 2036 PM Peak Hour Directional Volume ²	Project Two-Way Distribution Percent ³	Total PM Project Trips ⁵	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume ⁶ (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
						5,316					
SW 117 Avenue											
SW 88 Street to SW 112 Street	NB	2LD	D	1,184	1.00%	24	1,208	1,890	1.27%	No	No
	SB	2LD	D	1,063		29	1,092	1,800	1.61%	No	No
SW 112 Street to SW 136 Street	NB	2LD	D	1,301	1.00%	24	1,325	1,890	1.27%	No	No
	SB	2LD	D	1,168		29	1,197	1,800	1.61%	No	No
SW 136 Street to SW 152 Street	NB	2LD	D	1,141	1.00%	24	1,165	1,800	1.33%	No	No
	SB	2LD	D	1,024		29	1,053	1,890	1.53%	No	No
SW 152 Street to SW 184 Street	NB	2LD	D	1,092	1.00%	29	1,121	1,890	1.53%	No	No
	SB	2LD	D	980		24	1,004	1,800	1.33%	No	No
SW 184 Street to SW 200 Street	NB	1LU	D	635	1.00%	29	664	675	4.30%	No	No
	SB	1LU	D	569		24	593	675	3.56%	No	No
SR 821 / HEFT / Florida's Turnpike											
SW 88 Street to SW 120 Street	NB	5LD	D	2,029	2.00%	48	2,077	10,680	0.45%	No	No
	SB	5LD	D	1,575		58	1,633	10,680	0.54%	No	No
SW 120 Street to SR 874	NB	4LD	D	8,444	2.00%	48	8,492	8,700	0.55%	No	No
	SB	4LD	D	6,554		58	6,612	8,700	0.67%	No	No
SR 874 to SW 152 Street	NB	6LD	D	5,498	5.00%	120	5,618	12,520	0.96%	No	No
	SB	6LD	D	4,268		146	4,414	12,520	1.17%	No	No
SW 152 Street to SW 184 Street	NB	6LD	D	12,007	0.50%	15	12,022	12,520	0.12%	No	No
	SB	6LD	D	9,320		12	9,332	12,520	0.10%	No	No
SW 184 Street to SW 200 Street	NB	5LD	D	9,494	0.50%	15	9,509	10,680	0.14%	No	No
	SB	5LD	D	8,870		12	8,882	10,680	0.11%	No	No
SR 874 / Don Shula Expressway											
HEFT to SW 104 Street	NB	3LD	D	3,198	5.00%	120	3,318	6,080	1.97%	No	No
	SB	3LD	D	5,259		146	5,405	6,080	2.40%	No	No
SW 104 Street to SR 878	NB	3LD	E+20	3,272	6.00%	144	3,416	7,632	1.89%	No	No
	SB	3LD	E+20	5,456		175	5,631	7,632	2.29%	No	No

Notes:

¹LOS obtained from 2024 FDOT and MDC Concurrency Data.

²Obtained from Table 21D.1.

³Distribution obtained from SERPM model runs.

⁴Directional splits are based on the net new trip generation inbound / outbound ratio.

⁵Refer to Section 2B for project trip generation.

⁶The directional peak hour roadway capacities are obtained from the 2023 FDOT QualityLOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT QualityLOS Handbook.

Project trips are equal to or exceed 5.0% of the adopted PM peak hour maximum service volume and PM peak hour volume exceeds the adopted PM peak hour maximum service volume

4. Project Impacts on Regionally Significant Intersections

Synchro 12 software was used to perform intersection capacity analysis at the study intersections. Synchro is a macroscopic analysis and optimization software application that implements the *Highway Capacity Manual's* (HCM) methodology for signalized / un-signalized intersections. Study area intersections located adjacent to significant roadway segments operating below the adopted LOS have been analyzed under existing, future without project, and future with project traffic conditions to examine the network operations during the PM peak hour. The intersection turning movement data, signal timing (where appropriate), volume development worksheets, intersection analysis worksheets, and intersection improvements are provided in Appendix 21-7.

A summary of the intersection analysis results is provided in Table 21.E2.

Table 21.E2 – PM Peak Hour Study Intersection LOS								
Intersection #	Intersection	Existing Traffic Control	Future without Project Traffic Control	Future with Project Traffic Control	Existing	Future without Project	Future with Project	Future with Project with Improvements
1	SW 137 th Avenue / SW 120 th Street	Signalized	Signalized	Signalized	E	D	D	D
2	SW 132 nd Avenue / SW 120 th Street	Signalized	Signalized	Signalized	B	A	A	-
3	SW 127 th Avenue / SW 120 th Street	Signalized	Signalized	Signalized	D	C	D	-
4	SW 122 nd Avenue / SW 120 th Street	Signalized	Signalized	Signalized	E	D	D	-
5	SW 162 nd Avenue / SW 136 th Street	Unsignalized	Signalized	Signalized	F	B	F	C
6	SW 157 th Avenue / SW 136 th Street	Signalized	Signalized	Signalized	C	C	C	-
7	SW 157 th Avenue / SW 152 nd Street	Signalized	Signalized	Signalized	D	D	F	D
8	SW 157 th Avenue / SW 184 th Street	Signalized	Signalized	Signalized	D	C	D	C
9	SW 152 nd Avenue / SW 184 th Street	Signalized	Signalized	Signalized	B	B	C	-
10	SW 147 th Avenue / SW 184 th Street	Signalized	Signalized	Signalized	D	D	D	D
11	SW 147 th Avenue / SW 200 th Street	Signalized	Signalized	Signalized	D	D	E	D
12	SW 137 th Avenue / SW 200 th Street	Signalized	Signalized	Signalized	D	D	D	D
13	SW 157 th Avenue / SW 120 th Street	Signalized	Signalized	Signalized	C	C	E	C
14	SW 147 th Avenue / SW 216 th Street	Signalized	Signalized	Signalized	C	C	D	C
15	SW 147 th Avenue / SW 248 th Street	Unsignalized	Signalized	Signalized	C	A	A	-
16	SW 147 th Avenue / SW 264 th Street	Unsignalized	Signalized	Signalized	B	C	C	-

The future without project intersection analysis incorporates improvements at the following intersections where the LOS standards are not met:

- SW 137th Avenue / SW 120th Street – Add through and exclusive turn lanes and signal optimization
- SW 127th Avenue / SW 120th Street – Add through and exclusive turn lanes and signal optimization
- SW 122nd Avenue / SW 120th Street – Add through and exclusive turn lanes and signal optimization
- SW 162nd Avenue / SW 136th Street – Signalization
- SW 157th Avenue / SW 152nd Street – Add through lane and signal adjustments
- SW 157th Avenue / SW 184th Street – Add through and exclusive turn lanes and signal optimization
- SW 147th Avenue / SW 200th Street – Add exclusive turn lane
- SW 137th Avenue / SW 200th Street – Signal adjustments
- SW 157th Avenue / SW 120th Street – Add exclusive turn lane
- SW 147th Avenue / SW 248th Street – Signalization
- SW 147th Avenue / SW 264th Street – Signalization

The future with project intersection analysis was performed with the future without project improvements applied. The future with project with improvements intersection analysis

incorporates additional improvements at the following intersections where the LOS standards are not met:

- SW 137th Avenue / SW 120th Street – Signal adjustments
- SW 162nd Avenue / SW 136th Street – Lane reconfiguration and add exclusive turn lanes and signal adjustments
- SW 157th Avenue / SW 152nd Street – Add through and exclusive turn lanes and signal optimization
- SW 157th Avenue / SW 184th Street – Signal optimization
- SW 147th Avenue / SW 184th Street – Add exclusive turn lane
- SW 147th Avenue / SW 200th Street – Add exclusive turn lane
- SW 137th Avenue / SW 200th Street – Signal adjustments
- SW 157th Avenue / SW 120th Street – Add exclusive turn lane
- SW 147th Avenue / SW 216th Street – Signal adjustments

5. Project Impacts on Regionally Significant Interchanges

Interchange ramps are critical to the traffic impact study area and are identified as those which are projected to carry project traffic greater than 200 vehicles per hour per lane (VPHPL). Based upon the project traffic assignment, the ramps have been evaluated for significance as demonstrated in Table 21.E.3. No interchange ramps were found to be significant within the project area.

Table 21.E.3 - Ramp Significance				
Ramp	Number of Lanes	Project Distribution	PM Peak Hour Project Trips	Over 200 VPHPL Yes or No?
HEFT @ SW 88th Street SB Off-ramp	2	0.0%	2	No
HEFT @ SW 88th Street NB On-ramp	2	0.3%	16	No
HEFT @ SW 120th Street SB Off-ramp	2	0.3%	13	No
HEFT @ SW 120th Street NB On-ramp	1	0.3%	16	No
HEFT @ SR 874 SB Off-ramp	3	2.1%	111	No
HEFT @ SR 874 NB On-ramp	3	3.1%	165	No
HEFT @ SW 117th Avenue SB Off-ramp	3	2.8%	149	No
HEFT @ SW 117th Avenue NB On-ramp	2	3.1%	165	No
HEFT @ SW 152nd Street SB Off-ramp	3	2.1%	111	No
HEFT @ SW 152nd Street SB On-ramp	2	0.0%	1	No
HEFT @ SW 152nd Street NB Off-ramp	2	0.3%	16	No
HEFT @ SW 152nd Street NB On-ramp	3	0.3%	16	No
HEFT @ SW 184th Street NB Off-ramp	1	0.3%	16	No
HEFT @ SW 184th Street SB On-ramp	2	0.1%	5	No

- F. Based on the assignment of trips as shown in (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.**

Pursuant to Chapter 163.3180, F.S., roadway segments that are projected to operate below the adopted level of service standard without the project are deemed to be “transportation deficient.” Table 21.F.1 shows the roadway segments (and corresponding improvements) that are transportation deficient, coincident with the 2036 buildout year.

The roadway improvements needed to address the transportation deficiencies are identified in Table 21.F.1. In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The project is not responsible to improve or eliminate deficiencies that are projected without the project.

The project is deemed to have significant and adverse impact on a roadway segment if the project’s consumption of the roadway service volume is five percent (5%) or greater and the total directional volume exceeds the roadway service volume, respectively. Transportation deficient roadways are assumed to be corrected to the adopted LOS standard prior to evaluating project impacts, consistent with Chapter 163.3180, F.S. The project is expected to have significant and adverse impact on the roadways outlined in Table 21.F.1.

The following roadway improvement is needed to address the transportation deficient roadway segments at existing conditions where the project is significant:

- SW 184th Street from SW 157th Avenue (Newton Road) to SW 147th Avenue; widen from 2 lanes to 4 lanes.

Pursuant to Chapter 163.3180, F.S., the funding responsibility for these improvements rests with the agency having jurisdiction over the facility.

The following roadway improvements are needed to address the transportation deficient roadway segments at future without project conditions where the project is significant:

- SW 120th Street from SW 137th Avenue to SW 122nd Avenue; widen from 4 to 6 lanes
- SW 200th Street (SR 994 / Quail Roost Dr) from SW 147th Avenue to SW 137th Avenue (SR 825 / Lindgren Road); widen from 2 lanes to 4 lanes.
- SW 147th Avenue from SW 184th Street to SW 200th Street (SR 994 / Quail Roost Dr), widen from 2 lanes to 4 lanes

The necessary funding for these improvements are the responsibility of the maintaining agency.

The following roadway improvements are needed to address the transportation deficient roadway segments at future with project conditions where the project is significant:

- SW 136th Street from SW 167th Avenue to SW 162nd Avenue; new 4 lane roadway.
- SW 136th Street from SW 162nd Avenue to SW 157th Avenue (Newton Road); widen from 4 lanes to 6 lanes.
- SW 152nd Street from SW 167th Avenue to SW 162nd Avenue; new 4 lane roadway.
- SW 152nd Street from SW 162nd Avenue to SW 157th Avenue (Newton Road); widen from 2 lanes to 4 lanes.
- SW 157th Avenue (Newton Road) from SW 104th Street to SW 120th Street; widen from 4 lanes to 6 lanes.
- SW 157th Avenue (Newton Road) from SW 120th Street to SW 136th Street; widen from 4 lanes to 6 lanes.
- SW 157th Avenue (Newton Road) from SW 136th Street to SW 152nd Street; widen from 4 lanes to 6 lanes.
- SW 147th Avenue from SW 200th Street to SW 216th Street; widen from 2 lanes to 4 lanes.
- SW 147th Avenue from SW 248th Street to SW 264th Street; widen from 2 lanes to 4 lanes.

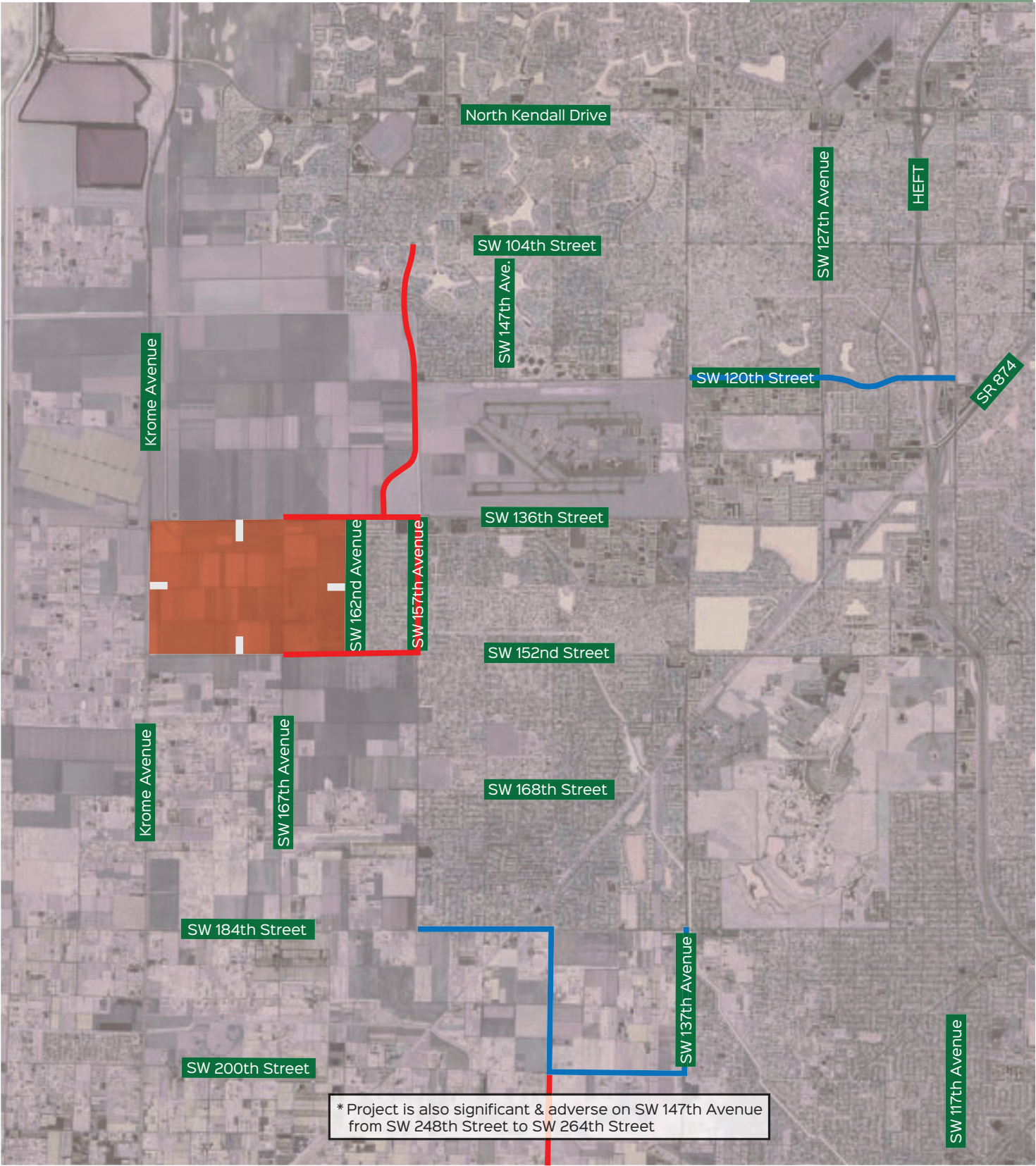
The roadway improvements needed to accommodate area-wide traffic with the project coincident with buildout year 2036 are depicted in Map J-F1.

**TABLE 21.F.1
FUTURE WITHOUT PROJECT AND FUTURE WITH PROJECT TRANSPORTATION
DEFICIENT ROADWAYS**

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard ¹	Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume	Met LOS Standard? (Yes / No)	Number of Lanes Needed without Project	Proposed Maximum Service Volume	Met LOS Standard? (Yes / No)	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume	Met LOS Standard? (Yes / No)	Number of Lanes Needed with Project	Proposed Maximum Service Volume	Met LOS Standard? (Yes / No)
SW 120 Street SW 157 Avenue to SW 22 Avenue	EB WB	2LD 2LD	D D	1351 1386	1467 1467	Yes No	3LD 3LD	2,268 2,268	Yes Yes	1423 1695	2,268 2,268	Yes Yes	- -	- -	- -
SW 136 Street EB WB EB WB	EB WB EB WB	1LU 2LD 2LD 2LD	D D D D	- - 1437 1059	- - 1467 1467	- Yes Yes Yes	- 2LD 2LD	- 1467 1467	- Yes Yes Yes	742 906 1628 1293	675 675 1467 1467	No No No Yes	2LD 2LD 3LD 3LD	1467 1467 2,268 2,268	Yes Yes Yes Yes
SW 162 Street SW 167 Avenue to SW 162 Avenue SW 162 Avenue to SW 157 Avenue	EB WB EB WB	1LU 1LU 1LU 1LU	D D D D	- - 168 180	- - 792 792	- Yes Yes Yes	- 1LU 1LU	- 792 792	- Yes Yes Yes	813 994 981 1184	792 792 792 792	No No No No	2LD 2LD 2LD 2LD	1800 1800 1800 1800	Yes Yes Yes Yes
SW 184 Street SW 157 Avenue to SW 147 Avenue	EB WB	1LU 1LU	D D	749 834	792 634	Yes No	2LD 2LD	1800 1440	Yes Yes	916 1039	1800 1440	Yes Yes	- -	- -	- -
SW 200 Street / SR 994 / Quail Roost SW 147 Avenue to SW 167 Avenue	EB WB	1LU 1LU	C C	436 486	430 430	No No	2LD 2LD	2,390 2,390	Yes Yes	460 515	2,390 2,390	Yes Yes	- -	- -	- -
SW 167 Avenue / Newton Road SW 104 Street to SW 120 Street SW 200 Street to SW 136 Street SW 136 Street to SW 162 Street	NB SB NB SB NB SB	2LD 2LD 2LD 2LD 2LD 2LD	D D D D D D	1251 1349 1094 1503 840 1384	1467 1467 1800 1800 1467 1467	Yes Yes Yes Yes Yes Yes	2LD 2LD 2LD 2LD 2LD 2LD	1467 1467 1800 1800 1467 1467	Yes Yes Yes Yes Yes Yes	1566 1798 1692 2,234 1,133 1623	1467 1467 1800 1800 1467 1467	No No Yes No Yes No	3LD 3LD 3LD 3LD 3LD 3LD	2,268 2,268 2,718 2,718 2,268 2,268	Yes Yes Yes Yes Yes Yes
SW 147 Avenue SW 84 Street to SW 200 Street SW 200 Street to SW 216 Street SW 248 Street to SW 264 Street	NB SB NB SB NB SB	1LU 1LU 1LU 1LU 1LU 1LU	C C C C C C	756 678 526 472 515 574	764 598 598 598 598 598	Yes No Yes Yes Yes Yes	2LD 2LD 1LU 1LU 1LU 1LU	1805 1375 598 598 598 598	Yes Yes Yes Yes Yes Yes	902 798 643 568 573 622	1805 1375 598 598 598 598	Yes Yes No Yes Yes No	- - 2LD 2LD 2LD 2LD	- - 1375 1375 1375 1375	- - Yes Yes Yes Yes

Notes:

¹ Obtained from 2024 FDOT and MDC Concurrency Data.
Future without Project Transportation Deficient Roadways
Project Significant and Adverse Roadways



Project Location

Future Without Project
Future With Project

Map J-F1

Transportation Deficient Roadways



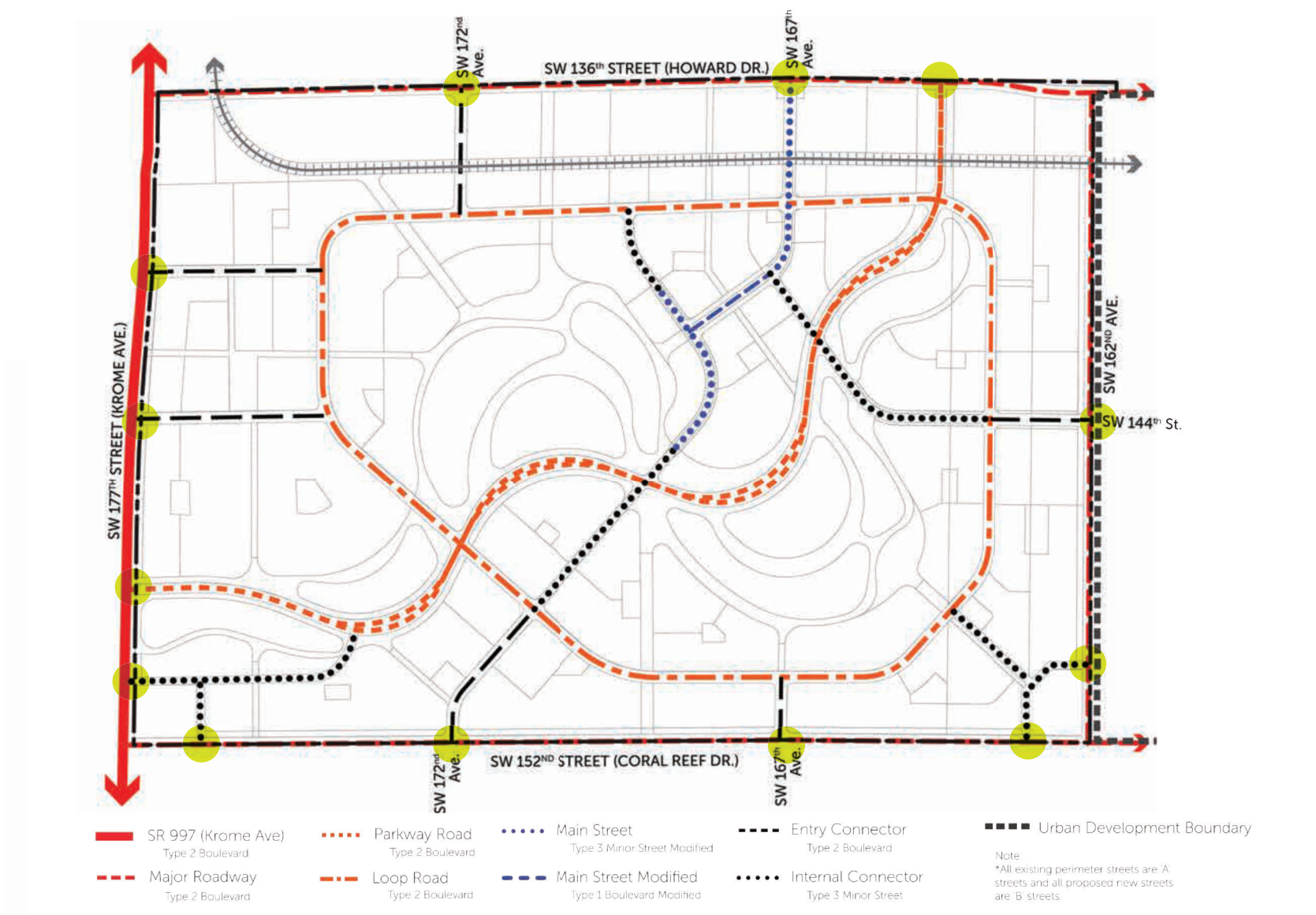
G. Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the Applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the Applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the Applicant is not required to include specific design requirements (geometry) until the time of permit application.

Map J-G1 illustrates the location of the general access points for project traffic along the section line and half section line roads that will provide frontage to each portion of the DRI. The project access locations identified in Map J-G1, (and other access locations as may be needed) are subject to meeting the design and permitting standards and guidelines from MDC and FDOT as applicable based upon the agency with jurisdiction over the adjacent roadway.

The development of the City Park DRI will require the construction of some section line and half section line roadways as outlined in Table 21.G.1 below. The Applicant will dedicate the required right-of-way to complete the section line and half section line roadway network adjacent to the project and will construct those roadway sections as required by County Code.

Table 21.G.1 – Roadway Sections Providing Site Access		
Roadway	Limits	Required Right of Way ¹
SW 136 Street	SW 177 Avenue to SW 162 Avenue	Minimum of 80' of ROW
SW 152 Street	SW 177 Avenue to SW 162 Avenue	Minimum of 110' of ROW
SW 162 Avenue	SW 136 Street to SW 152 Street	Minimum of 70' of ROW

¹Based on Section 33-133 of the Miami-Dade County Code of Ordinances.



Map J-G1 ● Access Points
Project Access Locations

- H. If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as inter local agreements, right-of-way dedication, building set-backs, etc.

The response to Section H will be provided once the segment analysis is found sufficient.

- I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.

1. Access to Regional Transit

The project is situated close to the West Kendall corridor of the Strategic Miami Area Rapid Transit (SMART) plan. The closest MDC bus routes to the project are 152 and 137. The project is also being designed around a **multimodal transportation framework**, including a **transit-oriented development (TOD) node** aligned with CSX Portland Spur and SMART Plan. The project proposes a **mobility hub**, walkable street grid, bikeways, and pedestrian paths that will tie into the nearby transportation network and reduce automobile dependency.

2. Access to Local Transit - Metrobus Route 152

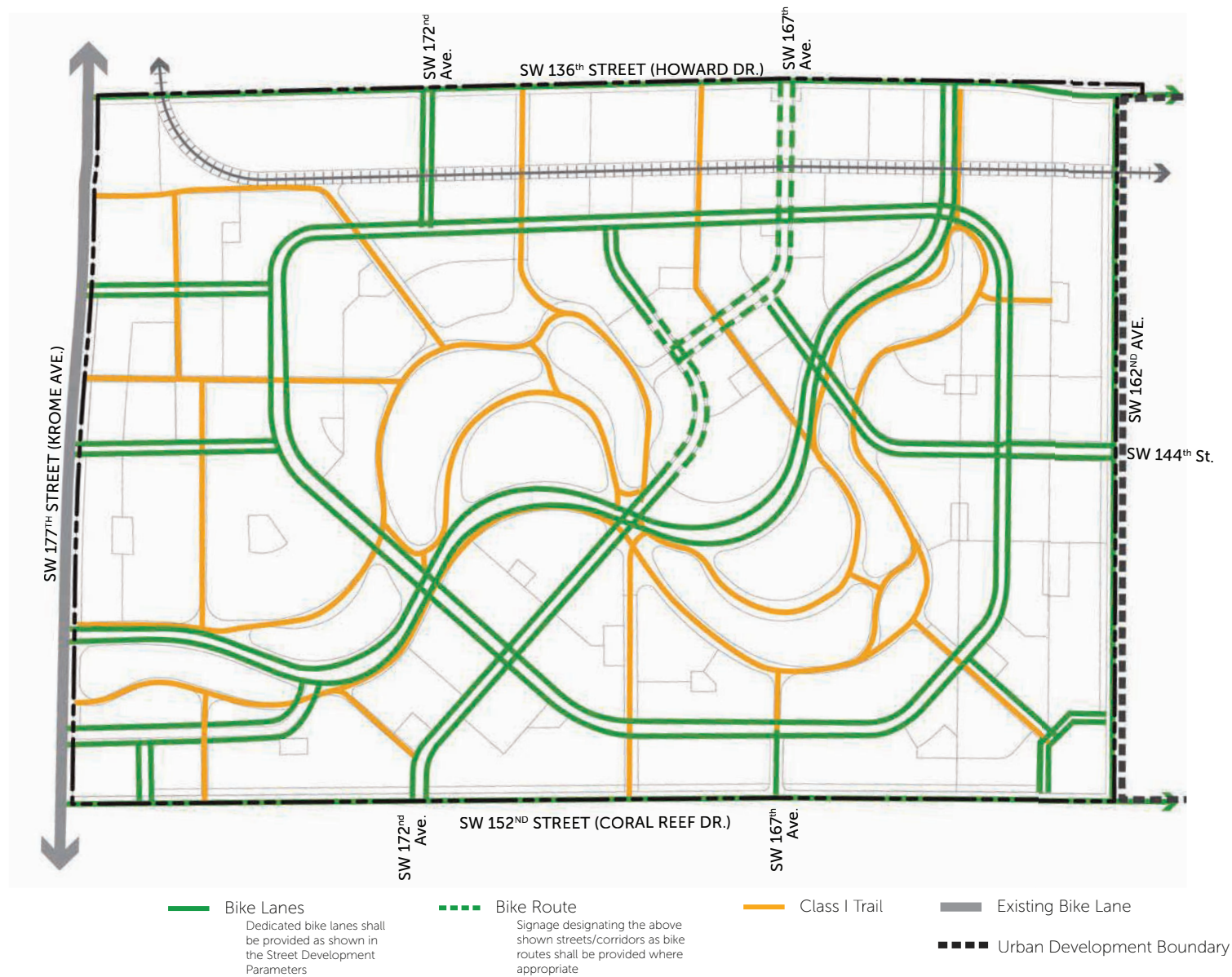
The neighborhood located immediately to the east of the City Park DRI is currently served by Miami-Dade Transit Service via Metrobus Route 152 (see Appendix 21-6 for transit system maps). Route 152 currently travels on SW 152nd Street to SW 152nd Avenue, approximately one mile east of the project. The Applicant has identified the potential to extend this service westward to service the proposed DRI land uses. City Park is also committed to work with Miami-Dade Transit to develop new routes and/or provide route extensions to serve the community.

3. Pedestrian and Cyclist Infrastructure

City Park will be focused on multimodal transportation options which include extensive pedestrian and bike networks and with linkage to the regional transportation networks. The project will provide the following pedestrian and cyclist infrastructure:

- Sidewalks - approximately 24 miles
- Bike lanes - approximately 23 miles
- Bike routes - approximately 8,000 feet
- Class 1 trails (off-street trails intended for pedestrian and cyclist use) - approximately 9 miles

Refer to Map J-11 for the proposed bike network and class 1 trails.



02/20/2026

Bike and Trails
Route Plan

Map J-I1

Pedestrian & Cyclist Infrastructure

4. Transportation Demand Management

In addition to maximizing access to transit, the Applicant will promote the benefit of Transportation Demand Management (TDM) programs to further reduce the future reliance upon the single occupant vehicle (SOV). Each TDM program should include a reasonable and effective combination of TDM strategies appropriate to the size, scale and location of the proposed development which shall be used to demonstrate that practical actions can be taken to reduce the number of SOV generated by the proposed development site. A series of TDM options which promote the use of alternative travel modes are listed below. The Applicant will work with South Florida Commuter Services to refine a TDM plan which best fits the needs of the individual project site.

- Staggered work schedules: The DRI can promote the benefits of staggered work schedules in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the flexibility to stagger their arrival and departure times between the hours of 6:30 am to 9:30 am, and 3:30 pm to 6:30 pm to reduce traffic during the peak travel hours and more evenly distribute the volume of traffic into and out of the site. Staggered lunch hours would also be incorporated into this staggered schedule framework.
- Flex-time: The DRI can promote the benefits of flex time in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the ability to utilize flexible working schedules (within designated guidelines) to meet personal needs and commitments. The employee can schedule five (5) 8-hour work days using varying start and stop times as well as extended lunch times.
- Compressed Work Weeks: The DRI can promote the benefits of compressed work weeks in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the ability to utilize compressed work week schedules (within designated guidelines). The employer and/or employee can work four (4) 10-hour days, or can choose to work four and a half (4 ½) days or three and a half (3 ½) days as negotiated with each employee or business owner.
- Work from Home: The DRI can promote the benefits of work from home, thus reducing the number of SOV traveling during the traditional morning and afternoon peak hours. Work from Home may be used by employers and employees in combination with staggered work schedules, flex time and compressed work weeks.
- Shower and Locker Facilities: The DRI can encourage employers to provide on-site shower and locker facilities within the development site to offer bicycle, pedestrian, and transit riders amenities to complement their choice to use the alternative travel modes. Long term bicycle parking should also be provided with this option.
- Ridesharing Incentive Programs: The DRI can promote the benefits of ridesharing (in coordination with South Florida Commuter Services), and can provide rideshare

postings for those employers and employees interested in finding potential ridesharing partners. These rideshare postings are intended to offer geographic commuter information for those employees who may be interested in sharing rides with fellow employees who live in similar geographic areas. Additional incentives may include payments or subsidies for fuel and tolls and preferential on-site parking for ride share users.

- Car Pool Spaces: The designation of car pool parking spaces can be provided on-site in desirable and convenient parking locations restricted for use only by car pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as car pool. Procedures shall be included whereby the car pool vehicles are registered with the Employer TDM Coordinator for easy tracking and monitoring, and for use in annual reporting and management procedures.
 - Van Pools: The designation of van pool parking spaces can be provided on site in desirable and convenient parking locations restricted for use only by van pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as van pool. Procedures shall be included whereby the van pool vehicles are registered with the Employer TDM Coordinator to keep track of the number of employees who van pool on a daily basis for use in annual reporting and management.
- Public Transit Service Improvements: The provision of transit shuttle services to and from convenient public transit sites, such as a shuttle to and from the nearest Premium Transit Rail Station, to accommodate morning, midday, and evening transit demand.
- Public Transit Infrastructure Improvements: The construction of on-site transit shelters, amenities, stops, drop off locations or pull-out bays and patron parking to serve the transit stops and stations.
- Public Transit Incentives: The provision of transit fare subsidies and other similar incentive programs designed to make public transit more accessible to the occupants of the proposed use. Promote and encourage project employers to take advantage of the employee discount programs, employer subsidy programs, and pre-tax set-asides for transit fares (as allowable under IRS rules) through the coordination and informational efforts of the South Florida Commuter Services.
- Informational Kiosks: The DRI can provide a centralized location within the development site for the posting of TDM Program Information, local bus and train schedules, South Florida Commuter Services, the name and phone number of the DRI Representative serving as the Employee Transportation Coordinator, information on flex time, compressed work weeks and telecommuting, and information on places to eat or shop within shuttle and/or walking distance of the project site.

24. HOUSING

A.1 If the proposed development contains residential, provide the following information on Table for each Phase of Development.

The residential development program for City Park DRI will be comprised of single-family (homeownership), townhome (homeownership) and multifamily rental apartments. **Table 24-A.1** shows the number of units in the program by tenure and price/rental range.

TABLE 24 - A.1 DWELLING UNITS BY TENURE AND PRICE/RENTAL RATE		
Single-Family		
\$550,000-\$650,000	15%	154
\$650,001-\$850,000	40%	412
\$850,001-\$1,050,000	30%	309
Above \$1,050,000	15%	154
Total	100%	1,029
Townhome		
\$350,000-\$450,000	20%	906
\$450,001-\$650,000	50%	2,266
\$650,000+	30%	1,360
Total	100%	4,532
Multifamily Rental		
\$1,000-\$1,500	5%	112
\$1,501-\$2,000	10%	224
\$2,001-\$2,750	45%	1,008
Above \$2,750	40%	895
Total	100%	2,239
Total Residential		7,800

Source: City Park

A.2 What number and percent of lots will be sold without constructed dwelling units? What is the extent of the improvements to on these lots prior to sale?

All City Park residential lots including single-family and townhomes will be sold with a built dwelling structure for the end user. Multifamily parcels will be constructed by developers.

A.3 What will be the target market for the residential development (breakdown by number, percent and type of units to be marketed to retirees, families, etc. What portion will be marketed as second home/vacation homes?

There are no plans to market and sell/rent units to a specific owner or tenant type. The development will market to primary resident homeowners and renters including single occupants, couples and families in accordance with the myriad of unit types and sizes proposed within City Park. There will be no targeted marketing to the 55+-year old/retiree cohort. There will be no specific marketing program to second home/vacation owners; and, the multifamily rental units will primarily lease on 12-month terms.

B. Indicate and discuss the availability or projected availability of adequate housing and employment opportunities reasonably accessible to the development site. Housing opportunities should be described in terms of type, tenure, and cost range and location within the following circumscribed areas: adjacent, two miles, five miles, ten miles, and within the local jurisdiction or county. Employment opportunities should be described in terms of two digit SIC code numbers, located within the local jurisdiction with estimated distances or transit times to the development site.

In accordance with the approved methodology for City Park DRI, The Housing Demand, Supply and Need Methodology for Assessing the Affordable Housing Impact of Developments of Regional Impact (the "Methodology"), which was developed by the East Central Florida Regional Planning Council (ECFRPC) and amended in June 1999, was used as the basis for evaluating the adequacy of affordable housing supply that will be available to people working within the new City Park development. Importantly, and as set forth in the City Park Application for Development (Agreement to Delete), City Park DRI estimates housing demand by calculating direct (on-site, permanent, non-construction employment by North American Industry Classification System [NAICS]).

The methodology consists of four elements, which are as follows:

- Estimating the Demand for Affordable Housing
- Estimating the Supply of Affordable Housing
- Estimating the Need for Affordable Housing
- Mitigating the Deficit of Affordable Housing (if any)

Estimating Demand for Affordable Housing

The City Park DRI will establish entitlements based upon the following quantities by use:

TABLE 24 - A.2 PROPOSED DEVELOPMENT PROGRAM (2027-2036)	
By Land Use	
Residential: - Single Family Detached - Single Family Attached - Multi-Family ¹	1,029 homes 4,532 townhomes 2,239 units
Retail	673,902 sf
Office	500,000 sf
Industrial	892,484 sf
Schools	Elementary – 1,011 students Middle – 1,222 students High School – 1,630 students
Community Uses, Farm, Open Space, Parks	249.5 acres
Source: City Park	

Based on the development program outlined above, there will be an estimated 7,823 total workers projected to be added to the workforce within the City Park development boundaries when the development authorized by the DRI is fully complete. Job creation within the proposed development is based upon employment-to-area ratio data (i.e., employee-per-square-foot for office and retail, employee-to-units for residential) obtained by nationally recognized land use and building operation resources used to establish the varying employment ratios for each of the uses above including: Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), National Apartment Association (NAA) and National Association of Industrial and Office Properties (NAIOP), among other resources.

Retail/Household: The retail space inclusive of shopper's goods and dining envisioned within the City Park development plan comprises a total of approximately 673,902 square feet. This includes a wide range of retail facilities including but not limited to shopping centers (including grocery anchored centers), ground floor retail within mixed use development, out parcels, and retail/entertainment venues. As set forth in Question 10, City Parks retail is primarily categorized as Neighborhood Center, generally ranging in size for 30,000 (or less) to 125,000 square feet. At this point, there is no defined program for the amount of square footage that will be occupied by each type of retail use. However, some of the key metrics that are used to translate retail area to number

¹ Multi-family uses will be included in both residential and mixed-use areas of City Park.

of employees indicate traditional retail stores (ie. apparel, sports, jewelry) have 1 employee per 400 to 500 square feet of space, while restaurant (from fine dining to fast-casual/fast food) generally comprise 1 employee per 100 to 200 square feet. Grocery and specialty food stores generally range between 225 and 350 square feet per employee. In addition to the retail uses noted above, this category also includes employment among household services such as property management, administration, maintenance, landscaping, housekeeping, childcare (in-home). For this analysis, and based upon these metrics, the blended average among all retail use is estimated to be one employee per 250± square feet; or, **2,703**, total retail employees.

Office: As it relates to office, there has been a steady decline in square feet per worker ratios within the past several years in large part driven by technology and the growth in shared-work space. Presently, square feet per office worker generally range between 170 to 225 square feet, which can vary as it relates to net leasable vs. gross office area and the type of office occupying business. For the 500,000 square foot of office development within City Park, the estimated worker ratio is 175± square feet per worker, with an additional 764 office workers within live/work office space or who work-from-home. This results in **3,621** total jobs.

Industrial: The 892,484 square feet industrial space will comprise a mix of light industrial (warehouse/distribution space) and mixed-use industrial that accounts for uses such as flex space which is exemplified by office showroom. Within these sectors, square feet per employee generally range from 750 to 1,000 square feet. For this analysis, we utilize an average of approximately 800± square feet of space per employee which translates into **1,141** jobs.

Education: The education component within City Park represents schools with a combined capacity of approximately 2,900 students. Inclusive of management, administrative, teachers, maintenance, and security, there will be an estimated 8 students per personnel, or **358** total jobs.

Based upon employment by use outlined above, there will be a total of **7,823 direct jobs** created by the City Park DRI upon build out (stabilized operations). Considering this, the next step of the analysis sets forth the process for establishing the level of affordable housing that may be needed for some of these new workers. There are two primary methodologies for estimating affordable housing needs among varying job sectors and summarized as: a.) *Bell Curve* – which distributes workers in each industry sector in the form of a bell curve in association with wage distribution; and b.) *Control Method* – which effectively adjusts the bell curve distribution so that the total estimated earnings of the workers in each industry sector approximates (within 3±%) the total wages that will be paid to the workers in that industry sector. The total wage amount is referred to as the "control number," which is computed by multiplying the average income of

workers in an industry sector by the number of workers in that industry sector that will be employed within the proposed space.

As recognized within the most recent previous DRI applications within Miami Dade County, including the most recent application submitted by the City of Miami/Miami DDA Increment III DRI, the *control method* is the preferred and more conservative method for assessing affordable housing needs particularly among more moderate wage industry sectors such as retail/food and beverage and for which the *bell curve* understates the number of jobs in these sectors that are within the very low and low income ranges.

Appendix 24-1 provides the detailed analysis of estimated workers by industry sector and wage categorization using the control method approach. The following is a summary of jobs by sector within the affordable income thresholds:

TABLE 24 - B.1			
AFFORDABLE HOUSING DEMAND			
CITY PARK DRI			
	Very Low	Low	Moderate
Retail	274	532	333
Office	14	83	446
Industrial	20	86	166
Education	7	59	51
Total	315	759	996

Source: FDEO; US HUD; Lambert Advisory

As it relates to the distribution of workers by wage category as provided in the analysis above (and detailed in the *Appendix 24-1*), there are a number of key factors supporting the analysis:

- The analysis assumes that all jobs created in the City Park DRI will be full-time equivalent workers despite the fact that part-time employment is common in the retail, restaurant and hotel sectors.
- The analysis assumes that all workers will earn at least minimum wage, currently \$14.00 per hour in Florida. A minimum wage worker would earn \$29,120 annually if employed 40 hours per week, 52 weeks per year.
- The average wage and salary data by NAICS used in the analysis was compiled by the Florida Department of Economic Opportunity (FDEO) in its Quarterly Census of Employment and Wages Report (QCEW) for the second quarter (Q2) of 2025. The analysis herein does not differentiate between full-time and part-time workers. It should be recognized that part-time workers

understate the earnings of full-time workers and, particularly, for restaurant workers that receive wages in the form of gratuities.

- The calculations used to determine Head of Household, and Single- and Multi-worker Households in *Appendix 24-1* utilizes the ECFRPC methodology. In terms of data source, the following includes: Head of Household data is based upon data from US Census American Community Survey (ACS) 2019-2023 and the US Census Public Use Microdata Sample (PUMS). The data supporting single worker and multi-worker households by income threshold is based upon PUMS² and specific variables including: Relation to Head of Household; Total Household Income; Inflation Adjustment Factor; and, Employment Status. The estimate of Additional Income for multi-worker households is based upon data from the Institute for Family Studies.

Estimating Supply of Affordable Housing

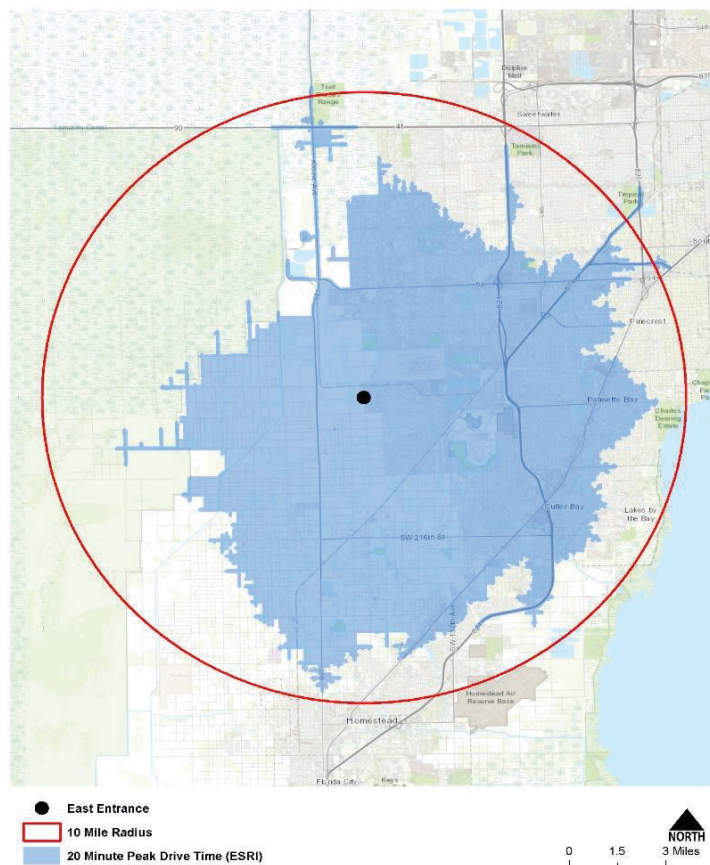
The following is a summary of the steps taken to estimate the supply of affordable housing impacting the City Park DRI affordable housing analysis:

Housing Supply Geography

The ECFRPC Methodology requires that the relevant housing be "reasonably accessible" to the place of employment. Reasonably accessible is further defined in the methodology as a commute distance of no greater than 10 miles or a commute time of no more than 20 minutes at peak travel times, whichever is less. The following figure represents the area within a 20-minute drive time and ten-mile radius of the site.

² https://usa.ipums.org/usa-action/variables/PUMA#description_section

Figure1: Map of 20-minute Drive Time (Peak Travel) – City Park RMA
 (Source: ESRI)



The following table summarizes the income characteristics of very low-, low- and moderate-income households within Miami-Dade County based on the median income level reported for the County by the U.S. Department of Housing & Urban

Development (HUD) and Florida Finance Housing Corporation (FHFC) as of April 1, 2025, which is \$87,200.

TABLE 24 - B.2 HUD DEFINE HOUSING INCOME CATEGORIES As Of April 1, 2025		
<u>Income Category</u>	<u>Definition</u>	<u>Income Threshold</u>
Very Low Income	Up to 50% of AMI	Less than \$43,600
Low Income	50% - 80% of AMI	\$43,600 - \$69,760
Moderate Income	80% - 120% AMI	\$69,760 - \$104,640

Source: USHUD

Affordable Housing Cost Threshold Amounts

In accordance with USHUD, housing is considered affordable when the total annual payments for rent or mortgage payments, taxes, insurance and utilities do not exceed 30 percent of the gross annual income of very low-, low- and moderate-income households. Tables 24-B.3a and 24-B.3b summarize the affordable housing threshold amounts by tenure for each of these income categories based on 30 percent household income expenditure thresholds for homeownership and rental. Importantly, the monthly household income expenditure is applied to each estimated income range per the ECFRPC Methodology and is illustrated in *Appendix 24-2* and applied in following sections.

TABLE 24 - B.3 MONTHLY COST THRESHOLD – HOMEOWNERSHIP AND RENTAL						
	Annual Income		Monthly Income		Max 30% Monthly Housing Expense	
Very Low	Less than	\$43,600	Less than	\$3,633	Less than	\$1,090
Low	\$43,601	\$69,760	\$3,633	\$5,813	\$1,091	\$1,744
Moderate	\$69,761	\$104,640	\$5,814	\$8,720	\$1,745	\$2,616

Affordable Home Price Threshold Amounts

The process for collecting available for-sale housing is based upon actual current home sale transactions within the defined 20-minute drivetime geography, or gross "offering" price. In the case of for-sale housing, adjustments must be made for purchase financing terms (down payment, interest rate, and term of loan) as well as taxes, property insurance and mortgage insurance to derive affordability.

Assumptions associated with each of these adjustments are derived from various market-based factors as follows:

Financing Payment (Mortgage Principal and Interest): The financing payment (also referred to as principal and interest (P&I) applied to the varying income thresholds outline above is based upon a 6.14 percent interest rate (Bankrate.com, January 19, 2026), 30-year term and 5 percent downpayment (noting, that the average mortgage downpayment for first time home buyers in the US is actually 9 percent according to Bankrate.com).

Real Estate (Ad Valorem) Tax: The computation of ad valorem tax is based upon the applicable Unincorporated Miami Dade County 2026 millage rates (16.9335) and a Homestead exemption \$50,000, with the exception of the School districts which provide for a \$25,000 exemption.

Property/Liability Insurance: The Florida Office of Insurance Regulation (FOIR) provides an insurance comparison tool referred to as CHOICES: Homeowners Rate Comparison Tool. The resource effectively displays comparative insurance rates among providers in Florida and, as a specific benchmark, provides insurance premiums for a newly constructed home in Miami Dade County valued at \$300,000 (*Appendix 24-3*). There are 14 total providers and, to account for outliers, the two highest and lowest premiums have been removed, yielding a median annual insurance premium of \$7,027; or, \$23.32 per \$1,000 in value. For the City Park homeownership, this metric is utilized against the housing value thresholds assuming insurance coverage at 80 percent of total home value – which effectively excludes land.

Mortgage Insurance: With a 5 percent downpayment, mortgage insurance is required. In accordance with data published by The Mortgage Report, as well as discussion with local mortgage brokers, mortgage insurance generally ranges from 0.5 to 1.3 percent of the home value. The analysis herein utilizes 0.85.

The following table summarizes the homeownership costs for the maximum threshold of each income category as outlined above. Note, *Appendix 24-3* provides the estimated homeownership cost for each income category in the estimated wage range for City Park employment.

TABLE 24- B.4 ESTIMATED HOMEOWNERSHIP MONTHLY COSTS				
Income Category	Mortgage P&I	Adv Tax	Property Ins.	Mortg. Ins.
Very Low	\$686	\$107	\$194	\$83
Low	\$1,127	\$196	\$304	\$130
Moderate	\$1,702	\$310	\$460	\$196

Deducting the homeownership costs from the homeownership income thresholds results in the maximum affordable amounts for each respective household income category – as follows:

TABLE 24 – B.5				
AFFORDABLE HOMEOWNERSHIP MONTHLY THRESHOLD VALUES				
	Monthly Cost Threshold		Housing Value	
Very Low		\$1,090		\$124,500
Low	\$1,091	\$1,744	\$124,501	\$194,900
Moderate	\$1,745	\$2,616	\$194,901	\$294,300

Source: Lambert Advisory Calculation

Affordable Rent Price Threshold Amounts

Multifamily rental housing is ordinarily charged on a "net" basis, which excludes utilities. Accordingly, an adjustment to the affordable housing cost threshold is necessary to define the affordable monthly rent payment threshold for use in compiling the available inventory of affordable rental units. The utilities cost allowances used in the analysis shown in the table below are based on the information obtained from the Miami-Dade County Public Housing and Community Development Department.

TABLE 24 - B.6	
MONTHLY UTILITY ALLOWANCE	
Utility	Total Allowance
Efficiency	\$159
1's	\$174
2's	\$222
3's	\$276
Weighted. Avg.	\$200

Source: Miami Dade County Housing Department

At this point in time, there is no defined multifamily rental program as it relates to unit mix within the proposed City Park multifamily development. However, in general conformity with regional unit typology, the analysis herein assumes: Efficiency - 5 percent; One-bedroom - 45 percent; two-bedroom – 45 percent; and, three-unit bedroom – 5 percent. As a result, the weighted average utility cost is \$200. Reducing the rental income thresholds by the average utility allowance yields the “net” monthly rental rate by income cohort as follows:

TABLE 24 - B.7

AFFORDABLE "NET" RENT THRESHOLD VALUES		
	Net Monthly Cost Threshold	
Very Low	Less than	\$890
Low	\$891	\$1,544
Moderate	\$1,545	\$2,416

Source: Lambert Advisory calculation

As noted, the rent threshold for each income category is detailed in the *Appendix 24-2*.

Homeownership (For-Sale) and Rental Housing Supply

As set forth in the ECFRPC methodology, the supply of homeownership housing (affordable housing) is based upon housing sales within a 20-minute drivetime from City Park and recorded for the trailing 12-month period from December 1, 2024 to November 30, 2025 based upon the Miami Dade County Property Appraiser (MDCPA). Importantly, the analysis attempts to eliminate transactions not deemed qualified and/or “arms-length” or namely property sales below \$50,000 with the entire database included in *Appendix 24-4*. There was an approximate total of 4,462 home sales in the trailing 12-month period noted above and, as summarized below, there were 685 homes sale transactions within the affordable housing categories summarized in the Table below. *Appendix 24-5* provides the number of transactions (Housing Supply) within each income category and corresponding home value threshold in the RMA.

TABLE 24 - B.8 SUMMARY OF AFFORDABLE HOMEOWNERSHIP HOUSING SUPPLY				
Total Sales 12/01/24-11/30/25:		4,462		
	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	
	<i>Up to</i>			
	<u>\$124.5K</u>	<u>\$124.5K-\$194.9K</u>	<u>\$194.9K-\$294.3K</u>	Total
# Sales below:	53	154	478	685

Source: MDCPA

The supply of rental (affordable) housing is based upon a 20-minute drivetime from City Park utilizing Costar data that surveys an estimated 95+ percent of the rental product within the prescribed geography. The database includes vacant units by unit type as well as effective rent (by unit type) reported by the specific rental property. Importantly, for this analysis, the availability of vacant affordable units only considers one- and two-bedroom units which is the predominate mix of multifamily housing within City Park. It is important to note that the 20-minute drivetime area includes a total 31,500± multifamily rental units, with more than 7,000 units built since 2022. Moreover, there are more than 70 complexes comprising 10,000+ units that include rent-restricted (affordable units), with 2,667 rent restricted units (12 communities) built in the past 3 years alone. The market’s

overall current vacancy rate is 6.1 percent, or 1,920 total units currently available. The rental database is included in the *Appendix 24-5* and summarized in the following table. Note, *Appendix 24-6* provides the homeownership sales and rental unit availability by income cohort at City Park as set forth within the ECFRPC methodology and discussed above.

TABLE 24 - B.9				
SUMMARY OF AFFORDABLE RENTAL HOUSING SUPPLY				
Total Vacant Rental Units:	<i>(Existing & UC)</i>	3,026		
	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	
	<u>\$890</u>	<u>\$891-1,544</u>	<u>\$1,545-\$2,461</u>	Total
# Vacant Units (Existing)	54	288	797	1,139
# Units Under Construction	114	951	0	1,065
Total Rental Units	168	1,239	797	2,204

Source: Costar
(UC = Under Construction)

In addition to the existing affordable rental unit inventory, there are four new developments (1,120 total units) currently under-construction within the RMA all of which are anticipated to be completed within the next 6 to 12± months. Based upon each development's submission to either the Housing Financing Authority of Miami Dade County, Miami Dade County, or Florida Housing Finance Corporation, 1,065 units (out of the total 1,120 units) are long-term rent restricted units of which 114 units will be available to very-low income families (below 50 percent AMI) and 951 units available to low-income families (below 80% AMI) – as follows:

TABLE 24 – B.9.A			
AFFORDABLE MULTIFAMILY RENTAL UNDER-CONSTRUCTION IN RMA			
	Total Units	50% or below	80% or below
Ambar Station	576	29	547
Hibiscus Grove	270	27	189
Princeton Crossing	150	23	127
Village at Casa Familia	124	35	88
Total	1,120	114	951

Source: Housing Finance Authority Miami-Dade, Miami Dade County, FL Housing Finance Corporation

Based upon the inventory of affordable housing supply above, the ECFRPC Methodology provides for net available units allowing for a 5.0% vacancy rate for rental units and 2.5% reduction for substandard housing for for-sale units.

TABLE 24 - B.10			
NET AVAILABLE AFFORDABLE HOUSING UNITS			
<u>Income Category</u>	<u>Rental</u>	<u>For-sale</u>	<u>Total</u>
Available Units			
Very Low	168	53	221
Low	1,239	154	1,393
Moderate	797	478	1,275
	5% Vacant	2.5% Substandard	
Reductions			
Very Low	(8)	(1)	(10)
Low	(62)	(4)	(66)
Moderate	(40)	(12)	(52)
Net Available			
Very Low	160	52	211
Low	1,177	150	1,327
Moderate	757	466	1,223
TOTAL	2,094	668	2,762

As set forth above, considering vacant and substandard units reduces the total available affordable units among the affordable income thresholds from 2,889 to 2,762. Based upon the estimate of affordable housing demand by income cohort for City Park, with an evaluation of corresponding affordable supply within the market, indicates a deficit of affordable housing within the very low-income households, and a surplus of inventory for low- and moderate-income households.

TABLE 24 - B.11			
ESTIMATE SURPLUS/DEFICIT OF AFFORDABLE HOUSING			
<u>Income Category</u>	<u>Demand</u>	<u>Supply</u>	<u>Surplus/ (Deficit)</u>
Very Low	317	211	(106)
Low	764	1,327	563
Moderate	<u>999</u>	<u>1,223</u>	<u>225</u>
Total	2,080	2,762	682

Source: Lambert Advisory Calculation

Finally, the ECFRPC Methodology specifies that any deficit is considered significant if it exceeds 5 percent of the residential threshold for the DRI, which is 3,000 units in Miami Dade County; or, in this case 150 units total units (3,000 x 5.0%).

As noted in Table 24.B11 above, the DRI threshold units would be applied to the areas of deficit supply which is 106 units of very-low income households. As a result, the housing supply deficit is fully mitigated in all categories. In addition to the DRI threshold allowance, the calculation for affordable housing need at City Park is also provided an On-Site Reduction Factor as part of the “capacity methodology” associated with mixed-use development within the ADA and provides for a reduction of 1.5 times the number of affordable housing deficit units. For City Park, this factor does not apply given the surplus in affordable housing supply. Table 24 - B.12 provides a summary of the Estimate of Surplus/(Deficit) of Affordable Housing need per the ECFRPC Methodology for the City Park DRI which effectively indicates no deficit in affordable housing need.

TABLE 24 - B.12 ESTIMATE OF SURPLUS/(DEFICIT) OF AFFORDABLE HOUSING W/MITIGATION AND MULTIPLIER ALLOWANCE							
<u>Income</u> <u>Category</u>	Demand	Supply	Deficit	Significant Threshold*	Net b/f Onsite Reduction	Onsite Reduction Factor (1.5)	Net Surplus/(Deficit)
Very Low	317	211	(106)	106	0	0	0
Low	764	1,327	563		563	0	563
Moderate	999	1,223	225		225	0	225
Total	2,080	2,762	682	106	788	0	788

* Significant Threshold for Miami Dade County is 5% of 3,000 units; or, up to 150 units

APPENDIX 24-1
EMPLOYEE WAGE DISTRIBUTION BY USE

Retail/Household Workers

Miami Dade County FHFC - Median Household Income:

\$87,200

2,703 Jobs

	Wage Ranges		Midpoint	No. of Employees	Total Wages	Head of Household		Income	Multi Worker	Income	
	Minimum Wage	Maximum Wage				Household	Single Worker				
50% <i>Very Low Income</i> (less than \$43,600)	\$29,120	\$31,619	\$29,120	216	\$6,296,909	110	40	\$29,120	70	\$52,416	8.00%
	\$31,620	\$34,119	\$30,370	216	\$6,567,101	110	40	\$30,370	70	\$54,665	8.00%
	\$34,120	\$36,619	\$32,870	216	\$7,107,701	110	40	\$32,870	70	\$59,165	8.00%
	\$36,620	\$39,119	\$35,370	243	\$8,604,338	124	45	\$35,370	79	\$63,665	9.00%
	\$39,120	\$41,619	\$37,870	216	\$8,188,901	110	40	\$37,870	70	\$68,165	8.00%
	\$41,620	\$43,600	\$40,370	189	\$7,638,313	96	35	\$40,370	61	\$72,665	7.00%
			\$42,610	189	\$8,062,238	96	35	\$42,610	61	\$76,698	7.00%
80% <i>Low Income</i> (\$43,601 - \$69,760)	\$43,601	\$46,100	\$44,851	162	\$7,273,854	75	33	\$44,851	42	\$80,731	6.00%
	\$46,101	\$48,600	\$47,351	135	\$6,399,420	63	27	\$47,351	35	\$85,231	5.00%
	\$48,601	\$51,100	\$49,851	162	\$8,084,754	75	33	\$49,851	42	\$89,731	6.00%
	\$51,101	\$53,600	\$52,351	135	\$7,075,170	63	27	\$52,351	35	\$94,231	5.00%
	\$53,601	\$56,100	\$54,851	54	\$2,965,218	25	11	\$54,851	14	\$98,731	2.00%
	\$56,101	\$58,600	\$57,351	54	\$3,100,368	25	11	\$57,351	14	\$103,231	2.00%
	\$58,601	\$61,100	\$59,851	54	\$3,235,518	25	11	\$59,851	14	\$107,731	2.00%
	\$61,101	\$63,600	\$62,351	41	\$2,528,001	19	8	\$62,351	11	\$112,231	1.50%
	\$63,601	\$66,100	\$64,851	27	\$1,752,909	13	5	\$64,851	7	\$116,731	1.00%
	\$66,101	\$68,600	\$67,351	27	\$1,820,484	13	5	\$67,351	7	\$121,231	1.00%
	\$68,601	\$69,760	\$69,181	27	\$1,869,949	13	5	\$69,181	7	\$124,525	1.00%
120% <i>Moderate Income</i> ((\$69,761 - \$104,640)	\$69,761	\$72,260	\$71,011	27	\$1,919,414	11	5	\$71,011	7	\$127,819	1.00%
	\$72,261	\$74,760	\$73,511	27	\$1,986,989	11	5	\$73,511	7	\$132,319	1.00%
	\$74,761	\$77,260	\$76,011	27	\$2,054,564	11	5	\$76,011	7	\$136,819	1.00%
	\$77,261	\$79,760	\$78,511	19	\$1,485,497	8	3	\$78,511	5	\$141,319	0.70%
	\$79,761	\$82,260	\$81,011	16	\$1,313,828	7	3	\$81,011	4	\$145,819	0.60%
	\$82,261	\$84,760	\$83,511	14	\$1,128,644	6	2	\$83,511	3	\$150,319	0.50%
	\$84,761	\$87,260	\$86,011	11	\$929,946	5	2	\$86,011	3	\$154,819	0.40%
	\$87,261	\$89,760	\$88,511	8	\$717,732	3	1	\$88,511	2	\$159,319	0.30%
	\$89,761	\$92,260	\$91,011	5	\$492,003	2	1	\$91,011	1	\$163,819	0.20%
	\$92,261	\$94,760	\$93,511	3	\$252,759	1	0	\$93,511	1	\$168,319	0.10%
	\$94,761	\$97,260	\$96,011	3	\$259,516	1	0	\$96,011	1	\$172,819	0.10%
	\$97,261	\$99,760	\$98,511	3	\$266,274	1	0	\$98,511	1	\$177,319	0.10%
	\$99,761	\$102,260	\$101,011	3	\$273,031	1	0	\$101,011	1	\$181,819	0.10%
	\$102,261	\$104,640	\$103,451	3	\$279,627	1	0	\$103,451	1	\$186,211	0.10%
Middle Income	\$104,641		\$113,361	170	\$19,304,046	72	31		41		6.3%
Total - Employees and Wages (City Park)				2,703	\$131,235,015	\$48,552					
Total - Employee and Wages (Base)				2,703	\$131,997,221	\$48,834 (see below)					

Headship Rates - Miami Dade County*

			Single Work HH			Multi Worker HH		
<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>
50.9%	46.3%	42.2%	36.5%	43.8%	42.9%	63.5%	56.2%	57.1%

(*Source: ASC 2019-2023, PUMS)

Average Retail Wage (NAICS 44-45):	\$50,320	0.8	2,162	\$108,811,968
Accom., Food Service (NAICS 72):	\$42,888	0.2	541	\$23,185,253
	\$48,834		2,703	\$131,997,221

 Additional Income - Multi Worker HH: 80.0%
 (Source: Institute for Family Studies)

Summary	
	Total
Very Low	276
Low	536
Moderate	336
Total	1,148

Office

Miami Dade County FHFC - Median Household Income:

\$87,200

3,621

				No. of		Head of					
	Wage Ranges	Wage Ranges	Midpoint	Employees	Total Wages	Household	Single Worker	Income	Multi Worker	Income	
50% Very Low Income	Minimum Wage	Maximum Wage	\$29,120	7	\$210,887	4	1	\$29,120	2	\$52,416	0.20%
(less than \$43,600)	\$29,120	\$31,619	\$30,370	9	\$274,920	5	2	\$30,370	3	\$54,665	0.25%
	\$31,620	\$34,119	\$32,870	10	\$327,306	5	2	\$32,870	3	\$59,165	0.28%
	\$34,120	\$36,619	\$35,370	11	\$371,412	5	2	\$35,370	3	\$63,665	0.29%
	\$36,620	\$39,119	\$37,870	11	\$411,376	6	2	\$37,870	4	\$68,165	0.30%
	\$39,120	\$41,619	\$40,370	13	\$511,623	6	2	\$40,370	4	\$72,665	0.35%
	\$41,620	\$43,600	\$42,610	14	\$617,163	7	3	\$42,610	5	\$76,698	0.40%
80% Low Income	\$43,601	\$46,100	\$44,851	14	\$649,615	7	3	\$44,851	4	\$80,731	0.40%
(\$43,601 - \$69,760)	\$46,101	\$48,600	\$47,351	18	\$857,281	8	4	\$47,351	5	\$85,231	0.50%
	\$48,601	\$51,100	\$49,851	22	\$1,083,052	10	4	\$49,851	6	\$89,731	0.60%
	\$51,101	\$53,600	\$52,351	25	\$1,326,928	12	5	\$52,351	7	\$94,231	0.70%
	\$53,601	\$56,100	\$54,851	29	\$1,588,909	13	6	\$54,851	8	\$98,731	0.80%
	\$56,101	\$58,600	\$57,351	33	\$1,868,995	15	7	\$57,351	8	\$103,231	0.90%
	\$58,601	\$61,100	\$59,851	36	\$2,167,187	17	7	\$59,851	9	\$107,731	1.00%
	\$61,101	\$63,600	\$62,351	40	\$2,483,483	18	8	\$62,351	10	\$112,231	1.10%
	\$63,601	\$66,100	\$64,851	43	\$2,817,884	20	9	\$64,851	11	\$116,731	1.20%
	\$66,101	\$68,600	\$67,351	36	\$2,438,762	17	7	\$67,351	9	\$121,231	1.00%
	\$68,601	\$69,760	\$69,181	36	\$2,505,026	17	7	\$69,181	9	\$124,525	1.00%
120% Moderate Income	\$69,761	\$72,260	\$71,011	100	\$7,071,048	42	18	\$71,011	24	\$127,819	2.75%
(\$69,761 - \$104,640)	\$72,261	\$74,760	\$73,511	113	\$8,304,863	48	20	\$73,511	27	\$132,319	3.12%
	\$74,761	\$77,260	\$76,011	126	\$9,605,667	53	23	\$76,011	30	\$136,819	3.49%
	\$77,261	\$79,760	\$78,511	140	\$10,973,460	59	25	\$78,511	34	\$141,319	3.86%
	\$79,761	\$82,260	\$81,011	153	\$12,408,241	65	28	\$81,011	37	\$145,819	4.23%
	\$82,261	\$84,760	\$83,511	167	\$13,910,010	70	30	\$83,511	40	\$150,319	4.60%
	\$84,761	\$87,260	\$86,011	180	\$15,478,768	76	33	\$86,011	43	\$154,819	4.97%
	\$87,261	\$89,760	\$88,511	193	\$17,114,514	82	35	\$88,511	47	\$159,319	5.34%
	\$89,761	\$92,260	\$91,011	207	\$18,817,249	87	37	\$91,011	50	\$163,819	5.71%
	\$92,261	\$94,760	\$93,511	220	\$20,586,972	93	40	\$93,511	53	\$168,319	6.08%
	\$94,761	\$97,260	\$96,011	181	\$17,382,701	76	33	\$96,011	44	\$172,819	5.00%
	\$97,261	\$99,760	\$98,511	181	\$17,835,326	76	33	\$98,511	44	\$177,319	5.00%
	\$99,761	\$102,260	\$101,011	145	\$14,630,361	61	26	\$101,011	35	\$181,819	4.00%
	\$102,261	\$104,640	\$103,451	109	\$11,237,828	46	20	\$103,451	26	\$186,211	3.00%
Middle Income	\$104,641		\$113,361	999	\$113,230,459	422	181		241		27.6%
Total - Employees and Wages (City Park)				3,621	\$331,099,275		\$91,439				
Total - Employee and Wages (Base)				3,621	\$338,621,436		\$93,516				

Headship Rates - Miami Dade County*

Very Low	Low	Moderate
50.9%	46.3%	42.2%

(*Source: ASC 2019-2023, PUMS)

Single Work HH

Very Low	Low	Moderate
36.5%	43.8%	42.9%

Multi Worker HH

Very Low	Low	Moderate
63.5%	56.2%	57.1%

Avg. Professional, Bus. Services Wage (NAICS 1024):

\$93,516

Additional Income - Multi Worker HH: 80.0%
(Source: Institute for Family Studies)

Summary

	Total
Very Low	14
Low	83
Moderate	446
Total	543

Industrial

Miami Dade County FHFC - Median Household Income:

\$87,200

1,141 Jobs

		Wage Ranges		No. of		Head of						
		Minimum Wage	Maximum Wage	Midpoint	Employees	Total Wages	Household	Single Worker	Income	Multi Worker	Income	
50% <i>Very Low Income</i> <i>(less than \$43,600)</i>		\$29,120	\$31,619	\$30,370	15	\$450,471	8	3	\$30,370	5	\$54,665	1.30%
		\$31,620	\$34,119	\$32,870	15	\$506,305	8	3	\$32,870	5	\$59,165	1.35%
		\$34,120	\$36,619	\$35,370	16	\$564,992	8	3	\$35,370	5	\$63,665	1.40%
		\$36,620	\$39,119	\$37,870	16	\$604,927	8	3	\$37,870	5	\$68,165	1.40%
		\$39,120	\$41,619	\$40,370	17	\$667,893	8	3	\$40,370	5	\$72,665	1.45%
		\$41,620	\$43,600	\$42,610	17	\$729,270	9	3	\$42,610	6	\$76,698	1.50%
80% <i>Low Income</i> <i>(\$43,601 - \$69,760)</i>		\$43,601	\$46,100	\$44,851	20	\$895,552	9	4	\$44,851	5	\$80,731	1.75%
		\$46,101	\$48,600	\$47,351	22	\$1,018,407	10	4	\$47,351	6	\$85,231	1.89%
		\$48,601	\$51,100	\$49,851	23	\$1,137,588	11	5	\$49,851	6	\$89,731	2.00%
		\$51,101	\$53,600	\$52,351	24	\$1,275,277	11	5	\$52,351	6	\$94,231	2.14%
		\$53,601	\$56,100	\$54,851	26	\$1,420,666	12	5	\$54,851	7	\$98,731	2.27%
		\$56,101	\$58,600	\$57,351	27	\$1,573,758	13	6	\$57,351	7	\$103,231	2.41%
		\$58,601	\$61,100	\$59,851	29	\$1,734,551	13	6	\$59,851	8	\$107,731	2.54%
		\$61,101	\$63,600	\$62,351	31	\$1,903,046	14	6	\$62,351	8	\$112,231	2.68%
		\$63,601	\$66,100	\$64,851	32	\$2,079,243	15	7	\$64,851	8	\$116,731	2.81%
		\$66,101	\$68,600	\$67,351	34	\$2,305,408	16	7	\$67,351	9	\$121,231	3.00%
		\$68,601	\$69,760	\$69,181	34	\$2,368,049	16	7	\$69,181	9	\$124,525	3.00%
120% <i>Moderate Income</i> <i>(\$69,761 - \$104,640)</i>		\$69,761	\$72,260	\$71,011	57	\$4,051,149	24	10	\$71,011	14	\$127,819	5.00%
		\$72,261	\$74,760	\$73,511	68	\$5,032,529	29	12	\$73,511	16	\$132,319	6.00%
		\$74,761	\$77,260	\$76,011	80	\$6,070,959	34	14	\$76,011	19	\$136,819	7.00%
		\$77,261	\$79,760	\$78,511	91	\$7,166,438	39	17	\$78,511	22	\$141,319	8.00%
		\$79,761	\$82,260	\$81,011	91	\$7,394,638	39	17	\$81,011	22	\$145,819	8.00%
		\$82,261	\$84,760	\$83,511	68	\$5,717,129	29	12	\$83,511	16	\$150,319	6.00%
		\$84,761	\$87,260	\$86,011	57	\$4,906,899	24	10	\$86,011	14	\$154,819	5.00%
		\$87,261	\$89,760	\$88,511	46	\$4,039,619	19	8	\$88,511	11	\$159,319	4.00%
		\$89,761	\$92,260	\$91,011	34	\$3,115,289	14	6	\$91,011	8	\$163,819	3.00%
		\$92,261	\$94,760	\$93,511	23	\$2,133,910	10	4	\$93,511	5	\$168,319	2.00%
		\$94,761	\$97,260	\$96,011	11	\$1,095,480	5	2	\$96,011	3	\$172,819	1.00%
		\$97,261	\$99,760	\$98,511	11	\$1,124,005	5	2	\$98,511	3	\$177,319	1.00%
		\$99,761	\$102,260	\$101,011	6	\$576,265	2	1	\$101,011	1	\$181,819	0.50%
		\$102,261	\$104,640	\$103,451	6	\$590,185	2	1	\$103,451	1	\$186,211	0.50%
	Middle Income	\$104,641		\$113,361	79	\$8,963,562	33	14		19		6.9%
Total - Employees and Wages (City Park)					1,141	\$83,612,173	\$73,280					
Total - Employee and Wages (Base)					1,141	\$87,697,260	\$76,860					

Headship Rates - Miami Dade County*

Very Low	Low	Moderate
50.9%	46.3%	42.2%

(*Source: ASC 2019-2023, PUMS)

Single Work HH

Very Low	Low	Moderate
36.5%	43.8%	42.9%

Multi Worker HH

Very Low	Low	Moderate
63.5%	56.2%	57.1%

Avg. Transport., Warehousing Wage (NAICS 48-49):

\$76,860

Additional Income - Multi Worker HH:

80.0%

(Source: Institute for Family Studies)

Summary

	Total
Very Low	20
Low	86
Moderate	166
Total	272

Education

Miami Dade County FHFC - Median Household Income:

\$87,200

358 Jobs

	Wage Ranges		Midpoint	No. of Employees	Total Wages	Head of Household		Income	Multi Worker	Income	
	Minimum Wage	Maximum Wage				Household	Single Worker				
50% Very Low Income (less than \$43,600)	\$29,120	\$31,619	\$29,120	4	\$104,250	2	1	\$29,120	1	\$52,416	1.00%
	\$31,620	\$34,119	\$30,370	4	\$108,723	2	1	\$30,370	1	\$54,665	1.00%
	\$34,120	\$36,619	\$32,870	4	\$117,673	2	1	\$32,870	1	\$59,165	1.00%
	\$36,620	\$39,119	\$35,370	5	\$189,934	3	1	\$35,370	2	\$63,665	1.50%
	\$39,120	\$41,619	\$37,870	6	\$237,252	3	1	\$37,870	2	\$68,165	1.75%
	\$41,620	\$43,600	\$40,370	7	\$289,046	4	1	\$40,370	2	\$72,665	2.00%
			\$42,610	7	\$305,088	4	1	\$42,610	2	\$76,698	2.00%
Low Income											
80% (\$43,601 - \$69,760)	\$43,601	\$46,100	\$44,851	14	\$642,259	7	3	\$44,851	4	\$80,731	4.00%
	\$46,101	\$48,600	\$47,351	18	\$847,574	8	4	\$47,351	5	\$85,231	5.00%
	\$48,601	\$51,100	\$49,851	25	\$1,249,254	12	5	\$49,851	7	\$89,731	7.00%
	\$51,101	\$53,600	\$52,351	25	\$1,311,904	12	5	\$52,351	7	\$94,231	7.00%
	\$53,601	\$56,100	\$54,851	25	\$1,374,554	12	5	\$54,851	7	\$98,731	7.00%
	\$56,101	\$58,600	\$57,351	25	\$1,437,204	12	5	\$57,351	7	\$103,231	7.00%
	\$58,601	\$61,100	\$59,851	25	\$1,499,854	12	5	\$59,851	7	\$107,731	7.00%
	\$61,101	\$63,600	\$62,351	29	\$1,785,718	13	6	\$62,351	7	\$112,231	8.00%
	\$63,601	\$66,100	\$64,851	29	\$1,857,318	13	6	\$64,851	7	\$116,731	8.00%
	\$66,101	\$68,600	\$67,351	21	\$1,446,689	10	4	\$67,351	6	\$121,231	6.00%
	\$68,601	\$69,760	\$69,181	18	\$1,238,331	8	4	\$69,181	5	\$124,525	5.00%
120% Moderate Income (\$69,761 - \$104,640)	\$69,761	\$72,260	\$71,011	18	\$1,271,088	8	3	\$71,011	4	\$127,819	5.00%
	\$72,261	\$74,760	\$73,511	11	\$789,503	5	2	\$73,511	3	\$132,319	3.00%
	\$74,761	\$77,260	\$76,011	7	\$544,235	3	1	\$76,011	2	\$136,819	2.00%
	\$77,261	\$79,760	\$78,511	4	\$281,068	2	1	\$78,511	1	\$141,319	1.00%
	\$79,761	\$82,260	\$81,011	4	\$290,018	2	1	\$81,011	1	\$145,819	1.00%
	\$82,261	\$84,760	\$83,511	4	\$298,968	2	1	\$83,511	1	\$150,319	1.00%
	\$84,761	\$87,260	\$86,011	4	\$304,838	1	1	\$86,011	1	\$154,819	0.99%
	\$87,261	\$89,760	\$88,511	4	\$310,530	1	1	\$88,511	1	\$159,319	0.98%
	\$89,761	\$92,260	\$91,011	3	\$316,043	1	1	\$91,011	1	\$163,819	0.97%
	\$92,261	\$94,760	\$93,511	2	\$167,384	1	0	\$93,511	0	\$168,319	0.50%
	\$94,761	\$97,260	\$96,011	2	\$171,859	1	0	\$96,011	0	\$172,819	0.50%
	\$97,261	\$99,760	\$98,511	2	\$176,334	1	0	\$98,511	0	\$177,319	0.50%
	\$99,761	\$102,260	\$101,011	2	\$180,809	1	0	\$101,011	0	\$181,819	0.50%
	\$102,261	\$104,640	\$103,451	2	\$185,176	1	0	\$103,451	0	\$186,211	0.50%
Middle Income	\$104,641		\$113,361	1	\$125,807	0	0		0		0.3%
Total - Employees and Wages (City Park)				358	\$21,456,282		\$59,934				
Total - Employee and Wages (Base)				358	\$21,077,608		\$58,876				

Headship Rates - Miami Dade County*

<u>Very Low</u>	<u>Low</u>	<u>Moderate</u>
50.9%	46.3%	42.2%

(*Source: ASC 2019-2023, PUMS)

Single Work HH

<u>Very Low</u>	<u>Low</u>	<u>Moderate</u>
36.5%	43.8%	42.9%

Multi Worker HH

<u>Very Low</u>	<u>Low</u>	<u>Moderate</u>
63.5%	56.2%	57.1%

Avg. Education Services Wage (NAICS 48-49):

\$58,876

Additional Income - Multi Worker HH:

80.0%

(Source: Institute for Family Studies)

Summary

	Total
Very Low	7
Low	59
Moderate	51
Total	117

APPENDIX 24-2
ESTIMATED HOMEOWNERSHIP COST BY INCOME COHORT

RETAIL							
# HH's	Income	Rent	Mo Pmt	Less T&I	Mortgage	Value	
40	\$29,120	\$528	\$728	\$259	\$77,065	\$81,121	\$469
40	\$30,370	\$559	\$759	\$270	\$80,371	\$84,601	\$489
40	\$32,870	\$622	\$822	\$292	\$86,987	\$91,566	\$529
45	\$35,370	\$684	\$884	\$315	\$93,603	\$98,530	\$570
40	\$37,870	\$747	\$947	\$337	\$100,220	\$105,494	\$610
35	\$40,370	\$809	\$1,009	\$359	\$106,836	\$112,459	\$650
35	\$42,610	\$865	\$1,065	\$379	\$112,765	\$118,700	\$686
33	\$44,851	\$921	\$1,121	\$399	\$118,694	\$124,942	\$722
27	\$47,351	\$984	\$1,184	\$421	\$125,311	\$131,906	\$763
33	\$49,851	\$1,046	\$1,246	\$443	\$131,927	\$138,870	\$803
27	\$52,351	\$1,109	\$1,309	\$466	\$138,543	\$145,835	\$843
70	\$52,416	\$1,110	\$1,310	\$466	\$138,716	\$146,017	\$844
70	\$54,665	\$1,167	\$1,367	\$486	\$144,668	\$152,282	\$880
11	\$54,851	\$1,171	\$1,371	\$488	\$145,159	\$152,799	\$883
11	\$57,351	\$1,234	\$1,434	\$510	\$151,775	\$159,763	\$924
70	\$59,165	\$1,279	\$1,479	\$526	\$156,577	\$164,818	\$953
11	\$59,851	\$1,296	\$1,496	\$532	\$158,391	\$166,728	\$964
8	\$62,351	\$1,359	\$1,559	\$555	\$165,007	\$173,692	\$1,004
79	\$63,665	\$1,392	\$1,592	\$566	\$168,486	\$177,354	\$1,025
5	\$64,851	\$1,421	\$1,621	\$577	\$171,623	\$180,656	\$1,044
5	\$67,351	\$1,484	\$1,684	\$599	\$178,240	\$187,621	\$1,085
70	\$68,165	\$1,504	\$1,704	\$606	\$180,395	\$189,890	\$1,098
5	\$69,181	\$1,530	\$1,730	\$615	\$183,083	\$192,718	\$1,114
5	\$71,011	\$1,575	\$1,775	\$632	\$187,926	\$197,816	\$1,144
61	\$72,665	\$1,617	\$1,817	\$646	\$192,304	\$202,426	\$1,170
5	\$73,511	\$1,638	\$1,838	\$654	\$194,542	\$204,781	\$1,184
5	\$76,011	\$1,700	\$1,900	\$676	\$201,158	\$211,745	\$1,224
61	\$76,698	\$1,717	\$1,917	\$682	\$202,977	\$213,660	\$1,235
3	\$78,511	\$1,763	\$1,963	\$698	\$207,774	\$218,709	\$1,264
42	\$80,731	\$1,818	\$2,018	\$718	\$213,650	\$224,895	\$1,300
3	\$81,011	\$1,825	\$2,025	\$721	\$214,390	\$225,674	\$1,305
2	\$83,511	\$1,888	\$2,088	\$743	\$221,006	\$232,638	\$1,345
35	\$85,231	\$1,931	\$2,131	\$758	\$225,559	\$237,431	\$1,373
2	\$86,011	\$1,950	\$2,150	\$765	\$227,622	\$239,602	\$1,385
1	\$88,511	\$2,013	\$2,213	\$787	\$234,238	\$246,567	\$1,426
42	\$89,731	\$2,043	\$2,243	\$798	\$237,468	\$249,966	\$1,445
1	\$91,011	\$2,075	\$2,275	\$809	\$240,854	\$253,531	\$1,466
0	\$93,511	\$2,138	\$2,338	\$832	\$247,471	\$260,495	\$1,506
35	\$94,231	\$2,156	\$2,356	\$838	\$249,377	\$262,502	\$1,518
0	\$96,011	\$2,200	\$2,400	\$854	\$254,087	\$267,460	\$1,546
0	\$98,511	\$2,263	\$2,463	\$876	\$260,703	\$274,424	\$1,587
14	\$98,731	\$2,268	\$2,468	\$878	\$261,286	\$275,038	\$1,590
0	\$101,011	\$2,325	\$2,525	\$898	\$267,319	\$281,388	\$1,627
14	\$103,231	\$2,381	\$2,581	\$918	\$273,195	\$287,574	\$1,663
0	\$103,451	\$2,386	\$2,586	\$920	\$273,776	\$288,186	\$1,666

OFFICE							
# HH's	Income	Rent	Mo Pmt	Less T&I	Mortgage	Value	
1	\$29,120	\$528	\$728	\$259	\$77,065	\$81,121	\$469
2	\$30,370	\$559	\$759	\$270	\$80,371	\$84,601	\$489
2	\$32,870	\$622	\$822	\$292	\$86,987	\$91,566	\$529
2	\$35,370	\$684	\$884	\$315	\$93,603	\$98,530	\$570
2	\$37,870	\$747	\$947	\$337	\$100,220	\$105,494	\$610
2	\$40,370	\$809	\$1,009	\$359	\$106,836	\$112,459	\$650
3	\$42,610	\$865	\$1,065	\$379	\$112,765	\$118,700	\$686
3	\$44,851	\$921	\$1,121	\$399	\$118,694	\$124,942	\$722
4	\$47,351	\$984	\$1,184	\$421	\$125,311	\$131,906	\$763
4	\$49,851	\$1,046	\$1,246	\$443	\$131,927	\$138,870	\$803
5	\$52,351	\$1,109	\$1,309	\$466	\$138,543	\$145,835	\$843
2	\$52,416	\$1,110	\$1,310	\$466	\$138,716	\$146,017	\$844
3	\$54,665	\$1,167	\$1,367	\$486	\$144,668	\$152,282	\$880
6	\$54,851	\$1,171	\$1,371	\$488	\$145,159	\$152,799	\$883
7	\$57,351	\$1,234	\$1,434	\$510	\$151,775	\$159,763	\$924
3	\$59,165	\$1,279	\$1,479	\$526	\$156,577	\$164,818	\$953
7	\$59,851	\$1,296	\$1,496	\$532	\$158,391	\$166,728	\$964
8	\$62,351	\$1,359	\$1,559	\$555	\$165,007	\$173,692	\$1,004
3	\$63,665	\$1,392	\$1,592	\$566	\$168,486	\$177,354	\$1,025
9	\$64,851	\$1,421	\$1,621	\$577	\$171,623	\$180,656	\$1,044
7	\$67,351	\$1,484	\$1,684	\$599	\$178,240	\$187,621	\$1,085
4	\$68,165	\$1,504	\$1,704	\$606	\$180,395	\$189,890	\$1,098
7	\$69,181	\$1,530	\$1,730	\$615	\$183,083	\$192,718	\$1,114
18	\$71,011	\$1,575	\$1,775	\$632	\$187,926	\$197,816	\$1,144
4	\$72,665	\$1,617	\$1,817	\$646	\$192,304	\$202,426	\$1,170
20	\$73,511	\$1,638	\$1,838	\$654	\$194,542	\$204,781	\$1,184
23	\$76,011	\$1,700	\$1,900	\$676	\$201,158	\$211,745	\$1,224
5	\$76,698	\$1,717	\$1,917	\$682	\$202,977	\$213,660	\$1,235
25	\$78,511	\$1,763	\$1,963	\$698	\$207,774	\$218,709	\$1,264
4	\$80,731	\$1,818	\$2,018	\$718	\$213,650	\$224,895	\$1,300
28	\$81,011	\$1,825	\$2,025	\$721	\$214,390	\$225,674	\$1,305
30	\$83,511	\$1,888	\$2,088	\$743	\$221,006	\$232,638	\$1,345
5	\$85,231	\$1,931	\$2,131	\$758	\$225,559	\$237,431	\$1,373
33	\$86,011	\$1,950	\$2,150	\$765	\$227,622	\$239,602	\$1,385
35	\$88,511	\$2,013	\$2,213	\$787	\$234,238	\$246,567	\$1,426
6	\$89,731	\$2,043	\$2,243	\$798	\$237,468	\$249,966	\$1,445
37	\$91,011	\$2,075	\$2,275	\$809	\$240,854	\$253,531	\$1,466
40	\$93,511	\$2,138	\$2,338	\$832	\$247,471	\$260,495	\$1,506
7	\$94,231	\$2,156	\$2,356	\$838	\$249,377	\$262,502	\$1,518
33	\$96,011	\$2,200	\$2,400	\$854	\$254,087	\$267,460	\$1,546
33	\$98,511	\$2,263	\$2,463	\$876	\$260,703	\$274,424	\$1,587
8	\$98,731	\$2,268	\$2,468	\$878	\$261,286	\$275,038	\$1,590
26	\$101,011	\$2,325	\$2,525	\$898	\$267,319	\$281,388	\$1,627
8	\$103,451	\$2,386	\$2,586	\$920	\$273,776	\$288,186	\$1,666
20	\$103,231	\$2,381	\$2,581	\$918	\$273,195	\$287,574	\$1,663

INDUSTRIAL

# HH's	Income	Rent	Mo Pmt	Less T&I	Mortgage	Value	
3	\$29,120	\$528	\$728	\$259	\$77,065	\$81,121	\$469
3	\$30,370	\$559	\$759	\$270	\$80,371	\$84,601	\$489
3	\$32,870	\$622	\$822	\$292	\$86,987	\$91,566	\$529
3	\$35,370	\$684	\$884	\$315	\$93,603	\$98,530	\$570
3	\$37,870	\$747	\$947	\$337	\$100,220	\$105,494	\$610
3	\$40,370	\$809	\$1,009	\$359	\$106,836	\$112,459	\$650
3	\$42,610	\$865	\$1,065	\$379	\$112,765	\$118,700	\$686
4	\$44,851	\$921	\$1,121	\$399	\$118,694	\$124,942	\$722
4	\$47,351	\$984	\$1,184	\$421	\$125,311	\$131,906	\$763
5	\$49,851	\$1,046	\$1,246	\$443	\$131,927	\$138,870	\$803
5	\$52,351	\$1,109	\$1,309	\$466	\$138,543	\$145,835	\$843
4	\$52,416	\$1,110	\$1,310	\$466	\$138,716	\$146,017	\$844
5	\$54,665	\$1,167	\$1,367	\$486	\$144,668	\$152,282	\$880
5	\$54,851	\$1,171	\$1,371	\$488	\$145,159	\$152,799	\$883
6	\$57,351	\$1,234	\$1,434	\$510	\$151,775	\$159,763	\$924
5	\$59,165	\$1,279	\$1,479	\$526	\$156,577	\$164,818	\$953
6	\$59,851	\$1,296	\$1,496	\$532	\$158,391	\$166,728	\$964
6	\$62,351	\$1,359	\$1,559	\$555	\$165,007	\$173,692	\$1,004
5	\$63,665	\$1,392	\$1,592	\$566	\$168,486	\$177,354	\$1,025
7	\$64,851	\$1,421	\$1,621	\$577	\$171,623	\$180,656	\$1,044
7	\$67,351	\$1,484	\$1,684	\$599	\$178,240	\$187,621	\$1,085
5	\$68,165	\$1,504	\$1,704	\$606	\$180,395	\$189,890	\$1,098
7	\$69,181	\$1,530	\$1,730	\$615	\$183,083	\$192,718	\$1,114
10	\$71,011	\$1,575	\$1,775	\$632	\$187,926	\$197,816	\$1,144
5	\$72,665	\$1,617	\$1,817	\$646	\$192,304	\$202,426	\$1,170
12	\$73,511	\$1,638	\$1,838	\$654	\$194,542	\$204,781	\$1,184
14	\$76,011	\$1,700	\$1,900	\$676	\$201,158	\$211,745	\$1,224
6	\$76,698	\$1,717	\$1,917	\$682	\$202,977	\$213,660	\$1,235
17	\$78,511	\$1,763	\$1,963	\$698	\$207,774	\$218,709	\$1,264
5	\$80,731	\$1,818	\$2,018	\$718	\$213,650	\$224,895	\$1,300
17	\$81,011	\$1,825	\$2,025	\$721	\$214,390	\$225,674	\$1,305
12	\$83,511	\$1,888	\$2,088	\$743	\$221,006	\$232,638	\$1,345
6	\$85,231	\$1,931	\$2,131	\$758	\$225,559	\$237,431	\$1,373
10	\$86,011	\$1,950	\$2,150	\$765	\$227,622	\$239,602	\$1,385
8	\$88,511	\$2,013	\$2,213	\$787	\$234,238	\$246,567	\$1,426
6	\$89,731	\$2,043	\$2,243	\$798	\$237,468	\$249,966	\$1,445
6	\$91,011	\$2,075	\$2,275	\$809	\$240,854	\$253,531	\$1,466
4	\$93,511	\$2,138	\$2,338	\$832	\$247,471	\$260,495	\$1,506
6	\$94,231	\$2,156	\$2,356	\$838	\$249,377	\$262,502	\$1,518
2	\$96,011	\$2,200	\$2,400	\$854	\$254,087	\$267,460	\$1,546
2	\$98,511	\$2,263	\$2,463	\$876	\$260,703	\$274,424	\$1,587
7	\$98,731	\$2,268	\$2,468	\$878	\$261,286	\$275,038	\$1,590
1	\$101,011	\$2,325	\$2,525	\$898	\$267,319	\$281,388	\$1,627
7	\$103,451	\$2,386	\$2,586	\$920	\$273,776	\$288,186	\$1,666
1	\$103,231	\$2,381	\$2,581	\$918	\$273,195	\$287,574	\$1,663

EDUCATION

# HH's	Income	Rent	Mo Pmt	Less T&I	Mortgage	Value	
1	\$29,120	\$528	\$728	\$259	\$77,065	\$81,121	\$469
1	\$30,370	\$559	\$759	\$270	\$80,371	\$84,601	\$489
1	\$32,870	\$622	\$822	\$292	\$86,987	\$91,566	\$529
1	\$35,370	\$684	\$884	\$315	\$93,603	\$98,530	\$570
1	\$37,870	\$747	\$947	\$337	\$100,220	\$105,494	\$610
1	\$40,370	\$809	\$1,009	\$359	\$106,836	\$112,459	\$650
1	\$42,610	\$865	\$1,065	\$379	\$112,765	\$118,700	\$686
3	\$44,851	\$921	\$1,121	\$399	\$118,694	\$124,942	\$722
4	\$47,351	\$984	\$1,184	\$421	\$125,311	\$131,906	\$763
5	\$49,851	\$1,046	\$1,246	\$443	\$131,927	\$138,870	\$803
5	\$52,351	\$1,109	\$1,309	\$466	\$138,543	\$145,835	\$843
1	\$52,416	\$1,110	\$1,310	\$466	\$138,716	\$146,017	\$844
1	\$54,665	\$1,167	\$1,367	\$486	\$144,668	\$152,282	\$880
5	\$54,851	\$1,171	\$1,371	\$488	\$145,159	\$152,799	\$883
5	\$57,351	\$1,234	\$1,434	\$510	\$151,775	\$159,763	\$924
1	\$59,165	\$1,279	\$1,479	\$526	\$156,577	\$164,818	\$953
5	\$59,851	\$1,296	\$1,496	\$532	\$158,391	\$166,728	\$964
6	\$62,351	\$1,359	\$1,559	\$555	\$165,007	\$173,692	\$1,004
2	\$63,665	\$1,392	\$1,592	\$566	\$168,486	\$177,354	\$1,025
6	\$64,851	\$1,421	\$1,621	\$577	\$171,623	\$180,656	\$1,044
4	\$67,351	\$1,484	\$1,684	\$599	\$178,240	\$187,621	\$1,085
2	\$68,165	\$1,504	\$1,704	\$606	\$180,395	\$189,890	\$1,098
4	\$69,181	\$1,530	\$1,730	\$615	\$183,083	\$192,718	\$1,114
3	\$71,011	\$1,575	\$1,775	\$632	\$187,926	\$197,816	\$1,144
2	\$72,665	\$1,617	\$1,817	\$646	\$192,304	\$202,426	\$1,170
2	\$73,511	\$1,638	\$1,838	\$654	\$194,542	\$204,781	\$1,184
1	\$76,011	\$1,700	\$1,900	\$676	\$201,158	\$211,745	\$1,224
2	\$76,698	\$1,717	\$1,917	\$682	\$202,977	\$213,660	\$1,235
1	\$78,511	\$1,763	\$1,963	\$698	\$207,774	\$218,709	\$1,264
4	\$80,731	\$1,818	\$2,018	\$718	\$213,650	\$224,895	\$1,300
1	\$81,011	\$1,825	\$2,025	\$721	\$214,390	\$225,674	\$1,305
1	\$83,511	\$1,888	\$2,088	\$743	\$221,006	\$232,638	\$1,345
5	\$85,231	\$1,931	\$2,131	\$758	\$225,559	\$237,431	\$1,373
1	\$86,011	\$1,950	\$2,150	\$765	\$227,622	\$239,602	\$1,385
1	\$88,511	\$2,013	\$2,213	\$787	\$234,238	\$246,567	\$1,426
7	\$89,731	\$2,043	\$2,243	\$798	\$237,468	\$249,966	\$1,445
1	\$91,011	\$2,075	\$2,275	\$809	\$240,854	\$253,531	\$1,466
0	\$93,511	\$2,138	\$2,338	\$832	\$247,471	\$260,495	\$1,506
7	\$94,231	\$2,156	\$2,356	\$838	\$249,377	\$262,502	\$1,518
0	\$96,011	\$2,200	\$2,400	\$854	\$254,087	\$267,460	\$1,546
0	\$98,511	\$2,263	\$2,463	\$876	\$260,703	\$274,424	\$1,587
7	\$98,731	\$2,268	\$2,468	\$878	\$261,286	\$275,038	\$1,590
0	\$101,011	\$2,325	\$2,525	\$898	\$267,319	\$281,388	\$1,627
7	\$103,451	\$2,386	\$2,586	\$920	\$273,776	\$288,186	\$1,666
0	\$103,231	\$2,381	\$2,581	\$918	\$273,195	\$287,574	\$1,663

APPENDIX 24-3

CHOICES: Homeowners Rate Comparison Tool

[CHOICES Main Website](#)

Miami-Dade County

\$300,000 Value - New Construction

This risk is for a Florida masonry home built in 2005, with a current replacement value of \$300,000, a \$500 non-hurricane deductible, a 2% hurricane deductible, no claims in the past three years, and minimum premium discounts for limited wind mitigation features and no hip roof.

#	Company Name	Rate
1	FLORIDA FARM BUREAU CASUALTY INSURANCE COMPANY	\$4,344
2	CASTLE KEY INDEMNITY COMPANY	\$4,575
3	STILLWATER PROPERTY AND CASUALTY INSURANCE COMPANY	\$4,716
4	STATE FARM FLORIDA INSURANCE COMPANY	\$5,892
5	TOWER HILL PRIME INSURANCE COMPANY	\$6,353
6	FIRST PROTECTIVE INSURANCE COMPANY	\$7,702
7	LIBERTY MUTUAL FIRE INSURANCE COMPANY	\$7,776
8	UNIVERSAL PROPERTY & CASUALTY INSURANCE COMPANY	\$8,314
9	CITIZENS PROPERTY INSURANCE CORPORATION	\$9,754
10	SECURITY FIRST INSURANCE COMPANY	\$12,366
11	ASI PREFERRED INSURANCE CORP.	\$12,479
12	PEOPLE'S TRUST INSURANCE COMPANY	\$15,229
13	AUTO CLUB INSURANCE COMPANY OF FLORIDA	\$16,435
14	SOUTHERN OAK INSURANCE COMPANY	\$16,852

To learn more about wind mitigation features, see Form [OIR-B1-1655](#)

Disclaimer: This information is intended to be used for illustrative purposes only and does not constitute an endorsement or recommendation of any particular insurance company or plan by the Office. Furthermore, the Office DOES NOT imply or guarantee that a company will sell insurance at the stated premium. Please verify all premium rates with the applicable carrier. Links to insurance company websites and other resources are given as a convenience to the user. The information on these independent sites cannot be verified as accurate by the Office.

Contact Us - 200 East Gaines Street, Tallahassee, FL 32399 - (850) 413-3140

APPENDIX 24-4
20-MINUTE PEAK DRIVE TIME HOMEOWNERSHIP SALE

FOLIO	DOR Classi	DOR Classification Description	Actual Area	Living Area	Date of Sale	Year	Month	Sale Amount	Price Sq Ft	Sale Amount 2	Price Sq Ft Cohort
306926021021 0104		RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	1990	1574	20250213	2025	02	\$ 11	0.005528	2/13/25 5:00 AM	<=\$141,000
306801001472 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1690	1690	20250327	2025	03	\$ 25,300	14.97041	3/27/25 4:00 AM	<=\$141,000
304933042014 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	847	847	20250314	2025	03	\$ 28,300	33.41204	3/14/25 4:00 AM	<=\$141,000
304027008058 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	6538	5183	20250829	2025	08	\$ 30,100	4.603854	8/29/25 4:00 AM	<=\$141,000
305029028021 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2036	1960	20251103	2025	11	\$ 30,400	14.93124	11/3/25 5:00 AM	<=\$141,000
305901021035 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1812	1614	20250918	2025	09	\$ 34,000	18.7638	9/18/25 4:00 AM	<=\$141,000
305927016025 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2125	1743	20250331	2025	03	\$ 34,600	16.28235	3/31/25 4:00 AM	<=\$141,000
305030007056 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1792	1323	20250426	2025	04	\$ 34,800	19.41964	4/26/25 4:00 AM	<=\$141,000
306019007118 0105		RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1950	2501	20250228	2025	02	\$ 35,400	18.15385	2/28/25 5:00 AM	<=\$141,000
366005004188 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1841	1488	20241227	2024	12	\$ 36,200	19.66323	12/27/24 5:00 AM	<=\$141,000
306902031076 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3374	2654	20241206	2024	12	\$ 36,500	10.81802	12/6/24 5:00 AM	<=\$141,000
306902031077 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3074	2412	20241205	2024	12	\$ 36,500	11.87378	12/5/24 5:00 AM	<=\$141,000
306902031078 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2833	2137	20241206	2024	12	\$ 36,500	12.88387	12/6/24 5:00 AM	<=\$141,000
306902031075 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3374	2654	20241210	2024	12	\$ 36,500	10.81802	12/10/24 5:00 AM	<=\$141,000
30690203108C 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3074	2412	20250312	2025	03	\$ 36,500	11.87378	3/12/25 4:00 AM	<=\$141,000
304933037257 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20250620	2025	06	\$ 37,000	49.33333	6/20/25 4:00 AM	<=\$141,000
30590404902C 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1280	1280	20250630	2025	06	\$ 37,300	29.14063	6/30/25 4:00 AM	<=\$141,000
366008024042 0105		RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1200	1185	20251014	2025	10	\$ 37,400	31.16667	10/14/25 4:00 AM	<=\$141,000
305019013012 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1198	1058	20250621	2025	06	\$ 40,000	33.38898	6/21/25 4:00 AM	<=\$141,000
305904009014 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1135	1135	20250616	2025	06	\$ 40,000	35.24229	6/16/25 4:00 AM	<=\$141,000
366009009243 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2500	1778	20250724	2025	07	\$ 40,000	16	7/24/25 4:00 AM	<=\$141,000
304032019374 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	985	985	20250829	2025	08	\$ 40,000	40.60914	8/29/25 4:00 AM	<=\$141,000
304933015088 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1906	1594	20241218	2024	12	\$ 40,400	21.19622	12/18/24 5:00 AM	<=\$141,000
305909037012 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1842	1578	20250131	2025	01	\$ 41,000	22.25841	1/31/25 5:00 AM	<=\$141,000
304933042017 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	760	760	20250829	2025	08	\$ 41,000	53.94737	8/29/25 4:00 AM	<=\$141,000
305904054015 0105		RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1554	1530	20250819	2025	08	\$ 43,000	27.67053	8/19/25 4:00 AM	<=\$141,000
30492303006C 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1245	1221	20250725	2025	07	\$ 45,000	36.14458	7/25/25 4:00 AM	<=\$141,000
304022305103 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	623	623	20250729	2025	07	\$ 46,000	73.83628	7/29/25 4:00 AM	<=\$141,000
305921001214 0105		RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	2893	2930	20241227	2024	12	\$ 46,500	16.07328	12/27/24 5:00 AM	<=\$141,000
33502602203C 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	4294	3928	20250820	2025	08	\$ 46,500	10.82906	8/20/25 4:00 AM	<=\$141,000
305923020174 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	2428	2120	20250324	2025	03	\$ 47,500	19.56343	3/24/25 4:00 AM	<=\$141,000
306912034103 0104		RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	1180	1140	20250703	2025	07	\$ 48,000	40.67797	7/3/25 4:00 AM	<=\$141,000
304933091014 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	880	880	20250321	2025	03	\$ 49,000	55.68182	3/21/25 4:00 AM	<=\$141,000
305006017011 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	2154	1890	20250429	2025	04	\$ 49,700	23.07335	4/29/25 4:00 AM	<=\$141,000
304921014033 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	940	940	20250728	2025	07	\$ 49,900	53.08511	7/28/25 4:00 AM	<=\$141,000
305928004055 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3168	2592	20250620	2025	06	\$ 50,000	15.78283	6/20/25 4:00 AM	<=\$141,000
306926022031 0104		RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	1834	1785	20250128	2025	01	\$ 50,000	27.26281	1/28/25 5:00 AM	<=\$141,000
366004008003 0102		RESIDENTIAL - SINGLE FAMILY : ADDITIONAL LIVI	2166	2057	20250206	2025	02	\$ 50,000	23.08403	2/6/25 5:00 AM	<=\$141,000
305934002025 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2187	1711	20250711	2025	07	\$ 51,500	23.54824	7/11/25 4:00 AM	<=\$141,000
305909040065 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3187	2513	20251018	2025	10	\$ 53,300	16.72419	10/18/25 4:00 AM	<=\$141,000
306801001356 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1690	1690	20250306	2025	03	\$ 53,700	31.77515	3/6/25 5:00 AM	<=\$141,000
306901027028 0104		RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	1526	1506	20251030	2025	10	\$ 54,100	35.45216	10/30/25 4:00 AM	<=\$141,000
306921001005 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3208	2317	20250116	2025	01	\$ 54,500	16.98878	1/16/25 5:00 AM	<=\$141,000
304934019117 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1629	1629	20250123	2025	01	\$ 55,000	33.76304	1/23/25 5:00 AM	<=\$141,000
305904004065 0105		RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	2553	2272	20250425	2025	04	\$ 57,800	22.64003	4/25/25 4:00 AM	<=\$141,000
305029003005 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1666	1901	20250731	2025	07	\$ 59,000	35.41417	7/31/25 4:00 AM	<=\$141,000
305030010131 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1618	1169	20250820	2025	08	\$ 59,000	36.46477	8/20/25 4:00 AM	<=\$141,000
305934017017 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1189	1169	20250402	2025	04	\$ 59,700	50.21026	4/2/25 4:00 AM	<=\$141,000
304933086154 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1220	1220	20250807	2025	08	\$ 59,800	49.01639	8/7/25 4:00 AM	<=\$141,000
305936005747 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1909	1874	20250126	2025	01	\$ 60,000	31.43007	1/26/25 5:00 AM	<=\$141,000
30681200103C 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2736	2192	20250919	2025	09	\$ 60,000	21.92982	9/19/25 4:00 AM	<=\$141,000
335028005044 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2645	1350	20250211	2025	02	\$ 60,000	22.68431	2/11/25 5:00 AM	<=\$141,000
366008006132 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1996	1424	20250829	2025	08	\$ 60,000	30.06012	8/29/25 4:00 AM	<=\$141,000
304933112127 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1325	1325	20250530	2025	05	\$ 60,000	45.28302	5/30/25 4:00 AM	<=\$141,000
305933016008 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2021	1663	20250314	2025	03	\$ 63,500	31.42009	3/14/25 4:00 AM	<=\$141,000
306018011026 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1248	1224	20241211	2024	12	\$ 65,000	52.08333	12/11/24 5:00 AM	<=\$141,000
306926009012 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1924	1230	20250809	2025	08	\$ 66,700	34.66736	8/9/25 4:00 AM	<=\$141,000
304934002015 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3356	2568	20241205	2024	12	\$ 67,000	19.96424	12/5/24 5:00 AM	<=\$141,000
304926031013 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1460	1360	20250218	2025	02	\$ 68,100	46.64384	2/18/25 5:00 AM	<=\$141,000
306926013004 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1661	1322	20251007	2025	10	\$ 69,200	41.66165	10/7/25 4:00 AM	<=\$141,000
305936003175 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1388	1296	20250116	2025	01	\$ 69,400	50	1/16/25 5:00 AM	<=\$141,000
305903012212 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1656	1592	20250915	2025	09	\$ 70,000	42.27053	9/15/25 4:00 AM	<=\$141,000
305926010028 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1130	1130	20250501	2025	05	\$ 72,700	64.33628	5/1/25 4:00 AM	<=\$141,000
306912008016 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1008	780	20250613	2025	06	\$ 73,000	72.42063	6/13/25 4:00 AM	<=\$141,000
305928001003 0104		RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	2552	1826	20251007	2025	10	\$ 74,000	28.99687	10/7/25 4:00 AM	<=\$141,000
305007044041 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1147	1147	20250916	2025	09	\$ 74,900	65.30078	9/16/25 4:00 AM	<=\$141,000
305019015275 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	980	980	20251119	2025	11	\$ 75,000	76.53061	11/19/25 5:00 AM	<=\$141,000
305031003032 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2344	1749	20251106	2025	11	\$ 75,000	31.99659	11/6/25 5:00 AM	<=\$141,000
305903037141 0104		RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	1562	1522	20241221	2024	12	\$ 76,000	48.65557	12/21/24 5:00 AM	<=\$141,000
304935020008 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20251020	2025	10	\$ 76,900	73.94231	10/20/25 4:00 AM	<=\$141,000
305016069138 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20250411	2025	04	\$ 77,100	91.78571	4/11/25 4:00 AM	<=\$141,000
30493303404C 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1630	1630	20250521	2025	05	\$ 77,800	47.73006	5/21/25 4:00 AM	<=\$141,000
304934016191 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1174	1174	20241216	2024	12	\$ 79,200	67.46167	12/16/24 5:00 AM	<=\$141,000
305902034017 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	921	921	20250402	2025	04	\$ 79,400	86.21064	4/2/25 4:00 AM	<=\$141,000
305903022082 0410		RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1214	1166	20250618	2025	06	\$ 80,000	65.89786	6/18/25 4:00 AM	<=\$141,000
305933021175 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1923	1595	20250228	2025	02	\$ 80,000	41.60166	2/28/25 5:00 AM	<=\$141,000
305902029017 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1152	1152	20241223	2024	12	\$ 80,000	69.44444	12/23/24 5:00 AM	<=\$141,000
306926011085 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1507	1100	20241217	2024	12	\$ 83,000	55.07631	12/17/24 5:00 AM	<=\$141,000
305029038131 0101		RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2560	2305	20251008	2025	10	\$ 84,500	33.00781	10/8/25 4:00 AM	<=\$141,000
305908015064 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	778	778	20251017	2025	10	\$ 84,500	108.6118	10/17/25 4:00 AM	<=\$141,000
30590404401C 0407		RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	924	924	20250204	2025	02	\$ 85,500	92.53247	2/4/25 5:00 AM	<

304922006212 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1061	1061	20250317	2025	03	\$	91,800	86.52215	3/17/25 4:00 AM	<=\$141,000
305913021067 0104	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	1782	1670	20250605	2025	06	\$	93,500	52.46914	6/5/25 4:00 AM	<=\$141,000
306902015005 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	4745	3031	20251103	2025	11	\$	95,000	20.02107	11/3/25 5:00 AM	<=\$141,000
304933017015 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1055	1055	20251023	2025	10	\$	96,500	91.46919	10/23/25 4:00 AM	<=\$141,000
306019011476 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	2495	1813	20250318	2025	03	\$	97,500	39.07816	3/18/25 4:00 AM	<=\$141,000
304934001045 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2486	1810	20250501	2025	05	\$	98,000	39.42076	5/1/25 4:00 AM	<=\$141,000
304936012013 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1195	1195	20250715	2025	07	\$	98,100	82.09205	7/15/25 4:00 AM	<=\$141,000
306060010707 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1731	1301	20250504	2025	05	\$	99,800	57.65453	5/4/25 4:00 AM	<=\$141,000
304928010057 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1039	983	20250508	2025	05	\$	100,000	96.24639	5/8/25 4:00 AM	<=\$141,000
305906003427 0470	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE W/ /	2890	2312	20250128	2025	01	\$	100,000	34.60208	1/28/25 5:00 AM	<=\$141,000
305909050283 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1472	1416	20250530	2025	05	\$	100,000	67.93478	5/30/25 4:00 AM	<=\$141,000
306901026030 0104	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	1266	1216	20250918	2025	09	\$	100,000	78.98894	9/18/25 4:00 AM	<=\$141,000
306926009004 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2378	1602	20250314	2025	03	\$	100,000	42.05214	3/14/25 4:00 AM	<=\$141,000
304933086248 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20250829	2025	08	\$	100,000	111.1111	8/29/25 4:00 AM	<=\$141,000
304933113375 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1132	1132	20250904	2025	09	\$	100,000	88.33922	9/4/25 4:00 AM	<=\$141,000
305909046175 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20250604	2025	06	\$	100,000	144.3001	6/4/25 4:00 AM	<=\$141,000
335028032038 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1330	1330	20250303	2025	03	\$	100,000	75.18797	3/3/25 5:00 AM	<=\$141,000
305029038156 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2200	1717	20250619	2025	06	\$	101,000	45.90909	6/19/25 4:00 AM	<=\$141,000
305921007027 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1737	1653	20250924	2025	09	\$	102,800	59.1825	9/24/25 4:00 AM	<=\$141,000
304926008056 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1914	1914	20251121	2025	11	\$	103,300	53.97074	11/21/25 5:00 AM	<=\$141,000
305936005365 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2216	1418	20250610	2025	06	\$	103,400	46.66065	6/10/25 4:00 AM	<=\$141,000
304928003114 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1116	1116	20250725	2025	07	\$	104,100	93.27957	7/25/25 4:00 AM	<=\$141,000
306911014027 0104	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	3356	2598	20250715	2025	07	\$	104,100	31.01907	7/15/25 4:00 AM	<=\$141,000
305019011014 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1560	142	20251121	2025	11	\$	105,000	67.30769	11/21/25 5:00 AM	<=\$141,000
305016036084 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1071	1071	20250417	2025	04	\$	105,600	98.59944	4/17/25 4:00 AM	<=\$141,000
305032013172 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2655	2066	20251017	2025	10	\$	108,000	40.67797	10/17/25 4:00 AM	<=\$141,000
304926043156 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1185	1185	20250903	2025	09	\$	108,000	91.13924	9/3/25 4:00 AM	<=\$141,000
335027002105 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2992	1753	20251030	2025	10	\$	110,000	36.76471	10/30/25 4:00 AM	<=\$141,000
304929010002 0104	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	3352	2663	20250613	2025	06	\$	110,900	33.08473	6/13/25 4:00 AM	<=\$141,000
305909050350 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1635	1635	20250531	2025	05	\$	112,800	68.99083	5/31/25 4:00 AM	<=\$141,000
305922004154 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	2063	1988	20250613	2025	06	\$	114,900	55.69559	6/13/25 4:00 AM	<=\$141,000
305934003804 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1452	1380	20250123	2025	01	\$	115,000	79.2011	1/23/25 5:00 AM	<=\$141,000
305922036035 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	979	979	20250827	2025	08	\$	119,000	121.5526	8/27/25 4:00 AM	<=\$141,000
306801001051 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1170	1170	20250204	2025	02	\$	120,000	102.5641	2/4/25 5:00 AM	<=\$141,000
366005098048 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	765	765	20250725	2025	07	\$	120,000	156.8627	7/25/25 4:00 AM	<=\$141,000
366005098054 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	456	456	20241204	2024	12	\$	123,000	269.7368	12/4/24 5:00 AM	<=\$141,000
306018016121 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1348	1280	20250203	2025	02	\$	124,100	92.06231	2/3/25 5:00 AM	<=\$141,000
366008008098 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2011	1344	20250912	2025	09	\$	124,300	61.81004	9/12/25 4:00 AM	<=\$141,000
304934002154 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2416	1525	20250925	2025	09	\$	125,000	51.73841	9/25/25 4:00 AM	<=\$141,000
306901041056 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1897	1621	20250421	2025	04	\$	125,000	65.89352	4/21/25 4:00 AM	<=\$141,000
366005098022 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1005	1005	20250311	2025	03	\$	125,000	124.3781	3/11/25 4:00 AM	<=\$141,000
305920002071 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2385	1930	20250815	2025	08	\$	125,100	52.45283	8/15/25 4:00 AM	<=\$141,000
305911008062 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1894	1505	20250529	2025	05	\$	126,900	67.00106	5/29/25 4:00 AM	<=\$141,000
306006001063 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1464	1373	20250317	2025	03	\$	127,000	86.74863	3/17/25 4:00 AM	<=\$141,000
304933029033 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1656	1576	20250218	2025	02	\$	127,200	76.81159	2/18/25 5:00 AM	<=\$141,000
305904014130 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	770	770	20250618	2025	06	\$	128,000	166.2338	6/18/25 4:00 AM	<=\$141,000
306006021057 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20251125	2025	11	\$	128,000	160	11/25/25 5:00 AM	<=\$141,000
304933018066 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	948	948	20250617	2025	06	\$	128,900	135.9705	6/17/25 4:00 AM	<=\$141,000
305030008325 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1792	1620	20250912	2025	09	\$	129,000	71.98661	9/12/25 4:00 AM	<=\$141,000
306006021066 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20250512	2025	05	\$	129,000	161.25	5/12/25 4:00 AM	<=\$141,000
306018012073 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	939	939	20251018	2025	10	\$	130,000	138.4452	10/18/25 4:00 AM	<=\$141,000
304926033145 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	936	936	20250620	2025	06	\$	132,400	141.453	6/20/25 4:00 AM	<=\$141,000
306912040195 0104	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	1404	1372	20250409	2025	04	\$	133,800	95.29915	4/9/25 4:00 AM	<=\$141,000
306901015017 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2628	2446	20250922	2025	09	\$	135,000	51.36986	9/22/25 4:00 AM	<=\$141,000
306006021067 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20251024	2025	10	\$	135,000	168.75	10/24/25 4:00 AM	<=\$141,000
366004004148 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2251	2151	20241211	2024	12	\$	135,500	60.19547	12/11/24 5:00 AM	<=\$141,000
305921007015 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2210	1623	20250823	2025	08	\$	135,600	61.35747	8/23/25 4:00 AM	<=\$141,000
305018014138 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1868	1414	20251009	2025	10	\$	137,500	73.60814	10/9/25 4:00 AM	<=\$141,000
305933021006 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1900	1568	20250811	2025	08	\$	138,200	72.73684	8/11/25 4:00 AM	<=\$141,000
305913027007 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	2432	1888	20250610	2025	06	\$	139,500	57.3602	6/10/25 4:00 AM	<=\$141,000
306030003476 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	2016	1829	20241205	2024	12	\$	141,400	70.13889	12/5/24 5:00 AM	\$141,001-\$223,000
305921017015 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2620	1857	20250630	2025	06	\$	141,500	54.00763	6/30/25 4:00 AM	\$141,001-\$223,000
306914011015 0104	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	2179	1633	20250911	2025	09	\$	142,000	65.16751	9/11/25 4:00 AM	\$141,001-\$223,000
304922033133 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1340	1340	20250718	2025	07	\$	142,500	106.3433	7/18/25 4:00 AM	\$141,001-\$223,000
306914021118 0176	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL W/	3544	3094	20241231	2024	12	\$	146,300	41.28104	12/31/24 5:00 AM	\$141,001-\$223,000
306006021193 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20250328	2025	03	\$	148,000	185	3/28/25 4:00 AM	\$141,001-\$223,000
335021035007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	560	560	20250801	2025	08	\$	148,000	264.2857	8/1/25 4:00 AM	\$141,001-\$223,000
305927027068 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2388	1851	20250218	2025	02	\$	148,500	62.18593	2/18/25 5:00 AM	\$141,001-\$223,000
305909046151 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20250402	2025	04	\$	149,700	216.0173	4/2/25 4:00 AM	\$141,001-\$223,000
304034017235 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1514	1514	20250410	2025	04	\$	150,000	99.0753	4/10/25 4:00 AM	\$141,001-\$223,000
304929012016 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1846	2072	20250430	2025	04	\$	150,000	81.25677	4/30/25 4:00 AM	\$141,001-\$223,000
305029007155 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2076	1500	20250626	2025	06	\$	150,000	72.25434	6/26/25 4:00 AM	\$141,001-\$223,000
305029024033 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2859	2769	20250425	2025	04	\$	150,000	52.4659	4/25/25 4:00 AM	\$141,001-\$223,000
305902004036 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2724	2004	20250108	2025	01	\$	150,000	55.06608	1/8/25 5:00 AM	\$141,001-\$223,000
305920002176 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1944	1491	20241212	2024	12	\$	150,000	77.16049	12/12/24 5:00 AM	\$141,001-\$223,000
305923017024 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1848	2185	20251014	2025	10	\$	150,000	81.16883	10/14/25 4:00 AM	\$141,001-\$223,000
305936003026 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1544	1056	20250220	2025	02	\$	150,000	97.15026	2/20/25 5:00 AM	\$141,001-\$223,000
304921016075 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	710	710	20250410	2025	04	\$	150,000	211.2676	4/10/25 4:00 AM	\$141,001-\$223,000
304933113266 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	849	849	20251108	2025	11	\$	150,000	176.6784	11/8/25 5:00 AM	\$141,001-\$223,000
304934019003 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1395	1395	20250429	2025	04	\$	150,000	107.5269	4/29/25 4:00 AM	\$141,001-\$223,000
304934020443 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	614	614	20250202							

306006021145	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20250331	2025	03	\$	155,000	193.75	3/31/25 4:00 AM	\$141,001-\$223,000
304932020105	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1869	1837	20250408	2025	04	\$	155,300	83.09256	4/8/25 4:00 AM	\$141,001-\$223,000
305029038045	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1700	1652	20250318	2025	03	\$	156,000	91.76471	3/18/25 4:00 AM	\$141,001-\$223,000
304933113222	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	828	828	20250616	2025	06	\$	157,000	189.6135	6/16/25 4:00 AM	\$141,001-\$223,000
306006021163	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20250912	2025	09	\$	157,000	196.25	9/12/25 4:00 AM	\$141,001-\$223,000
305007044028	0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1147	1147	20250916	2025	09	\$	157,100	136.966	9/16/25 4:00 AM	\$141,001-\$223,000
305927023058	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1820	1483	20250311	2025	03	\$	157,800	86.7033	3/11/25 4:00 AM	\$141,001-\$223,000
305904072167	0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1900	1678	20251004	2025	10	\$	159,500	83.94737	10/4/25 4:00 AM	\$141,001-\$223,000
304928014107	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1579	1239	20250717	2025	07	\$	160,000	101.33	7/17/25 4:00 AM	\$141,001-\$223,000
305019003168	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1786	1448	20250708	2025	07	\$	160,000	89.58567	7/8/25 4:00 AM	\$141,001-\$223,000
305936002071	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1315	1114	20250210	2025	02	\$	160,000	121.673	2/10/25 5:00 AM	\$141,001-\$223,000
304035032057	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	671	671	20250130	2025	01	\$	160,000	238.4501	1/30/25 5:00 AM	\$141,001-\$223,000
304933103033	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	720	720	20251023	2025	10	\$	160,000	222.2222	10/23/25 4:00 AM	\$141,001-\$223,000
306006021016	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20250602	2025	06	\$	160,000	200	6/2/25 4:00 AM	\$141,001-\$223,000
306006021046	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20250925	2025	09	\$	160,000	200	9/25/25 4:00 AM	\$141,001-\$223,000
30600602112C	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20251029	2025	10	\$	160,000	200	10/29/25 4:00 AM	\$141,001-\$223,000
304935022002	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250625	2025	06	\$	161,000	166.8394	6/25/25 4:00 AM	\$141,001-\$223,000
335027038058	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	4659	3410	20251014	2025	10	\$	161,200	34.5997	10/14/25 4:00 AM	\$141,001-\$223,000
306006021102	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20250924	2025	09	\$	162,000	202.5	9/24/25 4:00 AM	\$141,001-\$223,000
30590200207C	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3643	2490	20250328	2025	03	\$	164,000	45.01784	3/28/25 4:00 AM	\$141,001-\$223,000
304034025001	0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	2206	2122	20250213	2025	02	\$	165,000	74.79601	2/13/25 5:00 AM	\$141,001-\$223,000
304935020051	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20250703	2025	07	\$	165,000	158.6538	7/3/25 4:00 AM	\$141,001-\$223,000
305909046078	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20251103	2025	11	\$	166,700	240.5483	11/3/25 5:00 AM	\$141,001-\$223,000
305909046146	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20251103	2025	11	\$	166,700	240.5483	11/3/25 5:00 AM	\$141,001-\$223,000
306927012002	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	959	959	20250626	2025	06	\$	168,000	175.1825	6/26/25 4:00 AM	\$141,001-\$223,000
30692602101C	0104	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	3071	2649	20250806	2025	08	\$	168,600	54.90068	8/6/25 4:00 AM	\$141,001-\$223,000
304921004005	0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1603	1383	20250613	2025	06	\$	169,900	105.9888	6/13/25 4:00 AM	\$141,001-\$223,000
304933113171	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	849	849	20251103	2025	11	\$	169,900	200.1178	11/3/25 5:00 AM	\$141,001-\$223,000
304923028071	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2323	1767	20250131	2025	01	\$	170,000	73.18123	1/31/25 5:00 AM	\$141,001-\$223,000
304933022002	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1097	1097	20250618	2025	06	\$	170,000	154.9681	6/18/25 4:00 AM	\$141,001-\$223,000
305005019341	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20251112	2025	11	\$	170,000	202.381	11/12/25 5:00 AM	\$141,001-\$223,000
306017005004	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	670	670	20250401	2025	04	\$	170,000	253.7313	4/1/25 4:00 AM	\$141,001-\$223,000
33502104603C	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	575	575	20250922	2025	09	\$	170,000	295.6522	9/22/25 4:00 AM	\$141,001-\$223,000
30403105311C	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	945	945	20250808	2025	08	\$	170,100	180	8/8/25 4:00 AM	\$141,001-\$223,000
335027002203	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3346	2108	20250723	2025	07	\$	170,900	51.07591	7/23/25 4:00 AM	\$141,001-\$223,000
304934018094	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	744	744	20250826	2025	08	\$	171,000	229.8387	8/26/25 4:00 AM	\$141,001-\$223,000
304933005015	0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1224	1224	20250428	2025	04	\$	173,500	141.7484	4/28/25 4:00 AM	\$141,001-\$223,000
305007044054	0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1147	1147	20250916	2025	09	\$	173,900	151.6129	9/16/25 4:00 AM	\$141,001-\$223,000
335021035002	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	560	560	20250509	2025	05	\$	174,000	310.7143	5/9/25 4:00 AM	\$141,001-\$223,000
304934018362	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1282	1242	20250812	2025	08	\$	174,800	136.3495	8/12/25 4:00 AM	\$141,001-\$223,000
305008014067	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2425	1989	20251027	2025	10	\$	175,000	72.16495	10/27/25 4:00 AM	\$141,001-\$223,000
30591102006C	0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1327	1327	20250203	2025	02	\$	175,000	131.8764	2/3/25 5:00 AM	\$141,001-\$223,000
305923008016	0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	2802	2438	20250710	2025	07	\$	175,000	62.45539	7/10/25 4:00 AM	\$141,001-\$223,000
305007073076	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20250618	2025	06	\$	175,000	166.6667	6/18/25 4:00 AM	\$141,001-\$223,000
335033054161	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	664	664	20241203	2024	12	\$	175,000	263.5542	12/3/24 5:00 AM	\$141,001-\$223,000
306913056001	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	2451	2451	20251031	2025	10	\$	176,500	72.01142	10/31/25 4:00 AM	\$141,001-\$223,000
306913061001	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	2451	2451	20251031	2025	10	\$	176,500	72.01142	10/31/25 4:00 AM	\$141,001-\$223,000
306913063001	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	2451	2451	20251031	2025	10	\$	176,500	72.01142	10/31/25 4:00 AM	\$141,001-\$223,000
306913064001	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	2451	2451	20251031	2025	10	\$	176,500	72.01142	10/31/25 4:00 AM	\$141,001-\$223,000
304922008048	0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1061	1061	20250425	2025	04	\$	177,000	166.8238	4/25/25 4:00 AM	\$141,001-\$223,000
305028028022	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	740	740	20251009	2025	10	\$	177,000	239.1892	10/9/25 4:00 AM	\$141,001-\$223,000
366004004095	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2084	1504	20250724	2025	07	\$	179,300	86.03647	7/24/25 4:00 AM	\$141,001-\$223,000
305922045094	0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	3013	2370	20251010	2025	10	\$	179,400	59.54198	10/10/25 4:00 AM	\$141,001-\$223,000
305922051112	0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1570	1669	20241213	2024	12	\$	180,000	114.6497	12/13/24 5:00 AM	\$141,001-\$223,000
306912041226	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1989	1538	20251113	2025	11	\$	180,000	90.49774	11/13/25 5:00 AM	\$141,001-\$223,000
304934020192	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	614	614	20250915	2025	09	\$	180,000	293.1596	9/15/25 4:00 AM	\$141,001-\$223,000
304934027047	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	703	703	20250122	2025	01	\$	180,000	256.0455	1/22/25 5:00 AM	\$141,001-\$223,000
305902048015	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1214	1214	20251114	2025	11	\$	180,000	148.2702	11/14/25 5:00 AM	\$141,001-\$223,000
30600602312C	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20250116	2025	01	\$	180,000	214.2857	1/16/25 5:00 AM	\$141,001-\$223,000
306801001005	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1430	1430	20251017	2025	10	\$	180,000	125.8741	10/17/25 4:00 AM	\$141,001-\$223,000
30492102035C	0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	2115	2006	20250129	2025	01	\$	181,900	86.00473	1/29/25 5:00 AM	\$141,001-\$223,000
30493311318C	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	828	828	20251013	2025	10	\$	182,000	219.8068	10/13/25 4:00 AM	\$141,001-\$223,000
304935016036	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	705	705	20250227	2025	02	\$	182,000	258.156	2/27/25 5:00 AM	\$141,001-\$223,000
304035032003	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	560	560	20250924	2025	09	\$	183,000	326.7857	9/24/25 4:00 AM	\$141,001-\$223,000
30500501942C	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	555	555	20251030	2025	10	\$	183,000	329.7297	10/30/25 4:00 AM	\$141,001-\$223,000
304934020191	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	614	614	20251030	2025	10	\$	184,000	299.6743	10/30/25 4:00 AM	\$141,001-\$223,000
30493402056C	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	906	906	20250912	2025	09	\$	184,900	204.0839	9/12/25 4:00 AM	\$141,001-\$223,000
304035032023	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	671	671	20250529	2025	05	\$	185,000	275.7079	5/29/25 4:00 AM	\$141,001-\$223,000
304928017086	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20250522	2025	05	\$	185,000	220.2381	5/22/25 4:00 AM	\$141,001-\$223,000
305007046078	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	927	927	20250917	2025	09	\$	185,000	199.5685	9/17/25 4:00 AM	\$141,001-\$223,000
30590401602E	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20250731	2025	07	\$	185,000	246.6667	7/31/25 4:00 AM	\$141,001-\$223,000
335021046053	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	575	575	20251027	2025	10	\$	185,000	321.7391	10/27/25 4:00 AM	\$141,001-\$223,000
366005072005	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	921	921	20250221	2025	02	\$	185,000	200.8686	2/21/25 5:00 AM	\$141,001-\$223,000
335033054153	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	664	664	20250217	2025	02	\$	186,000	280.1205	2/17/25 5:00 AM	\$141,001-\$223,000
304933113208	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	849	849	20251103	2025	11	\$	186,700	219.9058	11/3/25 5:00 AM	\$141,001-\$223,000
30503101607C	0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	960	960	20250130	2025	01	\$	188,200	196.0417	1/30/25 5:00 AM	\$141,001-\$223,000
305936005683	0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1792	1660	20250507	2						

305007072045 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	850	850	20251015	2025	10	\$	195,000	229.4118	10/15/25 4:00 AM	\$141,001-\$223,000
305909049102 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	586	586	20251017	2025	10	\$	195,000	332.7645	10/17/25 4:00 AM	\$141,001-\$223,000
306017005085 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	670	670	20251029	2025	10	\$	195,000	291.0448	10/29/25 4:00 AM	\$141,001-\$223,000
305903014032 0104	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	2134	1574	20250530	2025	05	\$	196,400	92.03374	5/30/25 4:00 AM	\$141,001-\$223,000
305019015028 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1508	1400	20251121	2025	11	\$	196,900	130.5703	11/21/25 5:00 AM	\$141,001-\$223,000
306006023112 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20241209	2024	12	\$	197,500	235.119	12/9/24 5:00 AM	\$141,001-\$223,000
304929035005 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2324	1899	20250711	2025	07	\$	198,800	85.54217	7/11/25 4:00 AM	\$141,001-\$223,000
304921008055 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	2112	2043	20250115	2025	01	\$	200,000	94.69697	1/15/25 5:00 AM	\$141,001-\$223,000
305019001237 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	831	768	20250214	2025	02	\$	200,000	240.6739	2/14/25 5:00 AM	\$141,001-\$223,000
305028008135 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1955	1874	20241220	2024	12	\$	200,000	102.3018	12/20/24 5:00 AM	\$141,001-\$223,000
305911009051 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1472	1173	20250501	2025	05	\$	200,000	135.8696	5/1/25 4:00 AM	\$141,001-\$223,000
30691204119C 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1717	1167	20250428	2025	04	\$	200,000	116.4822	4/28/25 4:00 AM	\$141,001-\$223,000
306927030025 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1535	1535	20250304	2025	03	\$	200,000	130.2932	3/4/25 5:00 AM	\$141,001-\$223,000
304032019333 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	985	985	20250211	2025	02	\$	200,000	203.0457	2/11/25 5:00 AM	\$141,001-\$223,000
304034020007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	994	994	20250417	2025	04	\$	200,000	201.2072	4/17/25 4:00 AM	\$141,001-\$223,000
30403503112C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1102	1102	20250320	2025	03	\$	200,000	181.4882	3/20/25 4:00 AM	\$141,001-\$223,000
304934020395 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	614	614	20251121	2025	11	\$	200,000	325.7329	11/21/25 5:00 AM	\$141,001-\$223,000
305005019117 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	490	490	20250508	2025	05	\$	200,000	408.1633	5/8/25 4:00 AM	\$141,001-\$223,000
305021029095 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	707	707	20250226	2025	02	\$	200,000	282.8854	2/26/25 5:00 AM	\$141,001-\$223,000
305903048271 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	862	862	20250327	2025	03	\$	200,000	232.0186	3/27/25 4:00 AM	\$141,001-\$223,000
30590904604E 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1093	1093	20250707	2025	07	\$	200,000	182.9826	7/7/25 4:00 AM	\$141,001-\$223,000
305909046087 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20250425	2025	04	\$	200,000	288.6003	4/25/25 4:00 AM	\$141,001-\$223,000
305924036054 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	950	950	20241209	2024	12	\$	200,000	210.5263	12/9/24 5:00 AM	\$141,001-\$223,000
306006023125 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20250110	2025	01	\$	200,000	238.0952	1/10/25 5:00 AM	\$141,001-\$223,000
366005066005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	833	833	20250829	2025	08	\$	200,000	240.096	8/29/25 4:00 AM	\$141,001-\$223,000
366005098002 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1113	1113	20250404	2025	04	\$	200,000	179.6945	4/4/25 4:00 AM	\$141,001-\$223,000
366005098018 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1075	1075	20250616	2025	06	\$	200,000	186.0465	6/16/25 4:00 AM	\$141,001-\$223,000
305007054048 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	787	787	20250718	2025	07	\$	201,000	255.4003	7/18/25 4:00 AM	\$141,001-\$223,000
306927036044 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1398	1398	20250727	2025	07	\$	201,900	144.4206	7/27/25 4:00 AM	\$141,001-\$223,000
304035046043 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	377	377	20250522	2025	05	\$	202,500	537.1353	5/22/25 4:00 AM	\$141,001-\$223,000
305909046133 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20250612	2025	06	\$	202,500	292.2078	6/12/25 4:00 AM	\$141,001-\$223,000
306815000005 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	5068	4440	20250915	2025	09	\$	203,500	40.15391	9/15/25 4:00 AM	\$141,001-\$223,000
304933115133 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	689	689	20251009	2025	10	\$	204,000	296.0813	10/9/25 4:00 AM	\$141,001-\$223,000
304922023021 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2521	2343	20250611	2025	06	\$	205,000	81.31694	6/11/25 4:00 AM	\$141,001-\$223,000
305921017034 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3191	2818	20251106	2025	11	\$	205,000	64.24318	11/6/25 5:00 AM	\$141,001-\$223,000
304933113321 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	828	828	20250912	2025	09	\$	205,000	247.5845	9/12/25 4:00 AM	\$141,001-\$223,000
30493311334C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1074	1074	20250710	2025	07	\$	205,000	190.8752	7/10/25 4:00 AM	\$141,001-\$223,000
304934020383 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	614	614	20250227	2025	02	\$	205,000	333.8762	2/27/25 5:00 AM	\$141,001-\$223,000
305021029088 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	707	707	20250912	2025	09	\$	205,000	289.9576	9/12/25 4:00 AM	\$141,001-\$223,000
305903024002 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1302	1302	20250902	2025	09	\$	205,000	157.4501	9/2/25 4:00 AM	\$141,001-\$223,000
30590904619C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20250307	2025	03	\$	205,000	295.8153	3/7/25 5:00 AM	\$141,001-\$223,000
335021035005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	560	560	20250804	2025	08	\$	205,000	366.0714	8/4/25 4:00 AM	\$141,001-\$223,000
335021035026 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	560	560	20250605	2025	06	\$	205,000	366.0714	6/5/25 4:00 AM	\$141,001-\$223,000
305005019381 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	709	709	20250904	2025	09	\$	207,000	291.9605	9/4/25 4:00 AM	\$141,001-\$223,000
335033054044 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	801	801	20241220	2024	12	\$	207,500	259.0512	12/20/24 5:00 AM	\$141,001-\$223,000
304928009032 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3049	2253	20250828	2025	08	\$	208,000	68.21909	8/28/25 4:00 AM	\$141,001-\$223,000
305909046054 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20251029	2025	10	\$	208,000	300.1443	10/29/25 4:00 AM	\$141,001-\$223,000
304933030107 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	866	866	20250411	2025	04	\$	210,000	242.4942	4/11/25 4:00 AM	\$141,001-\$223,000
304933105006 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1210	1210	20250822	2025	08	\$	210,000	173.5537	8/22/25 4:00 AM	\$141,001-\$223,000
304934020531 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	614	614	20250227	2025	02	\$	210,000	342.0195	2/27/25 5:00 AM	\$141,001-\$223,000
305004043092 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	670	670	20251112	2025	11	\$	210,000	313.4328	11/12/25 5:00 AM	\$141,001-\$223,000
305005019255 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	709	709	20250623	2025	06	\$	210,000	296.1918	6/23/25 4:00 AM	\$141,001-\$223,000
305006005085 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	895	895	20250605	2025	06	\$	210,000	234.6369	6/5/25 4:00 AM	\$141,001-\$223,000
305007017058 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20241210	2024	12	\$	210,000	250	12/10/24 5:00 AM	\$141,001-\$223,000
305021029105 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	707	707	20250424	2025	04	\$	210,000	297.0297	4/24/25 4:00 AM	\$141,001-\$223,000
305028028035 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	880	880	20250421	2025	04	\$	210,000	238.6364	4/21/25 4:00 AM	\$141,001-\$223,000
305910041033 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	670	670	20250905	2025	09	\$	210,000	313.4328	9/5/25 4:00 AM	\$141,001-\$223,000
306006023042 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20250305	2025	03	\$	210,000	250	3/5/25 5:00 AM	\$141,001-\$223,000
304031007031 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	930	930	20250409	2025	04	\$	212,000	227.957	4/9/25 4:00 AM	\$141,001-\$223,000
304933051011 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	970	970	20250225	2025	02	\$	212,000	218.5567	2/25/25 5:00 AM	\$141,001-\$223,000
305909046123 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20241220	2024	12	\$	212,000	305.9163	12/20/24 5:00 AM	\$141,001-\$223,000
305903017015 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1462	1462	20251014	2025	10	\$	212,500	145.3488	10/14/25 4:00 AM	\$141,001-\$223,000
305903024023 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1302	1302	20250905	2025	09	\$	212,500	163.2104	9/5/25 4:00 AM	\$141,001-\$223,000
304031053094 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	801	801	20250214	2025	02	\$	213,000	265.9176	2/14/25 5:00 AM	\$141,001-\$223,000
304035050051 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1296	1296	20250122	2025	01	\$	213,000	164.3519	1/22/25 5:00 AM	\$141,001-\$223,000
306017005013 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	940	940	20251001	2025	10	\$	214,000	227.6596	10/1/25 4:00 AM	\$141,001-\$223,000
306913011135 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	837	837	20251105	2025	11	\$	215,000	256.8698	11/5/25 5:00 AM	\$141,001-\$223,000
304933037195 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20250922	2025	09	\$	215,000	286.6667	9/22/25 4:00 AM	\$141,001-\$223,000
304933116095 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	877	877	20250915	2025	09	\$	215,000	245.1539	9/15/25 4:00 AM	\$141,001-\$223,000
30493311711C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	784	784	20250208	2025	02	\$	215,000	274.2347	2/8/25 5:00 AM	\$141,001-\$223,000
304934020133 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	614	614	20241226	2024	12	\$	215,000	350.1629	12/26/24 5:00 AM	\$141,001-\$223,000
304934020254 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	614	614	20250725	2025	07	\$	215,000	350.1629	7/25/25 4:00 AM	\$141,001-\$223,000
304935022016 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	705	705	20250521	2025	05	\$	215,000	304.9645	5/21/25 4:00 AM	\$141,001-\$223,000
305004043038 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	670	670	20251003	2025	10	\$	215,000	320.8955	10/3/25 4:00 AM	\$141,001-\$223,000
305005019406 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20250806	2025	08	\$	215,000	255.9524	8/6/25 4:00 AM	\$141,001-\$223,000
30500501949C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	709	709	20250425	2025	04	\$	215,000	303.244	4/25/25 4:00 AM	\$141,001-\$223,000
305005030135 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	755	755	20251002	2025	10	\$	215,000	284.7682	10/2/25 4:00 AM	\$141,001-\$223,000
305005030172 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	930	930	20250814	2025	08	\$	215,000	231.1828	8/14/25 4:00 AM	\$141,001-\$223,000
305909049141 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	586									

304935016076 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20251022	2025	10	\$	220,000	211.5385	10/22/25 4:00 AM	\$141,001-\$223,000
30493502207C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20251026	2025	10	\$	220,000	211.5385	10/26/25 4:00 AM	\$141,001-\$223,000
305004043188 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	968	968	20250722	2025	07	\$	220,000	227.2727	7/22/25 4:00 AM	\$141,001-\$223,000
305005019035 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	630	630	20241209	2024	12	\$	220,000	349.2063	12/9/24 5:00 AM	\$141,001-\$223,000
305028028033 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	880	880	20241203	2024	12	\$	220,000	250	12/3/24 5:00 AM	\$141,001-\$223,000
305091027027 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1200	1200	20251114	2025	11	\$	220,000	183.3333	11/14/25 5:00 AM	\$141,001-\$223,000
305094033012 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	650	650	20250923	2025	09	\$	220,000	338.4615	9/23/25 4:00 AM	\$141,001-\$223,000
30509046071 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20250923	2025	09	\$	220,000	317.4603	9/23/25 4:00 AM	\$141,001-\$223,000
30509046147 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	693	693	20250116	2025	01	\$	220,000	317.4603	1/16/25 4:00 AM	\$141,001-\$223,000
30509049235 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	651	651	20250818	2025	08	\$	220,000	337.9416	8/18/25 4:00 AM	\$141,001-\$223,000
306921001038 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3569	2308	20250815	2025	08	\$	220,300	61.72597	8/15/25 4:00 AM	\$141,001-\$223,000
304934020084 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	614	614	20250227	2025	02	\$	220,500	359.1205	2/27/25 5:00 AM	\$141,001-\$223,000
306932001055 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2360	1761	20250616	2025	06	\$	220,600	93.47458	6/16/25 4:00 AM	\$141,001-\$223,000
304934020224 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	906	906	20250929	2025	09	\$	221,500	244.4812	9/29/25 4:00 AM	\$141,001-\$223,000
304921010024 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1370	1370	20241219	2024	12	\$	221,600	161.7518	12/19/24 5:00 AM	\$141,001-\$223,000
30403204604C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20250429	2025	04	\$	222,000	296	4/29/25 4:00 AM	\$141,001-\$223,000
305090373045 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1070	1070	20251110	2025	11	\$	223,000	208.4112	11/10/25 5:00 AM	\$141,001-\$223,000
305028028017 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	880	880	20250130	2025	01	\$	223,000	253.4091	1/30/25 5:00 AM	\$141,001-\$223,000
305028028051 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	880	880	20250421	2025	04	\$	224,000	254.5455	4/21/25 4:00 AM	\$223,000-\$347,500
304916001054 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1837	1471	20250902	2025	09	\$	224,500	122.2101	9/2/25 4:00 AM	\$223,000-\$347,500
304031019068 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	736	736	20251031	2025	10	\$	225,000	305.7065	10/31/25 4:00 AM	\$223,000-\$347,500
304933030003 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	827	827	20250203	2025	02	\$	225,000	272.0677	2/3/25 5:00 AM	\$223,000-\$347,500
304933039034 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	526	526	20250226	2025	02	\$	225,000	427.7567	2/26/25 5:00 AM	\$223,000-\$347,500
304933113382 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	796	796	20241210	2024	12	\$	225,000	282.6633	12/10/24 5:00 AM	\$223,000-\$347,500
304935019032 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250919	2025	09	\$	225,000	233.1606	9/19/25 4:00 AM	\$223,000-\$347,500
305007063255 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	725	725	20250320	2025	03	\$	225,000	310.3448	3/20/25 4:00 AM	\$223,000-\$347,500
305028028045 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	845	845	20250313	2025	03	\$	225,000	266.2722	3/13/25 4:00 AM	\$223,000-\$347,500
305031011058 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	903	903	20250325	2025	03	\$	225,000	249.1694	3/25/25 4:00 AM	\$223,000-\$347,500
30509046105 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	953	953	20251009	2025	10	\$	225,000	236.0965	10/9/25 4:00 AM	\$223,000-\$347,500
306006057164 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	809	809	20250710	2025	07	\$	225,000	278.1211	7/10/25 4:00 AM	\$223,000-\$347,500
366005072005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	921	921	20250321	2025	03	\$	225,000	244.2997	3/21/25 4:00 AM	\$223,000-\$347,500
366008009004 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1524	1040	20250422	2025	04	\$	226,000	148.294	4/22/25 4:00 AM	\$223,000-\$347,500
305003062036 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	866	866	20250701	2025	07	\$	227,000	262.1247	7/1/25 4:00 AM	\$223,000-\$347,500
335028032041 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1110	1110	20241207	2024	12	\$	227,000	204.5045	12/7/24 5:00 AM	\$223,000-\$347,500
304031019054 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	736	736	20241214	2024	12	\$	228,000	309.7826	12/14/24 5:00 AM	\$223,000-\$347,500
304031053057 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	945	945	20250626	2025	06	\$	228,000	241.2698	6/26/25 4:00 AM	\$223,000-\$347,500
305018010093 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2682	1898	20250509	2025	05	\$	229,000	85.38404	5/9/25 4:00 AM	\$223,000-\$347,500
304922006248 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1061	1061	20241230	2024	12	\$	229,600	216.3996	12/30/24 5:00 AM	\$223,000-\$347,500
304035045073 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	665	665	20251114	2025	11	\$	229,900	345.7143	11/14/25 5:00 AM	\$223,000-\$347,500
304934016076 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1117	1117	20250814	2025	08	\$	229,900	205.8192	8/14/25 4:00 AM	\$223,000-\$347,500
305030014075 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1378	1323	20251110	2025	11	\$	230,000	166.9086	11/10/25 5:00 AM	\$223,000-\$347,500
305092018003 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1616	1592	20250430	2025	04	\$	230,000	142.3267	4/30/25 4:00 AM	\$223,000-\$347,500
30591100905C 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	2272	1775	20250616	2025	06	\$	230,000	101.2324	6/16/25 4:00 AM	\$223,000-\$347,500
304031019141 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	736	736	20250422	2025	04	\$	230,000	312.5	4/22/25 4:00 AM	\$223,000-\$347,500
304032015186 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	765	765	20250610	2025	06	\$	230,000	300.6536	6/10/25 4:00 AM	\$223,000-\$347,500
304032019152 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1067	1067	20241226	2024	12	\$	230,000	215.5576	12/26/24 5:00 AM	\$223,000-\$347,500
30403504603C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	938	938	20250714	2025	07	\$	230,000	245.2026	7/14/25 4:00 AM	\$223,000-\$347,500
304926043051 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1160	1160	20250923	2025	09	\$	230,000	198.2759	9/23/25 4:00 AM	\$223,000-\$347,500
304933038034 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	825	825	20250604	2025	06	\$	230,000	278.7879	6/4/25 4:00 AM	\$223,000-\$347,500
304935023031 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20251117	2025	11	\$	230,000	238.342	11/17/25 5:00 AM	\$223,000-\$347,500
305004043043 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	670	670	20241212	2024	12	\$	230,000	343.2836	12/12/24 5:00 AM	\$223,000-\$347,500
305006005112 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	895	895	20250813	2025	08	\$	230,000	256.9832	8/13/25 4:00 AM	\$223,000-\$347,500
305007073007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	754	754	20250526	2025	05	\$	230,000	305.0398	5/26/25 4:00 AM	\$223,000-\$347,500
305028028026 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	880	880	20250206	2025	02	\$	230,000	261.3636	2/6/25 5:00 AM	\$223,000-\$347,500
30509046277 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1093	1093	20251022	2025	10	\$	230,000	210.43	10/22/25 4:00 AM	\$223,000-\$347,500
30509047162 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	588	588	20241203	2024	12	\$	230,000	391.1565	12/3/24 5:00 AM	\$223,000-\$347,500
30680100147C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1170	1170	20250821	2025	08	\$	230,000	196.5812	8/21/25 4:00 AM	\$223,000-\$347,500
305005019444 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	555	555	20250102	2025	01	\$	231,900	417.8378	1/2/25 5:00 AM	\$223,000-\$347,500
305031014013 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	960	960	20250728	2025	07	\$	233,000	242.7083	7/28/25 4:00 AM	\$223,000-\$347,500
306030003444 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	2016	1829	20250122	2025	01	\$	233,700	115.9226	1/22/25 5:00 AM	\$223,000-\$347,500
304935020096 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250613	2025	06	\$	234,000	242.487	6/13/25 4:00 AM	\$223,000-\$347,500
304035031171 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	780	780	20250206	2025	02	\$	235,000	301.2821	2/6/25 5:00 AM	\$223,000-\$347,500
304933019035 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1130	1130	20250317	2025	03	\$	235,000	207.9646	3/17/25 4:00 AM	\$223,000-\$347,500
304934018065 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1147	1147	20250402	2025	04	\$	235,000	204.8823	4/2/25 4:00 AM	\$223,000-\$347,500
305003062042 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	709	709	20250430	2025	04	\$	235,000	331.4528	4/30/25 4:00 AM	\$223,000-\$347,500
305005019027 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	630	630	20250114	2025	01	\$	235,000	373.0159	1/14/25 5:00 AM	\$223,000-\$347,500
305005019071 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	920	920	20250110	2025	01	\$	235,000	255.4348	1/10/25 5:00 AM	\$223,000-\$347,500
305016051106 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	620	620	20250828	2025	08	\$	235,000	379.0323	8/28/25 4:00 AM	\$223,000-\$347,500
305021047613 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	758	758	20250225	2025	02	\$	235,000	310.0264	2/25/25 5:00 AM	\$223,000-\$347,500
305031016006 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	960	960	20241220	2024	12	\$	235,000	244.7917	12/20/24 5:00 AM	\$223,000-\$347,500
30509407116C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	579	579	20250408	2025	04	\$	235,000	405.8722	4/8/25 4:00 AM	\$223,000-\$347,500
304933026045 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	765	765	20250212	2025	02	\$	237,000	309.8039	2/12/25 5:00 AM	\$223,000-\$347,500
304933113021 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1207	1207	20250117	2025	01	\$	237,500	196.7688	1/17/25 5:00 AM	\$223,000-\$347,500
304933116178 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	877	877	20250721	2025	07	\$	239,000	272.52	7/21/25 4:00 AM	\$223,000-\$347,500
366008005028 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1090	1090	20250522	2025	05	\$	240,000	220.1835	5/22/25 4:00 AM	\$223,000-\$347,500
304032041026 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	705	705	20250422	2025	04	\$	240,000	340.4255	4/22/25 4:00 AM	\$223,000-\$347,500
304032046103 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1010	1010	20250228	2025	02	\$	240,000	237.6238	2/28/25 5:00 AM	\$223,000-\$347,500
304927056077 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20250814	2025	08	\$	240,000	320	8/14/25 4:00 AM	\$223,000-\$347,500
304933030054 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I										

304032019076 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1067	1067	20250629	2025	06	\$	243,000	227.7413	6/29/25 4:00 AM	\$223,000-\$347,500
304933017037 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1055	1055	20250328	2025	03	\$	243,000	230.3318	3/28/25 4:00 AM	\$223,000-\$347,500
305020005058 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2046	1542	20250114	2025	01	\$	244,000	119.2571	1/14/25 5:00 AM	\$223,000-\$347,500
304933037236 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20250227	2025	02	\$	244,000	325.3333	2/27/25 5:00 AM	\$223,000-\$347,500
30501901514C 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1015	965	20250425	2025	04	\$	245,000	241.3793	4/25/25 4:00 AM	\$223,000-\$347,500
305912009137 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1317	1225	20250805	2025	08	\$	245,000	186.0289	8/5/25 4:00 AM	\$223,000-\$347,500
366008021055 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1390	1190	20250829	2025	08	\$	245,000	176.259	8/29/25 4:00 AM	\$223,000-\$347,500
304032015004 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	765	765	20241217	2024	12	\$	245,000	320.2614	12/17/24 5:00 AM	\$223,000-\$347,500
304032015123 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	954	954	20250520	2025	05	\$	245,000	256.8134	5/20/25 4:00 AM	\$223,000-\$347,500
30492705616C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20241223	2024	12	\$	245,000	326.6667	12/23/24 5:00 AM	\$223,000-\$347,500
30493301705C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1055	1055	20241213	2024	12	\$	245,000	232.2275	12/13/24 5:00 AM	\$223,000-\$347,500
304933025018 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1055	1055	20250320	2025	03	\$	245,000	232.2275	3/20/25 4:00 AM	\$223,000-\$347,500
304933042033 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	760	760	20250806	2025	08	\$	245,000	322.3684	8/6/25 4:00 AM	\$223,000-\$347,500
304933113008 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1132	1132	20241210	2024	12	\$	245,000	216.4311	12/10/24 5:00 AM	\$223,000-\$347,500
304935016064 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250917	2025	09	\$	245,000	253.886	9/17/25 4:00 AM	\$223,000-\$347,500
30493501703C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250819	2025	08	\$	245,000	253.886	8/19/25 4:00 AM	\$223,000-\$347,500
305007017092 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1220	1220	20251001	2025	10	\$	245,000	200.8197	10/1/25 4:00 AM	\$223,000-\$347,500
305021047624 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	758	758	20250110	2025	01	\$	245,000	323.219	1/10/25 5:00 AM	\$223,000-\$347,500
3050904713C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	747	747	20250605	2025	06	\$	245,000	327.9786	6/5/25 4:00 AM	\$223,000-\$347,500
304933037144 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20250918	2025	09	\$	246,000	328	9/18/25 4:00 AM	\$223,000-\$347,500
305007017045 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	911	911	20251008	2025	10	\$	246,000	270.0329	10/8/25 4:00 AM	\$223,000-\$347,500
30509012041 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1720	1492	20250417	2025	04	\$	247,000	143.6047	4/17/25 4:00 AM	\$223,000-\$347,500
30593402901C 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1586	1309	20251027	2025	10	\$	247,300	155.9269	10/27/25 4:00 AM	\$223,000-\$347,500
304934027013 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	845	845	20250306	2025	03	\$	248,300	293.8462	3/6/25 5:00 AM	\$223,000-\$347,500
304920009021 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2507	2677	20250203	2025	02	\$	248,500	99.12246	2/3/25 5:00 AM	\$223,000-\$347,500
304933037126 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20250221	2025	02	\$	249,000	332	2/21/25 5:00 AM	\$223,000-\$347,500
305007017035 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	911	911	20250630	2025	06	\$	249,900	274.3139	6/30/25 4:00 AM	\$223,000-\$347,500
305030015023 0104	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	2666	2173	20250507	2025	05	\$	250,000	93.77344	5/7/25 4:00 AM	\$223,000-\$347,500
304032042041 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20241226	2024	12	\$	250,000	240.3846	12/26/24 5:00 AM	\$223,000-\$347,500
304034020064 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	710	710	20250331	2025	03	\$	250,000	352.1127	3/31/25 4:00 AM	\$223,000-\$347,500
304927053015 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1220	1220	20250115	2025	01	\$	250,000	204.918	1/15/25 5:00 AM	\$223,000-\$347,500
304933022123 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1033	1033	20250903	2025	09	\$	250,000	242.0136	9/3/25 4:00 AM	\$223,000-\$347,500
304933025012 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1055	1055	20250507	2025	05	\$	250,000	236.9668	5/7/25 4:00 AM	\$223,000-\$347,500
304933037245 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20250925	2025	09	\$	250,000	333.3333	9/25/25 4:00 AM	\$223,000-\$347,500
304933038005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	825	825	20250530	2025	05	\$	250,000	303.0303	5/30/25 4:00 AM	\$223,000-\$347,500
304933039017 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1230	1230	20251017	2025	10	\$	250,000	203.252	10/17/25 4:00 AM	\$223,000-\$347,500
304933112305 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	912	912	20250904	2025	09	\$	250,000	274.1228	9/4/25 4:00 AM	\$223,000-\$347,500
304934018036 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1135	1135	20251030	2025	10	\$	250,000	220.2643	10/30/25 4:00 AM	\$223,000-\$347,500
304935020093 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20251022	2025	10	\$	250,000	259.0674	10/22/25 4:00 AM	\$223,000-\$347,500
305005030135 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	755	755	20251017	2025	10	\$	250,000	331.1258	10/17/25 4:00 AM	\$223,000-\$347,500
305005030145 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	930	930	20250620	2025	06	\$	250,000	268.8172	6/20/25 4:00 AM	\$223,000-\$347,500
305007017014 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	911	911	20250418	2025	04	\$	250,000	274.4237	4/18/25 4:00 AM	\$223,000-\$347,500
305016051036 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1120	1120	20250415	2025	04	\$	250,000	223.2143	4/15/25 4:00 AM	\$223,000-\$347,500
305021029167 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	707	707	20250421	2025	04	\$	250,000	353.6068	4/21/25 4:00 AM	\$223,000-\$347,500
305021047538 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	758	758	20250418	2025	04	\$	250,000	329.8153	4/18/25 4:00 AM	\$223,000-\$347,500
30509105804C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	692	692	20250516	2025	05	\$	250,000	361.2717	5/16/25 4:00 AM	\$223,000-\$347,500
305093048226 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	862	862	20241209	2024	12	\$	250,000	290.0232	12/9/24 5:00 AM	\$223,000-\$347,500
305904028006 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	993	993	20250207	2025	02	\$	250,000	251.7623	2/7/25 5:00 AM	\$223,000-\$347,500
335028032017 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1110	1110	20241213	2024	12	\$	250,000	225.2252	12/13/24 5:00 AM	\$223,000-\$347,500
335033054171 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1003	1003	20250207	2025	02	\$	250,000	249.2522	2/7/25 5:00 AM	\$223,000-\$347,500
306017022104 0104	RESIDENTIAL - SINGLE FAMILY : RESIDENTIAL - TC	1576	1480	20251031	2025	10	\$	250,800	159.1371	10/31/25 4:00 AM	\$223,000-\$347,500
304933116161 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	887	887	20250227	2025	02	\$	251,000	282.9763	2/27/25 5:00 AM	\$223,000-\$347,500
305029008025 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2002	1724	20250226	2025	02	\$	251,500	125.6244	2/26/25 5:00 AM	\$223,000-\$347,500
366009009054 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1852	1264	20241202	2024	12	\$	251,500	135.7991	12/2/24 5:00 AM	\$223,000-\$347,500
304933037178 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	750	750	20250509	2025	05	\$	253,000	337.3333	5/9/25 4:00 AM	\$223,000-\$347,500
305007054034 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	983	983	20251103	2025	11	\$	253,000	257.3754	11/3/25 5:00 AM	\$223,000-\$347,500
305007066043 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	787	787	20241216	2024	12	\$	253,000	321.474	12/16/24 5:00 AM	\$223,000-\$347,500
30592702313C 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1820	1483	20250725	2025	07	\$	255,000	140.1099	7/25/25 4:00 AM	\$223,000-\$347,500
30492701107C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1330	1330	20250905	2025	09	\$	255,000	191.7293	9/5/25 4:00 AM	\$223,000-\$347,500
304933036027 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1000	1000	20251030	2025	10	\$	255,000	255	10/30/25 4:00 AM	\$223,000-\$347,500
304933045008 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	862	862	20250416	2025	04	\$	255,000	295.8237	4/16/25 4:00 AM	\$223,000-\$347,500
304933086177 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20250428	2025	04	\$	255,000	283.3333	4/28/25 4:00 AM	\$223,000-\$347,500
30493401602C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1328	1328	20241203	2024	12	\$	255,000	192.0181	12/3/24 5:00 AM	\$223,000-\$347,500
304954020177 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	906	906	20250530	2025	05	\$	255,000	281.457	5/30/25 4:00 AM	\$223,000-\$347,500
305005019322 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	955	955	20250922	2025	09	\$	255,000	267.0157	9/22/25 4:00 AM	\$223,000-\$347,500
305005030055 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	755	755	20250218	2025	02	\$	255,000	337.7483	2/18/25 5:00 AM	\$223,000-\$347,500
305028028012 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	880	880	20250305	2025	03	\$	255,000	289.7727	3/5/25 5:00 AM	\$223,000-\$347,500
3050902021001 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	762	762	20250424	2025	04	\$	255,000	334.6457	4/24/25 4:00 AM	\$223,000-\$347,500
305903048135 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	862	862	20241227	2024	12	\$	255,000	295.8237	12/27/24 5:00 AM	\$223,000-\$347,500
306801001593 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1430	1430	20250116	2025	01	\$	255,000	178.3217	1/16/25 5:00 AM	\$223,000-\$347,500
304031007053 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20250409	2025	04	\$	256,000	284.4444	4/9/25 4:00 AM	\$223,000-\$347,500
30493303011C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	866	866	20250131	2025	01	\$	256,000	295.612	1/31/25 5:00 AM	\$223,000-\$347,500
304935020063 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250327	2025	03	\$	256,900	266.2176	3/27/25 4:00 AM	\$223,000-\$347,500
304031007023 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	910	910	20250314	2025	03	\$	257,000	282.4176	3/14/25 4:00 AM	\$223,000-\$347,500
305901040043 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250609	2025	06	\$	257,000	266.3212	6/9/25 4:00 AM	\$223,000-\$347,500
304935016046 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20251021	2025	10	\$	258,000	248.0769	10/21/25 4:00 AM	\$223,000-\$347,500
304935019026 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20250128	2025	01	\$	258,000	248.0769	1/28/25 5:00 AM	\$223,000-\$347,500
335021035036 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	777	777	20250807	2025	08	\$	258,200	332.3037	8/7/25 4:00 AM	\$223,000-\$347,500
30493309001C 0407											

304934027066 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	845	845	20241226	2024	12	\$	260,000	307.6923	12/26/24 5:00 AM	\$223,000-\$347,500
30493501701C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20241212	2024	12	\$	260,000	269.4301	12/12/24 5:00 AM	\$223,000-\$347,500
305003056033 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1010	1010	20250811	2025	08	\$	260,000	257.4257	8/11/25 4:00 AM	\$223,000-\$347,500
305007059037 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	936	936	20250417	2025	04	\$	260,000	277.7778	4/17/25 4:00 AM	\$223,000-\$347,500
30500706301C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	930	930	20250207	2025	02	\$	260,000	279.5699	2/7/25 5:00 AM	\$223,000-\$347,500
305924026003 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	680	680	20250910	2025	09	\$	260,000	382.3529	9/10/25 4:00 AM	\$223,000-\$347,500
306801001573 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1170	1170	20251124	2025	11	\$	260,000	222.2222	11/24/25 5:00 AM	\$223,000-\$347,500
366005022006 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1215	1215	20250922	2025	09	\$	260,000	213.9918	9/22/25 4:00 AM	\$223,000-\$347,500
305912032032 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	2024	1774	20250429	2025	04	\$	260,400	128.6561	4/29/25 4:00 AM	\$223,000-\$347,500
304030033008 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1340	1340	20250508	2025	05	\$	261,400	195.0746	5/8/25 4:00 AM	\$223,000-\$347,500
304933108062 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1000	1000	20251120	2025	11	\$	264,000	264	11/20/25 5:00 AM	\$223,000-\$347,500
305903048334 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1202	1202	20250114	2025	01	\$	264,900	220.3827	1/14/25 5:00 AM	\$223,000-\$347,500
30493201104C 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1823	1661	20250820	2025	08	\$	265,000	145.3648	8/20/25 4:00 AM	\$223,000-\$347,500
304031007011 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20250810	2025	08	\$	265,000	294.4444	8/10/25 4:00 AM	\$223,000-\$347,500
304926030005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	812	812	20250124	2025	01	\$	265,000	326.3547	1/24/25 5:00 AM	\$223,000-\$347,500
304926030117 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	812	812	20250529	2025	05	\$	265,000	326.3547	5/29/25 4:00 AM	\$223,000-\$347,500
304926044083 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	890	890	20241220	2024	12	\$	265,000	297.7528	12/20/24 5:00 AM	\$223,000-\$347,500
304933034025 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1258	1258	20250121	2025	01	\$	265,000	210.6518	1/21/25 5:00 AM	\$223,000-\$347,500
304933086007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20250724	2025	07	\$	265,000	294.4444	7/24/25 4:00 AM	\$223,000-\$347,500
304933115147 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	867	867	20241220	2024	12	\$	265,000	305.6517	12/20/24 5:00 AM	\$223,000-\$347,500
305005019275 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	955	955	20251112	2025	11	\$	265,000	277.4869	11/12/25 5:00 AM	\$223,000-\$347,500
305007073048 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20241212	2024	12	\$	265,000	252.381	12/12/24 5:00 AM	\$223,000-\$347,500
305904014005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	770	770	20251126	2025	11	\$	265,000	344.1558	11/26/25 5:00 AM	\$223,000-\$347,500
305904039004 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	993	993	20250919	2025	09	\$	265,000	266.8681	9/19/25 4:00 AM	\$223,000-\$347,500
305903048225 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	978	978	20251028	2025	10	\$	266,000	271.9836	10/28/25 4:00 AM	\$223,000-\$347,500
306926035006 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1512	1463	20250908	2025	09	\$	266,800	176.455	9/8/25 4:00 AM	\$223,000-\$347,500
30493502409C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20241219	2024	12	\$	267,300	257.0192	12/19/24 5:00 AM	\$223,000-\$347,500
304926030164 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	812	812	20250808	2025	08	\$	267,500	329.4335	8/8/25 4:00 AM	\$223,000-\$347,500
304927018093 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1248	1248	20251118	2025	11	\$	268,000	214.7436	11/18/25 5:00 AM	\$223,000-\$347,500
366004017002 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2075	1644	20250425	2025	04	\$	268,500	129.3976	4/25/25 4:00 AM	\$223,000-\$347,500
305007060005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	936	936	20251008	2025	10	\$	268,500	286.859	10/8/25 4:00 AM	\$223,000-\$347,500
305005019313 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	955	955	20250414	2025	04	\$	269,000	281.6754	4/14/25 4:00 AM	\$223,000-\$347,500
304031007095 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1150	1150	20250227	2025	02	\$	270,000	234.7826	2/27/25 5:00 AM	\$223,000-\$347,500
304032042068 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250416	2025	04	\$	270,000	279.7927	4/16/25 4:00 AM	\$223,000-\$347,500
304927016051 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1262	1262	20250630	2025	06	\$	270,000	213.9461	6/30/25 4:00 AM	\$223,000-\$347,500
304933034083 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1000	1000	20250923	2025	09	\$	270,000	270	9/23/25 4:00 AM	\$223,000-\$347,500
304933042072 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	760	760	20250131	2025	01	\$	270,000	355.2632	1/31/25 5:00 AM	\$223,000-\$347,500
304934020536 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	906	906	20250328	2025	03	\$	270,000	298.0132	3/28/25 4:00 AM	\$223,000-\$347,500
30493502104C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250320	2025	03	\$	270,000	279.7927	3/20/25 4:00 AM	\$223,000-\$347,500
30500705706C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	885	885	20250603	2025	06	\$	270,000	305.0847	6/3/25 4:00 AM	\$223,000-\$347,500
305007072003 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1350	1350	20250624	2025	06	\$	270,000	200	6/24/25 4:00 AM	\$223,000-\$347,500
305031016055 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1240	1240	20241220	2024	12	\$	270,000	217.7419	12/20/24 5:00 AM	\$223,000-\$347,500
305904025005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	993	993	20250811	2025	08	\$	270,000	271.9033	8/11/25 4:00 AM	\$223,000-\$347,500
306801001295 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1170	1170	20250310	2025	03	\$	270,000	230.7692	3/10/25 4:00 AM	\$223,000-\$347,500
335033046006 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1638	1638	20250616	2025	06	\$	270,000	164.8352	6/16/25 4:00 AM	\$223,000-\$347,500
305901027012 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1340	1340	20250612	2025	06	\$	270,900	202.1642	6/12/25 4:00 AM	\$223,000-\$347,500
305007054035 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	983	983	20250416	2025	04	\$	271,000	275.6867	4/16/25 4:00 AM	\$223,000-\$347,500
304935021091 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20251023	2025	10	\$	271,500	261.0577	10/23/25 4:00 AM	\$223,000-\$347,500
335033054173 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1003	1003	20250207	2025	02	\$	271,500	270.6879	2/7/25 5:00 AM	\$223,000-\$347,500
304927016076 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1262	1262	20250602	2025	06	\$	272,000	215.5309	6/2/25 4:00 AM	\$223,000-\$347,500
304933034107 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1096	1096	20250523	2025	05	\$	272,000	248.1752	5/23/25 4:00 AM	\$223,000-\$347,500
304935022053 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20250719	2025	07	\$	272,500	262.0192	7/19/25 4:00 AM	\$223,000-\$347,500
304933113216 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1207	1207	20241212	2024	12	\$	273,000	226.1806	12/12/24 5:00 AM	\$223,000-\$347,500
30493401809C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1135	1135	20250205	2025	02	\$	273,000	240.5286	2/5/25 5:00 AM	\$223,000-\$347,500
305007060052 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	983	983	20250507	2025	05	\$	273,000	277.7213	5/7/25 4:00 AM	\$223,000-\$347,500
30492900321C 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	2104	1820	20250415	2025	04	\$	273,200	129.8479	4/15/25 4:00 AM	\$223,000-\$347,500
306901041045 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1394	1349	20250930	2025	09	\$	274,000	196.5567	9/30/25 4:00 AM	\$223,000-\$347,500
304926032088 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1030	1030	20250618	2025	06	\$	275,000	266.9903	6/18/25 4:00 AM	\$223,000-\$347,500
30492701501C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	896	896	20250819	2025	08	\$	275,000	306.9196	8/19/25 4:00 AM	\$223,000-\$347,500
304933017007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1055	1055	20250314	2025	03	\$	275,000	260.6635	3/14/25 4:00 AM	\$223,000-\$347,500
304933023057 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250926	2025	09	\$	275,000	284.9741	9/26/25 4:00 AM	\$223,000-\$347,500
304933030072 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	827	827	20250515	2025	05	\$	275,000	332.5272	5/15/25 4:00 AM	\$223,000-\$347,500
304933034114 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1096	1096	20250630	2025	06	\$	275,000	250.9124	6/30/25 4:00 AM	\$223,000-\$347,500
305007063001 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	930	930	20241219	2024	12	\$	275,000	295.6989	12/19/24 5:00 AM	\$223,000-\$347,500
305007067023 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	927	927	20250605	2025	06	\$	275,000	296.6559	6/5/25 4:00 AM	\$223,000-\$347,500
305031011014 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1112	1112	20250522	2025	05	\$	275,000	247.3022	5/22/25 4:00 AM	\$223,000-\$347,500
305901027148 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1200	1200	20251006	2025	10	\$	275,000	229.1667	10/6/25 4:00 AM	\$223,000-\$347,500
305901036025 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	940	940	20241212	2024	12	\$	275,000	292.5532	12/12/24 5:00 AM	\$223,000-\$347,500
305921034083 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1384	1384	20250818	2025	08	\$	275,000	198.6994	8/18/25 4:00 AM	\$223,000-\$347,500
306801001256 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1430	1430	20241230	2024	12	\$	275,000	192.3077	12/30/24 5:00 AM	\$223,000-\$347,500
306801001313 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1690	1690	20250627	2025	06	\$	275,000	162.7219	6/27/25 4:00 AM	\$223,000-\$347,500
306801001587 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1430	1430	20250813	2025	08	\$	275,000	192.3077	8/13/25 4:00 AM	\$223,000-\$347,500
304933034057 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1400	1400	20250114	2025	01	\$	277,500	198.2143	1/14/25 5:00 AM	\$223,000-\$347,500
335021046006 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	805	805	20250307	2025	03	\$	278,000	345.3416	3/7/25 5:00 AM	\$223,000-\$347,500
335021046058 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	805	805	20250930	2025	09	\$	278,000	345.3416	9/30/25 4:00 AM	\$223,000-\$347,500
335033046025 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1638	1638	20251121	2025	11	\$	278,400	169.9634	11/21/25 5:00 AM	\$223,000-\$347,500
304032042057 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20250122	2025	01	\$	280,000	269.2308	1/22/25 5:00 AM	\$223,000-\$347,500
304927047046 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1561	1561	20250313	2025	03	\$	280,000	179.3722	3/13/25 4:0	

305006005064 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1137	1137	20250514	2025	05	\$	282,500	248.4609	5/14/25 4:00 AM	\$223,000-\$347,500
306801001392 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1170	1170	20250414	2025	04	\$	282,900	241.7949	4/14/25 4:00 AM	\$223,000-\$347,500
304926064043 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	810	810	20241231	2024	12	\$	284,300	350.9877	12/31/24 5:00 AM	\$223,000-\$347,500
304933031018 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1000	1000	20250925	2025	09	\$	284,500	284.5	9/25/25 4:00 AM	\$223,000-\$347,500
304935017044 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20250808	2025	08	\$	284,900	273.9423	8/8/25 4:00 AM	\$223,000-\$347,500
306930000021 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3526	2920	20250205	2025	02	\$	285,000	80.82813	2/5/25 5:00 AM	\$223,000-\$347,500
304921012008 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	885	885	20250606	2025	06	\$	285,000	322.0339	6/6/25 4:00 AM	\$223,000-\$347,500
30492705607C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20250619	2025	06	\$	285,000	271.4286	6/19/25 4:00 AM	\$223,000-\$347,500
304933022075 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1033	1033	20251106	2025	11	\$	285,000	275.8955	11/6/25 4:00 AM	\$223,000-\$347,500
304933042021 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	847	847	20250219	2025	02	\$	285,000	336.4817	2/19/25 5:00 AM	\$223,000-\$347,500
304933086162 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1060	1060	20250516	2025	05	\$	285,000	268.8679	5/16/25 4:00 AM	\$223,000-\$347,500
305007054003 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	983	983	20250930	2025	09	\$	285,000	289.9288	9/30/25 4:00 AM	\$223,000-\$347,500
305007061005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	936	936	20250303	2025	03	\$	285,000	304.4872	3/3/25 5:00 AM	\$223,000-\$347,500
30500706304E 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1190	1190	20250602	2025	06	\$	285,000	239.4958	6/2/25 4:00 AM	\$223,000-\$347,500
305021029023 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	976	976	20250501	2025	05	\$	285,000	292.0082	5/1/25 4:00 AM	\$223,000-\$347,500
305091030094 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1200	1200	20250702	2025	07	\$	285,000	237.5	7/2/25 4:00 AM	\$223,000-\$347,500
305092034023 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1102	1102	20250227	2025	02	\$	285,000	258.6207	2/27/25 5:00 AM	\$223,000-\$347,500
305092045004 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1102	1102	20250223	2025	02	\$	285,000	258.6207	2/23/25 5:00 AM	\$223,000-\$347,500
305092046008 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1214	1214	20250428	2025	04	\$	285,000	234.7611	4/28/25 4:00 AM	\$223,000-\$347,500
305094071085 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1090	1090	20250624	2025	06	\$	285,000	261.4679	6/24/25 4:00 AM	\$223,000-\$347,500
305098015245 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1075	1075	20250708	2025	07	\$	285,000	265.1163	7/8/25 4:00 AM	\$223,000-\$347,500
305926012023 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20250320	2025	03	\$	285,000	316.6667	3/20/25 4:00 AM	\$223,000-\$347,500
335033054174 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1003	1003	20250122	2025	01	\$	285,000	284.1476	1/22/25 5:00 AM	\$223,000-\$347,500
305091057001 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3904	2995	20250214	2025	02	\$	286,300	73.33504	2/14/25 5:00 AM	\$223,000-\$347,500
304933112218 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1030	1030	20241223	2024	12	\$	286,500	278.1553	12/23/24 5:00 AM	\$223,000-\$347,500
305016051075 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1120	1120	20250612	2025	06	\$	287,100	256.3393	6/12/25 4:00 AM	\$223,000-\$347,500
305094032003 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	870	870	20250929	2025	09	\$	287,500	330.4598	9/29/25 4:00 AM	\$223,000-\$347,500
30501900206C 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2213	1787	20251008	2025	10	\$	289,000	130.592	10/8/25 4:00 AM	\$223,000-\$347,500
304926067031 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	820	820	20250507	2025	05	\$	289,000	352.439	5/7/25 4:00 AM	\$223,000-\$347,500
304933084008 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	800	800	20251009	2025	10	\$	289,000	361.25	10/9/25 4:00 AM	\$223,000-\$347,500
305092044001 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1233	1233	20241213	2024	12	\$	289,000	234.3877	12/13/24 5:00 AM	\$223,000-\$347,500
305098015315 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	891	891	20250602	2025	06	\$	289,900	325.3648	6/2/25 4:00 AM	\$223,000-\$347,500
305019015255 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	980	980	20250207	2025	02	\$	290,000	295.9184	2/7/25 5:00 AM	\$223,000-\$347,500
306812000028 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1904	1824	20250604	2025	06	\$	290,000	152.3109	6/4/25 4:00 AM	\$223,000-\$347,500
30683600001C 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3998	3384	20241217	2024	12	\$	290,000	72.53627	12/17/24 5:00 AM	\$223,000-\$347,500
304035031102 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	780	780	20250530	2025	05	\$	290,000	371.7949	5/30/25 4:00 AM	\$223,000-\$347,500
304035045072 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	955	955	20251124	2025	11	\$	290,000	303.6649	11/24/25 5:00 AM	\$223,000-\$347,500
304927055038 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1210	1210	20250528	2025	05	\$	290,000	239.6694	5/28/25 4:00 AM	\$223,000-\$347,500
304933039028 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1230	1230	20250808	2025	08	\$	290,000	235.7724	8/8/25 4:00 AM	\$223,000-\$347,500
304933111013 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	824	824	20251104	2025	11	\$	290,000	351.9417	11/4/25 5:00 AM	\$223,000-\$347,500
304933112265 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	912	912	20250411	2025	04	\$	290,000	317.9825	4/11/25 4:00 AM	\$223,000-\$347,500
305005030126 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20241212	2024	12	\$	290,000	276.1905	12/12/24 5:00 AM	\$223,000-\$347,500
305007067003 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	936	936	20250613	2025	06	\$	290,000	309.8291	6/13/25 4:00 AM	\$223,000-\$347,500
305007073057 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20250515	2025	05	\$	290,000	276.1905	5/15/25 4:00 AM	\$223,000-\$347,500
305016069074 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1077	1077	20251015	2025	10	\$	290,000	269.2665	10/15/25 4:00 AM	\$223,000-\$347,500
305016069093 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1077	1077	20250711	2025	07	\$	290,000	269.2665	7/11/25 4:00 AM	\$223,000-\$347,500
305021029007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	976	976	20251113	2025	11	\$	290,000	297.1311	11/13/25 5:00 AM	\$223,000-\$347,500
305090947028 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	979	979	20250926	2025	09	\$	290,000	296.2206	9/26/25 4:00 AM	\$223,000-\$347,500
33502803101C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1025	1025	20250828	2025	08	\$	290,000	282.9268	8/28/25 4:00 AM	\$223,000-\$347,500
304926032091 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1030	1030	20250520	2025	05	\$	292,000	283.4951	5/20/25 4:00 AM	\$223,000-\$347,500
304926045001 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	862	862	20250529	2025	05	\$	293,000	339.9072	5/29/25 4:00 AM	\$223,000-\$347,500
304926032047 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1030	1030	20250103	2025	01	\$	293,600	285.0485	1/3/25 5:00 AM	\$223,000-\$347,500
335033010021 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1901	1475	20250529	2025	05	\$	294,000	154.6554	5/29/25 4:00 AM	\$223,000-\$347,500
304933025047 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1240	1240	20250701	2025	07	\$	294,000	237.0968	7/1/25 4:00 AM	\$223,000-\$347,500
305005030056 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20250714	2025	07	\$	294,500	280.4762	7/14/25 4:00 AM	\$223,000-\$347,500
305019002238 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1260	1070	20251124	2025	11	\$	295,000	234.127	11/24/25 5:00 AM	\$223,000-\$347,500
304927018004 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1248	1248	20250108	2025	01	\$	295,000	236.3782	1/8/25 5:00 AM	\$223,000-\$347,500
304927033013 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20250708	2025	07	\$	295,000	327.7778	7/8/25 4:00 AM	\$223,000-\$347,500
304927053085 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1220	1220	20250808	2025	08	\$	295,000	241.8033	8/8/25 4:00 AM	\$223,000-\$347,500
304933025037 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1055	1055	20250225	2025	02	\$	295,000	279.6209	2/25/25 5:00 AM	\$223,000-\$347,500
305007073055 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20251003	2025	10	\$	295,000	280.9524	10/3/25 4:00 AM	\$223,000-\$347,500
305021029131 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	976	976	20250307	2025	03	\$	295,000	302.2541	3/7/25 5:00 AM	\$223,000-\$347,500
305031011043 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1112	1112	20250418	2025	04	\$	295,000	265.2878	4/18/25 4:00 AM	\$223,000-\$347,500
30503101401C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1110	1110	20250720	2025	07	\$	295,000	265.7658	7/20/25 4:00 AM	\$223,000-\$347,500
305091030133 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1200	1200	20250919	2025	09	\$	295,000	245.8333	9/19/25 4:00 AM	\$223,000-\$347,500
305094025003 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	993	993	20251029	2025	10	\$	295,000	297.0796	10/29/25 4:00 AM	\$223,000-\$347,500
305094027025 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	993	993	20251124	2025	11	\$	295,000	297.0796	11/24/25 5:00 AM	\$223,000-\$347,500
305094033015 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	870	870	20250416	2025	04	\$	295,000	339.0805	4/16/25 4:00 AM	\$223,000-\$347,500
305098015085 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1084	1084	20251021	2025	10	\$	295,000	272.1402	10/21/25 4:00 AM	\$223,000-\$347,500
30509801529C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	891	891	20250402	2025	04	\$	295,000	331.0887	4/2/25 4:00 AM	\$223,000-\$347,500
305922044018 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	738	738	20250624	2025	06	\$	295,000	399.729	6/24/25 4:00 AM	\$223,000-\$347,500
304933043011 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	980	980	20250627	2025	06	\$	296,000	302.0408	6/27/25 4:00 AM	\$223,000-\$347,500
304926074026 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	950	950	20250716	2025	07	\$	296,600	312.2105	7/16/25 4:00 AM	\$223,000-\$347,500
306018009032 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	874	834	20250521	2025	05	\$	296,700	339.4737	5/21/25 4:00 AM	\$223,000-\$347,500
30493402045C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	906	906	20251002	2025	10	\$	297,500	328.3664	10/2/25 4:00 AM	\$223,000-\$347,500
304032019032 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1235	1235	20250328	2025	03	\$	298,000	241.2955	3/28/25 4:00 AM	\$223,000-\$347,500
305091027194 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1150	1150	20250519	2025	05	\$	298,500	259.5652	5/19/25 4:00 AM	\$223,000-\$347,500
304933013055 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	948	948	20250731	2025	07	\$	298,900	315.2954	7/31/25 4:00 AM	\$223,000-\$

366004003086 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1901	1521	20251008	2025	10	\$	300,000	157.8117	10/8/25 4:00 AM	\$223,000-\$347,500
304927016063 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1262	1262	20250925	2025	09	\$	300,000	237.7179	9/25/25 4:00 AM	\$223,000-\$347,500
304928017151 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20251118	2025	11	\$	300,000	357.1429	11/18/25 5:00 AM	\$223,000-\$347,500
304933013054 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	948	948	20251106	2025	11	\$	300,000	316.4557	11/6/25 5:00 AM	\$223,000-\$347,500
304933023012 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	965	965	20250407	2025	04	\$	300,000	310.8808	4/7/25 4:00 AM	\$223,000-\$347,500
304933034064 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1096	1096	20250226	2025	02	\$	300,000	273.7226	2/26/25 5:00 AM	\$223,000-\$347,500
304933036051 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1964	1964	20250912	2025	09	\$	300,000	152.7495	9/12/25 4:00 AM	\$223,000-\$347,500
304933106015 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20250403	2025	04	\$	300,000	285.7143	4/3/25 4:00 AM	\$223,000-\$347,500
304935016024 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20250602	2025	06	\$	300,000	288.4615	6/2/25 4:00 AM	\$223,000-\$347,500
305004031023 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	649	649	20251112	2025	11	\$	300,000	462.2496	11/12/25 5:00 AM	\$223,000-\$347,500
305005030105 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20250303	2025	03	\$	300,000	285.7143	3/3/25 5:00 AM	\$223,000-\$347,500
305005030162 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20250221	2025	02	\$	300,000	285.7143	2/21/25 5:00 AM	\$223,000-\$347,500
305007073086 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1050	1050	20250630	2025	06	\$	300,000	285.7143	6/30/25 4:00 AM	\$223,000-\$347,500
305016051033 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	960	960	20250625	2025	06	\$	300,000	312.5	6/25/25 4:00 AM	\$223,000-\$347,500
305091041025 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1200	1200	20250930	2025	09	\$	300,000	250	9/30/25 4:00 AM	\$223,000-\$347,500
3050909046226 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1019	1019	20250130	2025	01	\$	300,000	294.4063	1/30/25 5:00 AM	\$223,000-\$347,500
305926012054 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1130	1130	20251120	2025	11	\$	300,000	265.4867	11/20/25 5:00 AM	\$223,000-\$347,500
306801001025 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1690	1690	20250911	2025	09	\$	300,000	177.5148	9/11/25 4:00 AM	\$223,000-\$347,500
366005086037 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1100	1100	20251008	2025	10	\$	300,000	272.7273	10/8/25 4:00 AM	\$223,000-\$347,500
306927021087 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1657	1657	20250418	2025	04	\$	302,500	182.5588	4/18/25 4:00 AM	\$223,000-\$347,500
305912009141 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1370	1266	20250930	2025	09	\$	304,000	221.8978	9/30/25 4:00 AM	\$223,000-\$347,500
304030026023 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1330	1330	20250822	2025	08	\$	305,000	229.3233	8/22/25 4:00 AM	\$223,000-\$347,500
304032042015 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20250926	2025	09	\$	305,000	293.2692	9/26/25 4:00 AM	\$223,000-\$347,500
304035031097 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1102	1102	20250710	2025	07	\$	305,000	276.7695	7/10/25 4:00 AM	\$223,000-\$347,500
304035031142 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1102	1102	20250509	2025	05	\$	305,000	276.7695	5/9/25 4:00 AM	\$223,000-\$347,500
304933042012 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	760	760	20250228	2025	02	\$	305,000	401.3158	2/28/25 5:00 AM	\$223,000-\$347,500
304935017023 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20250212	2025	02	\$	305,000	293.2692	2/12/25 5:00 AM	\$223,000-\$347,500
305016069011 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1253	1253	20250320	2025	03	\$	305,000	243.4158	3/20/25 4:00 AM	\$223,000-\$347,500
305091027126 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1240	1240	20251003	2025	10	\$	305,000	245.9677	10/3/25 4:00 AM	\$223,000-\$347,500
305091027137 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	980	980	20250910	2025	09	\$	305,000	311.2245	9/10/25 4:00 AM	\$223,000-\$347,500
30509105802C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	944	944	20250905	2025	09	\$	305,000	323.0932	9/5/25 4:00 AM	\$223,000-\$347,500
305093048005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	978	978	20250821	2025	08	\$	305,000	311.8609	8/21/25 4:00 AM	\$223,000-\$347,500
305093048006 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1312	1312	20250917	2025	09	\$	305,000	232.4695	9/17/25 4:00 AM	\$223,000-\$347,500
3050904014105 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	770	770	20250609	2025	06	\$	305,000	396.1039	6/9/25 4:00 AM	\$223,000-\$347,500
3050904071008 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	949	949	20250609	2025	06	\$	305,000	321.3909	6/9/25 4:00 AM	\$223,000-\$347,500
306801001444 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1690	1690	20250307	2025	03	\$	305,000	180.4734	3/7/25 5:00 AM	\$223,000-\$347,500
335033019022 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2573	1617	20250915	2025	09	\$	305,700	118.8107	9/15/25 4:00 AM	\$223,000-\$347,500
306912044074 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1355	1250	20251023	2025	10	\$	306,300	226.0517	10/23/25 4:00 AM	\$223,000-\$347,500
304035045011 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	955	955	20250508	2025	05	\$	307,000	321.466	5/8/25 4:00 AM	\$223,000-\$347,500
304933086263 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1090	1090	20251031	2025	10	\$	307,000	281.6514	10/31/25 4:00 AM	\$223,000-\$347,500
304922016017 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	887	887	20250822	2025	08	\$	310,000	349.4927	8/22/25 4:00 AM	\$223,000-\$347,500
304933019005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1660	1660	20250422	2025	04	\$	310,000	186.747	4/22/25 4:00 AM	\$223,000-\$347,500
304935015045 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1040	1040	20250616	2025	06	\$	310,000	298.0769	6/16/25 4:00 AM	\$223,000-\$347,500
305004043231 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	968	968	20250428	2025	04	\$	310,000	320.2479	4/28/25 4:00 AM	\$223,000-\$347,500
305091041008 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1240	1240	20250530	2025	05	\$	310,000	250	5/30/25 4:00 AM	\$223,000-\$347,500
305091041015 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1340	1340	20250917	2025	09	\$	310,000	231.3433	9/17/25 4:00 AM	\$223,000-\$347,500
305092035005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	921	921	20250325	2025	03	\$	310,000	336.5907	3/25/25 4:00 AM	\$223,000-\$347,500
305093048478 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1224	1224	20250307	2025	03	\$	310,000	253.268	3/7/25 5:00 AM	\$223,000-\$347,500
3050908015215 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1190	1190	20250718	2025	07	\$	310,000	260.5042	7/18/25 4:00 AM	\$223,000-\$347,500
3050909047065 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	979	979	20250523	2025	05	\$	310,000	316.6496	5/23/25 4:00 AM	\$223,000-\$347,500
306801001116 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1430	1430	20250113	2025	01	\$	310,000	216.7832	1/13/25 5:00 AM	\$223,000-\$347,500
304933022075 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1033	1033	20251006	2025	10	\$	310,100	300.1936	10/6/25 4:00 AM	\$223,000-\$347,500
304932027255 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2476	2324	20250131	2025	01	\$	311,900	125.9693	1/31/25 5:00 AM	\$223,000-\$347,500
304933089003 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1120	1120	20250512	2025	05	\$	312,000	278.5714	5/12/25 4:00 AM	\$223,000-\$347,500
3050908015095 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1075	1075	20250818	2025	08	\$	313,000	291.1628	8/18/25 4:00 AM	\$223,000-\$347,500
305007014032 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2688	2236	20251027	2025	10	\$	313,400	116.5923	10/27/25 4:00 AM	\$223,000-\$347,500
304927016066 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1262	1262	20250513	2025	05	\$	313,500	248.4152	5/13/25 4:00 AM	\$223,000-\$347,500
305006005175 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1247	1247	20241210	2024	12	\$	313,500	251.4034	12/10/24 5:00 AM	\$223,000-\$347,500
305016069164 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1253	1253	20250523	2025	05	\$	314,000	250.5986	5/23/25 4:00 AM	\$223,000-\$347,500
305091027161 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1150	1150	20250829	2025	08	\$	314,900	273.8261	8/29/25 4:00 AM	\$223,000-\$347,500
306007010012 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2002	1852	20251031	2025	10	\$	315,000	157.3427	10/31/25 4:00 AM	\$223,000-\$347,500
306018012056 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1462	1390	20250722	2025	07	\$	315,000	215.4583	7/22/25 4:00 AM	\$223,000-\$347,500
306018023028 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1386	1250	20251117	2025	11	\$	315,000	227.2727	11/17/25 5:00 AM	\$223,000-\$347,500
306927032114 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1833	1434	20250521	2025	05	\$	315,000	171.8494	5/21/25 4:00 AM	\$223,000-\$347,500
30403201936C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	985	985	20250311	2025	03	\$	315,000	319.797	3/11/25 4:00 AM	\$223,000-\$347,500
304921012035 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	710	710	20250416	2025	04	\$	315,000	443.662	4/16/25 4:00 AM	\$223,000-\$347,500
304927028057 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1353	1353	20250124	2025	01	\$	315,000	232.816	1/24/25 5:00 AM	\$223,000-\$347,500
304927055105 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1210	1210	20241202	2024	12	\$	315,000	260.3306	12/2/24 5:00 AM	\$223,000-\$347,500
304927055128 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1210	1210	20250710	2025	07	\$	315,000	260.3306	7/10/25 4:00 AM	\$223,000-\$347,500
304933013087 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	948	948	20250417	2025	04	\$	315,000	332.2785	4/17/25 4:00 AM	\$223,000-\$347,500
304933034051 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1400	1400	20250924	2025	09	\$	315,000	225	9/24/25 4:00 AM	\$223,000-\$347,500
304933086123 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1090	1090	20250103	2025	01	\$	315,000	288.9908	1/3/25 5:00 AM	\$223,000-\$347,500
304934013095 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1346	1346	20251117	2025	11	\$	315,000	234.0267	11/17/25 5:00 AM	\$223,000-\$347,500
304934019073 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1395	1395	20241209	2024	12	\$	315,000	225.8065	12/9/24 5:00 AM	\$223,000-\$347,500
305006005026 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1242	1242	20250224	2025	02	\$	315,000	253.6232	2/24/25 5:00 AM	\$223,000-\$347,500
305092044008 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1214	1214	20250404	2025	04	\$	315,000	259.4728	4/4/25 4:00 AM	\$223,000-\$347,500
3050904014136 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	770	770	20250408	2025	04	\$	315,000	409.0909	4/8/25 4:00 AM	\$223,000-\$347,500
3050908015211 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1190	1190	20250512	2025	05	\$	315,000	264.7059	5/12/	

305904029007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	993	993	20241212	2024	12	\$	320,000	322.2558	12/12/24 5:00 AM	\$223,000-\$347,500
305904042005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1158	1158	20250724	2025	07	\$	320,000	276.3385	7/24/25 4:00 AM	\$223,000-\$347,500
305904058052 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1350	1350	20250411	2025	04	\$	320,000	237.037	4/11/25 4:00 AM	\$223,000-\$347,500
305904071136 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	949	949	20250728	2025	07	\$	320,000	337.197	7/28/25 4:00 AM	\$223,000-\$347,500
305926010030 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20251113	2025	11	\$	320,000	355.5556	11/13/25 5:00 AM	\$223,000-\$347,500
305926016005 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1120	1120	20251121	2025	11	\$	320,000	285.7143	11/21/25 5:00 AM	\$223,000-\$347,500
30592601601C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1120	1120	20250627	2025	06	\$	320,000	285.7143	6/27/25 4:00 AM	\$223,000-\$347,500
306801001121 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1430	1430	20250109	2025	01	\$	320,000	223.7762	1/9/25 5:00 AM	\$223,000-\$347,500
306801001358 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1690	1690	20250815	2025	08	\$	320,000	189.3491	8/15/25 4:00 AM	\$223,000-\$347,500
306801001458 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1430	1430	20251024	2025	10	\$	320,000	223.7762	10/24/25 4:00 AM	\$223,000-\$347,500
30403105201C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	987	987	20241203	2024	12	\$	321,000	325.228	12/3/24 5:00 AM	\$223,000-\$347,500
305815000125 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2212	1668	20250214	2025	02	\$	324,800	146.8354	2/14/25 5:00 AM	\$223,000-\$347,500
305019001672 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1936	1884	20250219	2025	02	\$	325,000	167.8719	2/19/25 5:00 AM	\$223,000-\$347,500
305029046043 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1533	1117	20241230	2024	12	\$	325,000	212.0026	12/30/24 5:00 AM	\$223,000-\$347,500
30591200301C 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1104	1104	20250728	2025	07	\$	325,000	294.3841	7/28/25 4:00 AM	\$223,000-\$347,500
30601700404C 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1035	1035	20250317	2025	03	\$	325,000	314.0097	3/17/25 4:00 AM	\$223,000-\$347,500
306017004135 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1035	1035	20250224	2025	02	\$	325,000	314.0097	2/24/25 5:00 AM	\$223,000-\$347,500
306018012005 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1496	1440	20241227	2024	12	\$	325,000	217.246	12/27/24 5:00 AM	\$223,000-\$347,500
306018027193 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1787	1559	20251103	2025	11	\$	325,000	181.8691	11/3/25 5:00 AM	\$223,000-\$347,500
30492607412C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	950	950	20250920	2025	09	\$	325,000	342.1053	9/20/25 4:00 AM	\$223,000-\$347,500
304927018025 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1296	1296	20250327	2025	03	\$	325,000	250.7716	3/27/25 4:00 AM	\$223,000-\$347,500
304933042007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	847	847	20250602	2025	06	\$	325,000	383.7072	6/2/25 4:00 AM	\$223,000-\$347,500
304933084113 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	780	780	20250311	2025	03	\$	325,000	416.6667	3/11/25 4:00 AM	\$223,000-\$347,500
30493308627C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1060	1060	20250324	2025	03	\$	325,000	306.6038	3/24/25 4:00 AM	\$223,000-\$347,500
305903046064 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1220	1220	20250228	2025	02	\$	325,000	266.3934	2/28/25 5:00 AM	\$223,000-\$347,500
30590404110C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	980	980	20250623	2025	06	\$	325,000	331.6327	6/23/25 4:00 AM	\$223,000-\$347,500
3049330420281 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1209	1209	20250113	2025	01	\$	326,000	269.6443	1/13/25 5:00 AM	\$223,000-\$347,500
335028037001 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1018	1018	20250226	2025	02	\$	327,000	321.2181	2/26/25 5:00 AM	\$223,000-\$347,500
305926012055 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20241220	2024	12	\$	327,500	363.8889	12/20/24 5:00 AM	\$223,000-\$347,500
305007055018 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	983	983	20250221	2025	02	\$	327,600	333.2655	2/21/25 5:00 AM	\$223,000-\$347,500
305926014034 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1120	1120	20250725	2025	07	\$	328,500	293.3036	7/25/25 4:00 AM	\$223,000-\$347,500
304933091016 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	820	820	20250910	2025	09	\$	329,000	401.2195	9/10/25 4:00 AM	\$223,000-\$347,500
305016069101 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1253	1253	20250520	2025	05	\$	329,000	262.5698	5/20/25 4:00 AM	\$223,000-\$347,500
305922044024 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	738	738	20250714	2025	07	\$	329,000	445.7995	7/14/25 4:00 AM	\$223,000-\$347,500
30492700908C 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1780	1628	20250626	2025	06	\$	329,200	184.9438	6/26/25 4:00 AM	\$223,000-\$347,500
305007023061 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1080	1080	20251118	2025	11	\$	330,000	305.5556	11/18/25 5:00 AM	\$223,000-\$347,500
305016063001 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1515	1467	20250407	2025	04	\$	330,000	217.8218	4/7/25 4:00 AM	\$223,000-\$347,500
305904063095 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2159	1783	20250131	2025	01	\$	330,000	152.8485	1/31/25 5:00 AM	\$223,000-\$347,500
306018001047 0102	RESIDENTIAL - SINGLE FAMILY : ADDITIONAL LIVI	1173	1083	20250117	2025	01	\$	330,000	281.3299	1/17/25 5:00 AM	\$223,000-\$347,500
366004012046 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1302	960	20251003	2025	10	\$	330,000	253.4562	10/3/25 4:00 AM	\$223,000-\$347,500
366008018014 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1015	1015	20250228	2025	02	\$	330,000	325.1232	2/28/25 5:00 AM	\$223,000-\$347,500
304030061001 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1330	1330	20241205	2024	12	\$	330,000	248.1203	12/5/24 5:00 AM	\$223,000-\$347,500
304030069011 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1310	1310	20250131	2025	01	\$	330,000	251.9084	1/31/25 5:00 AM	\$223,000-\$347,500
304926057133 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20250328	2025	03	\$	330,000	366.6667	3/28/25 4:00 AM	\$223,000-\$347,500
304927016095 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1262	1262	20250117	2025	01	\$	330,000	261.4897	1/17/25 5:00 AM	\$223,000-\$347,500
304928017115 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20250828	2025	08	\$	330,000	392.8571	8/28/25 4:00 AM	\$223,000-\$347,500
30492801717C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	840	840	20251029	2025	10	\$	330,000	392.8571	10/29/25 4:00 AM	\$223,000-\$347,500
30493304214C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	917	917	20250515	2025	05	\$	330,000	359.8691	5/15/25 4:00 AM	\$223,000-\$347,500
304933086207 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1090	1090	20250306	2025	03	\$	330,000	302.7523	3/6/25 5:00 AM	\$223,000-\$347,500
305004031028 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	858	858	20250124	2025	01	\$	330,000	384.6154	1/24/25 5:00 AM	\$223,000-\$347,500
305901059006 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	944	944	20250718	2025	07	\$	330,000	349.5763	7/18/25 4:00 AM	\$223,000-\$347,500
305903048293 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1224	1224	20251110	2025	11	\$	330,000	269.6078	11/10/25 5:00 AM	\$223,000-\$347,500
305911026122 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1290	1290	20250624	2025	06	\$	330,000	255.814	6/24/25 4:00 AM	\$223,000-\$347,500
306927021061 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1657	1657	20250808	2025	08	\$	330,000	199.1551	8/8/25 4:00 AM	\$223,000-\$347,500
30503100206C 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2234	2234	20250808	2025	08	\$	331,400	148.3438	8/8/25 4:00 AM	\$223,000-\$347,500
304927055051 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1210	1210	20250714	2025	07	\$	333,000	275.2066	7/14/25 4:00 AM	\$223,000-\$347,500
305904071152 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	949	949	20250219	2025	02	\$	333,000	350.8957	2/19/25 5:00 AM	\$223,000-\$347,500
30590302402C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1302	1302	20250820	2025	08	\$	334,000	256.5284	8/20/25 4:00 AM	\$223,000-\$347,500
305922030017 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	852	852	20250331	2025	03	\$	334,000	392.0188	3/31/25 4:00 AM	\$223,000-\$347,500
304916012008 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2215	2543	20250324	2025	03	\$	334,100	150.8352	3/24/25 4:00 AM	\$223,000-\$347,500
304927018003 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1248	1248	20251125	2025	11	\$	334,800	268.2692	11/25/25 5:00 AM	\$223,000-\$347,500
304933014083 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1367	1132	20251007	2025	10	\$	335,000	245.0622	10/7/25 4:00 AM	\$223,000-\$347,500
305016031065 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1600	1600	20250730	2025	07	\$	335,000	209.375	7/30/25 4:00 AM	\$223,000-\$347,500
305019002096 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2407	1525	20250430	2025	04	\$	335,000	139.1774	4/30/25 4:00 AM	\$223,000-\$347,500
305933033017 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2464	2519	20251024	2025	10	\$	335,000	135.9578	10/24/25 4:00 AM	\$223,000-\$347,500
306912023047 0105	RESIDENTIAL - SINGLE FAMILY : CLUSTER HOME	1164	1056	20250902	2025	09	\$	335,000	287.8007	9/2/25 4:00 AM	\$223,000-\$347,500
306913001027 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	3083	2797	20250205	2025	02	\$	335,000	108.6604	2/5/25 5:00 AM	\$223,000-\$347,500
304921023007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	710	710	20250115	2025	01	\$	335,000	471.831	1/15/25 5:00 AM	\$223,000-\$347,500
30492701120C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1700	1700	20250227	2025	02	\$	335,000	197.0588	2/27/25 5:00 AM	\$223,000-\$347,500
3049330408106 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1266	1266	20251006	2025	10	\$	335,000	264.613	10/6/25 4:00 AM	\$223,000-\$347,500
305901030007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1240	1240	20251012	2025	10	\$	335,000	270.1613	10/12/25 4:00 AM	\$223,000-\$347,500
305901059013 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1055	1055	20250128	2025	01	\$	335,000	317.5355	1/28/25 5:00 AM	\$223,000-\$347,500
305901060002 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1055	1055	20250102	2025	01	\$	335,000	317.5355	1/2/25 5:00 AM	\$223,000-\$347,500
305902033035 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1152	1152	20250207	2025	02	\$	335,000	290.7986	2/7/25 5:00 AM	\$223,000-\$347,500
305922035025 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	979	979	20250919	2025	09	\$	335,000	342.1859	9/19/25 4:00 AM	\$223,000-\$347,500
30592601201C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1130	1130	20250528	2025	05	\$	335,000	296.4602	5/28/25 4:00 AM	\$223,000-\$347,500
305926016007 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1120	1120	20250313	2025	03	\$	335,000	299.1071	3/13/25 4:00 AM	\$223,000-\$347,500
305902043002 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	910	910	20250228	2025	02	\$	337,000	370.3297	2/28/25 5:00 AM	\$223,000-\$347,500

304933013068 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	948	948	20250707	2025	07	\$	340,000	358.6498	7/7/25 4:00 AM	\$223,000-\$347,500
304933025014 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1240	1240	20251106	2025	11	\$	340,000	274.1935	11/6/25 5:00 AM	\$223,000-\$347,500
304933042035 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1034	1034	20250918	2025	09	\$	340,000	328.8201	9/18/25 4:00 AM	\$223,000-\$347,500
304933042051 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1034	1034	20250815	2025	08	\$	340,000	328.8201	8/15/25 4:00 AM	\$223,000-\$347,500
304933043062 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	980	980	20250110	2025	01	\$	340,000	346.9388	1/10/25 5:00 AM	\$223,000-\$347,500
304933086206 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	900	900	20250521	2025	05	\$	340,000	377.7778	5/21/25 4:00 AM	\$223,000-\$347,500
304934019063 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1395	1395	20250331	2025	03	\$	340,000	243.7276	3/31/25 4:00 AM	\$223,000-\$347,500
305006005058 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1242	1242	20250319	2025	03	\$	340,000	273.752	3/19/25 4:00 AM	\$223,000-\$347,500
305904041084 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1260	1260	20250826	2025	08	\$	340,000	269.8413	8/26/25 4:00 AM	\$223,000-\$347,500
30592403603C 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	950	950	20250822	2025	08	\$	340,000	357.8947	8/22/25 4:00 AM	\$223,000-\$347,500
366005041004 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	1215	1215	20251027	2025	10	\$	340,000	279.8354	10/27/25 4:00 AM	\$223,000-\$347,500
305019015018 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1508	1400	20250812	2025	08	\$	342,000	226.7905	8/12/25 4:00 AM	\$223,000-\$347,500
304927044044 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	839	839	20250225	2025	02	\$	342,000	407.6281	2/25/25 5:00 AM	\$223,000-\$347,500
304034017293 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1514	1514	20250822	2025	08	\$	344,000	227.2127	8/22/25 4:00 AM	\$223,000-\$347,500
366004004104 0101	RESIDENTIAL - SINGLE FAMILY : 1 UNIT	2110	1344	20250626	2025	06	\$	345,000	163.5071	6/26/25 4:00 AM	\$223,000-\$347,500
366016011031 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	1546	1282	20250121	2025	01	\$	345,000	223.1565	1/21/25 5:00 AM	\$223,000-\$347,500
305004043232 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	968	968	20250519	2025	05	\$	345,000	356.405	5/19/25 4:00 AM	\$223,000-\$347,500
305922030034 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	738	738	20251001	2025	10	\$	347,000	470.1897	10/1/25 4:00 AM	\$223,000-\$347,500
305922044022 0407	RESIDENTIAL - TOTAL VALUE : CONDOMINIUM - I	738	738	20250315	2025	03	\$	347,000	470.1897	3/15/25 4:00 AM	\$223,000-\$347,500
366008018002 0410	RESIDENTIAL - TOTAL VALUE : TOWNHOUSE	855	855	20250501	2025	05	\$	347,500	406.4327	5/1/25 4:00 AM	\$223,000-\$347,500

APPENDIX 24-5
20-MINUTE PEAK DRIVE TIME RENTAL AVAILABILITY SUPPLY

						One	One	Two	Two	Three	Three		
			Number	Studio	Studio	Bedroom	Bedroom	Bedroom	Bedroom	Bedroom	Bedroom		
Property Name	Property Address	Year Built	Of Units	Vacant	Effective	Vacant	Effective	Vacant	Effective	Vacant	Effective		
Modern Towers	25850 SW 140th Ct	2024	270				4	\$2,027		35	\$2,429	14	\$2,888
Madison Point Apartments	26215 S Dixie Hwy	2023	263				2	\$1,380		8	\$1,640	1	\$1,873
	22230 SW 115th Ct	2012	6									0	
	24705 SW 129th Ave	2023	15									0	
	14380 SW 261St St	2022	112			0	\$1,122		0	\$1,351			
Cannery Row at Redlands Cross	27077 S Dixie Hwy	2024	226			8	\$2,014		7	\$2,288			
Vista Sur	14550 Mable St	1964	12						0				
Baynan Tree at the Hammonds	9700-9912 Hammocks Blvd	1989	6						0				
Max's Landing Apartments	8905 SW 169th Ct	2021	76			0	\$611		0	\$739			
Bay Pointe	18412 Homestead Ave	2024	269			18	\$2,108		22	\$2,519		8	\$3,278
The Groves at Sunset	8818 SW 72nd St	1969	200			2	\$1,718		3	\$2,008			
Sunset Way	15385-15391 SW 73rd Terrai	1985	287		7	\$1,236	27	\$1,447	3	\$1,535		0	\$2,529
Legacy Lakeside	15410 SW 75th Circle Ln	1985	224			0	\$1,894		1	\$2,268		0	\$1,989
Palace Suites	11377 SW 84th St	1999	180		7	\$6,183	7	\$6,981	7	\$8,327			
Kendall Oaks Apartments	10805 SW 86th St	1997	29			0			1				
	14130-14140 SW 88th Ave	1958	6										
	14150-14160 SW 88th Ave	1959	6										
	14200-14210 SW 88th Ave	1958	6										
	14250-14260 SW 88th Ave	1963	6										
	14300 SW 88th Ave	1963	6										
	14320 SW 88th Ave	1958	6										
Legacy at the Palms	10771-10791 SW 88th St	1968	100			0	\$1,994		0	\$2,388			
Sherwood West	11111 SW 88th St	1970	184			0	\$1,800		0	\$2,299		0	\$2,007
Residences at the Falls	13841 SW 90th Ave	1972	480			14	\$1,899		9	\$2,287		4	\$2,602
	15785 SW 92nd Ave	2000	12									0	
Altis at Kendall Square	16950 SW 93rd St	2014	321		1	\$1,953	6	\$2,214	9	\$2,570		2	\$3,178
	9150 SW 95th Ave	1970	4			0							
Palmetto Golf Club Apartments	15900 SW 95th Ave	1968	81			3	\$1,679		1	\$1,963			
Country Club South	15957 SW 95th Ave	1967	86		1	\$1,340	1	\$1,502	0	\$1,750		0	\$1,920
The Oasis At Coral Reef	15005-15060 SW 97 Ave	2023	201		9	\$4,589	17	\$5,374	17	\$5,989			
Kendall Manor Apartments	8707-8711 SW 97th Ave	1968	76						1				
Cherry Grove Village Apartmen	9000 SW 97th Ave	1969	177		0	\$2,158			3	\$2,644		3	\$3,246
Palmetto Station	17945 SW 97th Ave	2019	271				4	\$2,202	4	\$2,714		1	\$3,789
The Addison at Palmetto Bay	18185 SW 98th Ave	2025	83						2	\$3,206		6	\$3,750
Vistas Palmetto Bay	18300 SW 98th Ave	2023	60			1	\$2,376		2	\$2,777		0	\$3,622
	17100 SW 100th Ave	2006	4			0							
	17120 SW 100th Ave	1957	4			0							
Coral Bay Plaza	21850 SW 103rd Ct	1994	40			0	\$1,060		0	\$1,060			
Cutler Riverside	21630 SW 104th Ct	1989	200			0	\$1,330		1	\$1,590		0	\$1,832
Cortland at the Hammocks	15280 SW 104th St	1986	720			35	\$1,928		16	\$2,385		4	\$2,940
Sunset Gardens Apartments	7400 SW 107th Ave	1996	208			1	\$2,359		8	\$2,602		1	\$2,815
Four Quarters Habitat Apartme	8337 SW 107th Ave	1976	336			0	\$1,660		0	\$1,892		0	\$1,874
The Oaks	8440 SW 107th Ave	1969	50		0	\$1,406	0	\$1,329	0	\$1,772			
Treetop Apartments	8532 SW 107th Ave	1974	263				0	\$1,749	0	\$2,138			
Captiva Club	17692 SW 107th Ave	2003	136				0	\$1,308	1	\$1,556		1	\$1,787
South Pointe	17800 SW 107th Ave	1971	170				0	\$956	1	\$1,096		0	\$1,146
Centerra	18000 SW 107th Ave	2019	104						0	\$1,407		0	\$1,609
Solina Old Cutler	22555 SW 107th Ave	2023	390				13	\$2,059	2	\$2,332		6	\$2,921
Hardin Hammocks Estates	22555 SW 107th Pl	1997	200									0	\$1,101
Timbercreek Apartments	11098 SW 107th St	1981	29						0	\$2,121			
Sunpointe Apartments	11180-11190 SW 107th St	1987	87				1	\$1,488	0	\$1,552			
Adrian Builder at Eureka	18355 SW 110th Ave	2024	58				2	\$1,820	6	\$2,124			
Timbercreek	19600 SW 110th Ct	1981	28						1				
Cabana Club Apartments	19701 SW 110th Ct	1969	332		0	\$1,022	12	\$1,318	1	\$1,586			
Caribbean Village	19755 SW 110th Ct	2019	123				1	\$1,116	1	\$1,332			
Courtyards at Cutler Bay	19800 SW 110th Ct	1966	144				1	\$1,235	1	\$1,517			
Cutlerwood Apartments	20001 SW 110th Ct	1963	161		0	\$710	1	\$826	0	\$964			
Federation Gardens	10905-10911 SW 112th Ave	1982	161		1	\$1,314	0	\$2,005					
BCC Apartments	21160 SW 112th Ave	1971	103				0	\$896	1	\$1,094		0	\$1,512
Garden Walk Apartments	21354 SW 112th Ave	1995	228				0	\$850	0	\$1,027		0	\$1,192
Coquina Place Apartments	21451 SW 113th Ave	2016	96				0	\$1,328	1	\$1,594		1	\$1,845
	22300 Sw 115th Ct	1960	10				0		0				
	22385 SW 115th Ct	2020	2									0	
	22300 SW 116th Ave	1966	4						0				
Richmond Manor	14501 SW 117th Ave	1958	6						2	\$1,270			
Southpointe Vista	21350 SW 117th Ave	2025	332				58	\$1,300	43	\$1,548		43	\$682
	22201-22335 SW 117th Ave	1968	12						0			0	
	22300 SW 117th Ave	1956	4				0	\$733	0	\$917			
4 Unit Apartment	22310 SW 117th Ave	1956	4				0	\$653	0	\$849			
Karis Village	21517 SW 119th Ave	2018	88										
Waterford Point	8960 SW 122nd Ave	1989	244		13	\$1,743	8	\$2,102	9	\$2,462			
Vista Verde at Deerwood	13901 SW 122nd Ave	1999	256				4	\$1,889	12	\$2,238		2	\$2,515
Running Brook	20505 SW 122nd Ave	2002	186						0	\$1,470		0	\$1,689
The Stratford	9051 SW 122th Ave	1992	244				4	\$2,222	4	\$2,691		2	\$3,081
Southern Anchor Apartments	15300 SW 123 Ave	1967	72									0	\$2,576
	22505 SW 125th Ave	2025	3										
Marcia Gardens	10301 SW 127th Ave	2018	134				0	\$1,340					
Hidden Lake	12950 SW 127th Ave	2022	133				2	\$2,243	3	\$2,689		0	\$3,461
Cortland South Kendall	15520 SW 127th Ave	2019	600		0	\$1,945	12	\$2,210	29	\$2,595		8	\$3,060
Princeton Landings	24350 SW 127th Pl	2024	334				0	\$1,316	0	\$2,140		0	\$2,782
	24600 SW 129th Ave	2022	13						0				
Princeton Grove	25001 SW 130th Ave	2016	216				1	\$1,747	6	\$1,905		2	\$2,258
	24940 SW 134th Ave	2023	10						0				
Sunshine Villas	25101 SW 134th Ave	2022	71						0	\$2,076		0	\$2,461
Southern Villas Townhomes	25240 SW 134th Pl	2020	100						0	\$2,304		0	\$2,623
Pinnacle at Tropical Pointe	25155 SW 136 Ave	2024	215				0	\$1,213	0	\$1,459		0	\$1,690
Azura	12755 SW 136th St	2016	240				3	\$2,416	3	\$2,645		1	\$3,146
Amelia Apartments	15350 SW 136th St	2021	264				5	\$1,907	10	\$2,130		3	\$2,651
Pepper Cove	9300 SW 137th Ave	1987	208				15	\$2,020	9	\$2,436			

Altis Grand Kendall	9455 SW 137th Ave	2024	342			15	\$2,370	20	\$2,908	1	\$3,515
The Park at Kendall	16480 SW 137th Ave	2014	296			6	\$2,147	6	\$2,516	3	\$3,111
Atlantico at Kendall I	16824 SW 137th Ave	2015	322			6	\$2,201	9	\$2,525	3	\$2,856
Tuscany Place	25400 SW 137th Ave	2004	340			0	\$1,372	1	\$1,638	1	\$1,890
Azalea Grove at Naranja	26201 SW 138th Ct	2023	32								
Kendall Royale Apartments	6501 SW 139th Ct	1985	30			0		1		0	
Naranja (Sunset Pointe)	26201 SW 139th Ct	1971	116					0		1	
	15263 SW 141st St	1998	4								
	13466 SW 142nd	2002	8								
Cortland Kings Meadow	8961 SW 142nd Ave	1985	480			26	\$2,007	19	\$2,431	3	\$2,951
Waterford Landing	9052 SW 142nd Ave	1987	362	8	\$1,423	34	\$1,582	1	\$2,087		
Palmetto Place Apartments	9601 SW 142nd Ave	1986	416			7	\$1,790	8	\$2,222		
La Joya Apartments	26760 SW 142nd Ave	2014	150			0	\$1,198	0	\$1,381	0	\$1,548
The Preserve at Coral Town Par	26484 SW 142nd St	2019	90			2	\$1,573	4	\$1,772		
Magnolia Landing Apartment	25881 SW 143 Ct	2012	150			0	\$1,338	0	\$1,607	0	\$1,667
Green Turtle Club	13770 SW 143rd St	2015	248					8	\$2,613		
Woodside Oaks Apartments	26205 SW 144 Ave	2011	103			0	\$1,318	2	\$1,568	0	\$1,799
Circle Creek Apartments	26005 SW 144th Ave	2013	100					2	\$1,571	2	\$1,803
Gardens Apartments	8700 SW 145th St	1958	32			1		0			
	26800 SW 145th Avenue Rd	1956	28			0					
Lanai Landings	26511 SW 146th Ct	2020	54			0	\$1,622	0	\$1,789		
Sunrise Commons	26600 SW 146th Ct	2009	106			0	\$1,095	0	\$836	0	\$971
Tennis Villas Apartments	9175 SW 147th Ave	1976	200			12	\$1,592				
Orchid Estates	26400 SW 147th Ave	2017	74			0	\$1,076	0	\$1,238	0	\$1,363
Emerald Palms	12325 SW 151st St	1985	505			12	\$1,765	19	\$2,317	3	\$2,912
Oasis Apartments	7480 SW 152nd Ave	1990	47					1	\$2,049		
Lakeside Towers	7555 SW 152nd Ave	1988	384			2	\$1,934	6	\$2,305	1	\$2,673
Sunset on the Lakes	7805-7815 SW 152nd Ave	1989	60	2	\$831	2	\$1,032				
Village at Coral Reef	9761 SW 152nd St	2020	174			7	\$2,017	11	\$2,356		
Park Lake Apartments	8201 SW 152nd Avenue Cir	1987	82	0	\$1,485	2	\$1,678	0	\$2,196		
	7565 SW 153rd Ct	1985	2					0			
	17500 SW 153rd Path	2014	2			0				0	
	23100 SW 154 Ave	1927	5			0					
Vista Lago at the Hammocks	10571 SW 156th Pl	1988	140			5	\$1,963	4	\$2,526		
Royal Coast Apartments	9001 SW 156th St	1969	174			4	\$1,096	1	\$1,292		
Alexan Kendall	9030 SW 158th Ave	2024	576			87	\$2,320	89	\$2,804	15	\$3,461
	26805 SW 162 Ave	2004	1								
Miami Everglades	20675 SW 162nd Ave	1970	303								
	9371 SW 169th St	1975	2					0			
	13718 SW 171st Ln	2004	1							0	
Casa Vera	8881 SW 172nd Ave	2016	546			14	\$2,020	14	\$2,463	5	\$2,958
	10680 SW 172nd St	1950	8			0					
Perrine Rainbow	10000 SW 173rd Ter	1979	64					0	\$1,433	0	\$1,662
Indigo Palmetto Bay	9420-9500 SW 174th St	2022	235	1	\$2,087	7	\$2,316	6	\$2,745	1	\$3,588
	10222 SW 174th Ter	2018	3			0	\$1,118			0	\$2,014
	10214 SW 175th St	2018	3			0	\$1,118			0	\$2,014
	10280 Sw 175th St	1993	3			0					
	10260 SW 181st St	2005	4					0			
	10270 SW 181st St	2005	4					0			
	9785 SW 181st Ter	1987	18								
	10261 SW 182nd St	2004	4					0			
	10271 SW 182nd St	2004	4					0			
	10510 SW 182nd St	1994	2					0			
	10520 SW 182nd St	1994	2					0			
	10532 SW 182nd St	1994	1					0			
	10544 SW 182nd St	1994	2					0			
	10606 SW 182nd St	1994	2					0			
	10622 SW 182nd St	1994	2			0					
	10634 SW 182nd St	1994	1								
	9720-9730 SW 184th St	2004	22			0					
Paradise Isles Apartments	11020 SW 196th St	1973	199	0	\$1,259	0	\$1,814	0	\$2,116	0	\$2,364
Cutler Meadows Glen Apartme	11100 SW 196th St	1982	225			1	\$1,377	0	\$1,454		
Cutler Glen and Cutler Meadow	11240-11280 SW 196th St	1981	225			4	\$953	1	\$1,091		
Casa Devon Apartments	11250 SW 197th St	1981	210			1	\$1,663				
Cutler Gardens Apartments	10820 Sw 200th Dr	1974	440	0	\$1,290	0	\$1,857	0	\$2,111		
Carib Villas Apartments	11105 SW 200th St	1966	365	3	\$1,217	3	\$1,381	12	\$1,674	3	\$1,861
Caribbean Gardens Condo Asso	11309 SW 200th St	1973									
Caribbean West Apartments	12140 SW 200th St	1973	102			0	\$771	1	\$918	1	\$1,049
Cutler Bay Centre	11150 SW 211th St	2014	101			0	\$1,512	0	\$1,864		
Cutler Bay Apartments	10300 SW 212th St	1997	100			2	\$1,102				
Cutler Hammock	10376 SW 212th St	1992	262			0	\$1,088	0	\$1,586	0	\$1,831
	11955 SW 213th St	1965	68					2	\$558		
	12101 SW 213th Ter	1958	6			0					
Water's Edge Apartments	10940-10999 SW 214th St	2021	128			0	\$1,516	0	\$1,792	0	\$2,071
	12029 SW 215th St	1958	4					0			
Hainlin Mills	10400 SW 216th St	1995	144			0	\$1,199	0	\$1,420	1	\$1,624
Cutler Vista	10471 SW 216th St	1990	216			1	\$857	1	\$1,236	1	\$1,405
Bel Aire Apartments	10509-10539 SW 216th St	1985	124	1	\$1,120	9	\$1,372	1	\$1,484	0	\$2,312
Cutler Manor Apartments	10875 SW 216th St	1971	220			0	\$1,472	1	\$1,624	0	\$1,827
Arthur Mays Villas	11341 SW 216th St	1974	184					1		2	
Meridian Point at Goulds Statio	11850 SW 216th St	2024	113			1	\$1,631	1	\$1,960	2	\$2,021
Silver Creek Apartments	11855 SW 216th St	2020	90			3	\$1,888	1	\$2,253		
Goulds Apartments	11255 SW 220th Ter	1980	48					0	\$1,045	0	\$1,165
Sunset Bay	10000 SW 224th St	2001	308			1	\$1,326	3	\$1,603	2	\$1,852
	11101 SW 224th St	1962	3							0	
	11625 SW 224th St	1965	28			1	\$930				
Windmill Farms	12871 SW 242nd St	2024	274			0	\$1,311	3	\$1,563	1	\$1,792
Casa Princeton	12835 SW 246th Ter	2024	62			1	\$1,779	1	\$2,346	0	\$2,799
Princeton Park	13113 SW 248th St	2018	150			0	\$1,314	0	\$1,577	0	\$1,802
Mirabella	12801 SW 252nd St	2011	204			1	\$1,310	1	\$1,557	1	\$1,789
Sophia Square	13710 SW 256th St	2019	281			1	\$1,706	2	\$1,919	0	\$2,183
Keys Crossing	14311 SW 258th Ln	2017	100					1	\$1,571	1	\$1,803
Casa Matias	14340 SW 260th St	2012	80			0	\$1,321	0	\$1,571	0	\$1,803

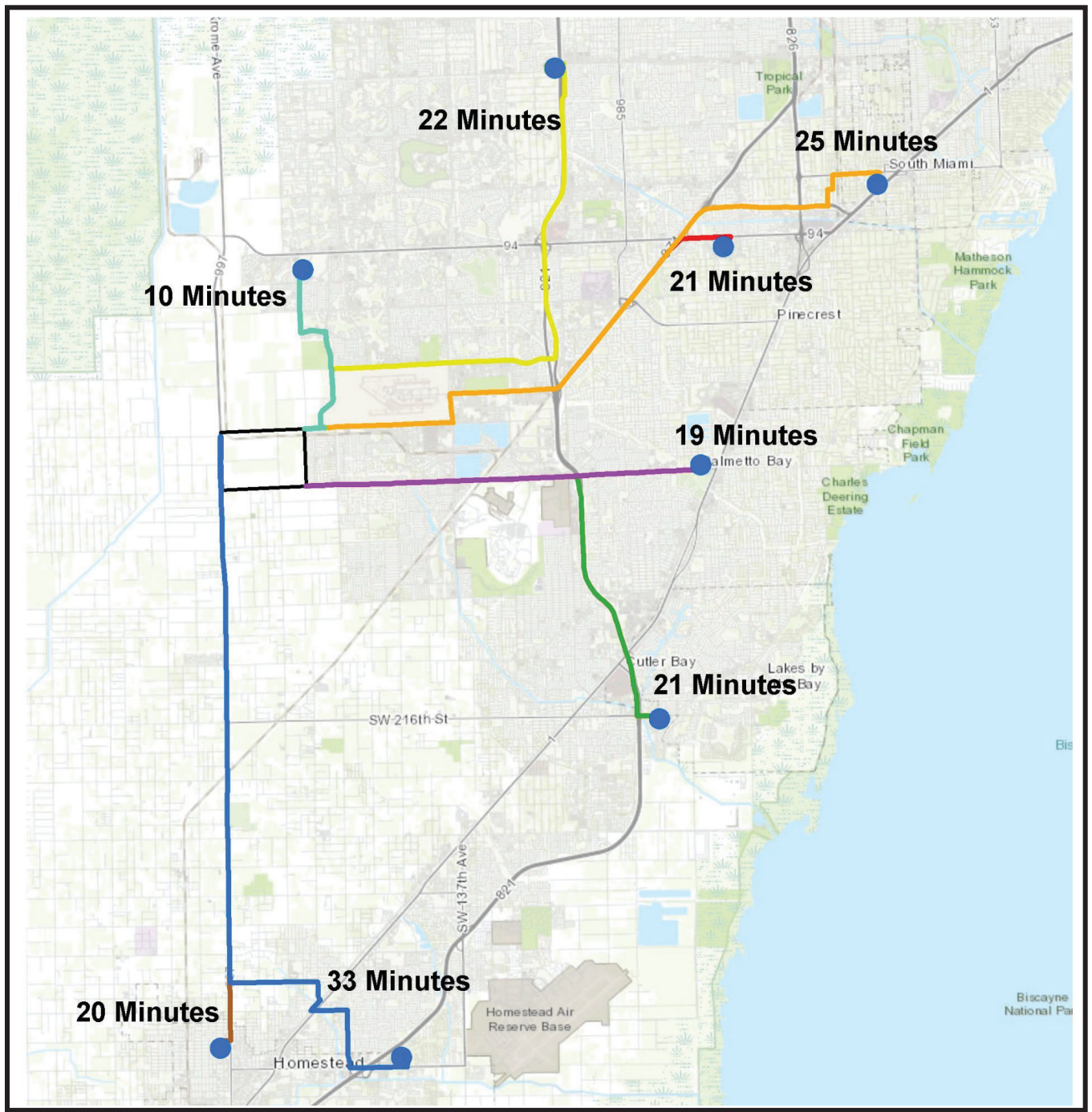
The Avenue at Naranja	13735 SW 262nd St	2022	231			5	\$1,790	12	\$2,206	1	\$2,380
Naranja Villas	14003 SW 263rd Ter	1997	90			0	\$1,025	0	\$1,199	0	\$3,496
Redland Crossing	14770 SW 264th St	2020	134					0	\$1,241	0	\$1,366
La Joya Estates	14261 SW 267th St	2018	106			0	\$1,127	0	\$1,303	0	\$1,441
The Landings At Coral Town Par	14361 SW 268th St	2015	162			5	\$1,685	3	\$1,690	2	\$2,000
The Heights at Coral Town Park	14401 SW 268th St	2018	180			3	\$1,705	3	\$1,800	2	\$2,140
Ambar Trail	15000 SW 272th St	2023	342			5	\$1,784	4	\$1,789	6	\$2,087
Gabriela Estates	11246-11290 SW 187th Street	2025	15							4	
Harbor Springs	26655 SW 142nd Ave	2023	150			1	\$1,494	2	\$1,488	2	\$724
Richmond Pine	14700 Booker T Washington	1995	80			0	\$873	0	\$1,040		
Sol Vista	11251 Caribbean Blvd	2024	227			0	\$1,323				
Perrine Gardens	10161 Circle Plz W	1975	158	0		0		0		1	
Bay Village One	18301 S Dixie Hwy	2020	213	3	\$1,866	7	\$2,140	5	\$2,461	0	\$3,204
Pine Groves	24101 S Dixie Hwy	2020	204			7	\$1,595	8	\$1,863		
Coral Bay Cove	25801 S Dixie Hwy	2019	224					5	\$1,571	3	\$1,803
Residences at Naranja Lakes	27550 S Dixie Hwy	2024	140			1	\$1,279	1	\$1,480	1	\$1,674
Royal Pointe Apartment Homes	14685 Dunbar Dr	2025	102			7	\$1,488	7	\$1,963	10	\$2,256
Bell Kendall West	8485 Hammocks Blvd	2013	228			6	\$2,399	9	\$2,670	3	\$2,995
Cascades at the Hammocks	10605-10651 Hammocks Blv	1988	264			3	\$1,909	6	\$2,306	2	\$2,869
Tucker Tower	9940 Hibiscus St	2024	120			0	\$1,379	0	\$1,644		
	17325 Homestead Ave	1955	6			0					
	18200 Homestead Ave	1954	3			0					
Quail Roost Station	18505 Homestead Ave	2025	350	17	\$1,380	70	\$1,472	12	\$1,761	4	\$2,027
	10030 W Indigo St	1955	9								
Perrine Villas	10000 W Jessamine St	1983	20	0		0					
	10129 W Jessamine St	2019	3			0	\$1,118			0	\$2,014
North Hill Apartments	9828 N Kendall Dr	1969	56			0		0			
Legacy Nob Hill	9856 N Kendall Dr	1969	314			1	\$1,879	1	\$2,342	0	\$2,228
Wellington Manor Apartments	10805 N Kendall Dr	1968	205			2	\$1,650	1	\$2,114	0	\$2,500
Legacy Harbour Key	11033 N Kendall Dr	1969	300			0	\$1,753	0	\$2,065	0	\$2,471
	11432 Lincoln Blvd	1958	2			0					
Old Cutler Village	10415 Old Cutler Rd	2003	288			0	\$1,318	0	\$1,590	0	\$1,844
Old Cutler Village Phase 2	10429 Old Cutler Rd	2025	110			0	\$1,555	0	\$1,869	0	\$2,159
Cauley Residences	21580 Old Dixie Hwy	2025	74	11	\$1,466	26	\$1,846	9	\$2,310		
	21845 Old Dixie Hwy	1963	4					0			
	26720 Old Dixie Hwy	2023	32			0		1			
	14680 Pierce St	1970	1								
John & Anita Ferguson Residence	11003 Pinkston Dr	2016	79			0	\$1,315	0	\$1,563		
St. Anne's Gardens	11800 Quail Roost Dr	2003	96			2	\$678	0	\$870		
Affina	15705 Southwest 127th Ave	2025	352			94	\$2,269	108	\$2,977	38	\$3,856
	16930 SW 93rd Ave	1963	2			0					
	16955 SW 100th Ave	2024	10			0		0		0	
Amaretto	11847 SW 102nd St	1987	1							0	
	18145 SW 105th Ave	1948	4					0			
	18350 SW 105th Ave	1961	2			0					
	21455 SW 112th Ave	2021	48					1			
	22210 SW 116th Ave	1962	4			0					
	19810 SW 117th Ave	1971	6			1	\$1,454				
	21019 Sw 125th Court Rd	1991	1							0	
	25050 SW 134th Ave	2016	16								
	7143 SW 152nd Ct	1981	1					0			
	14232 SW 155th St	1984	4	0		0				0	
	15140 SW 156th Ave	2001	6			0	\$1,430				
	11630 SW 178th Ter	1971	1								
	10521 SW 184th St	1961	2			0					
	10531 SW 184th St	1961	2			0					
	10541 SW 184th St	1961	2			0					
	10601 SW 184th St	1961	2			0					
	10621 SW 184th St	1961	2			0					
	11910 SW 186th St	1958	1							0	
	11870 SW 187th St	1957	1							0	
	11901 SW 187th St	1958	1								
	12015 SW 187th St	1958	11								
	12140 SW 187th St	1957	1							0	
	12240 SW 187th Ter	1958	1							0	
	11751 SW 188th Ter	1956	1								
Cutler Meadows Apartments	11051 SW 197th St	1976	90								
	10990 SW 202nd Dr	1965	16								
	11900 SW 202nd St	2002	56								
	19470 Sw 212th St	2004	1					0			
	12033 SW 213th Ter	1958	2					0			
	12024 SW 220th St	1953	2			0					
	12036 SW 220th St	1957	2	0							
	11775 Sw 223rd St	1957	4			0					
	17360 SW 232nd St	1959	64								
Casa Princeton Phase II	12845 SW 248th St	2026	157								
	11501 SW 250th St	2016	12					0			
	11435-11437 Booker T Wash	1958	2			0					
	14401-14403 Booker T Wash	1958	3			0					
	14425-14427 Booker T Wash	1958	3			0					
	10190 W Guava St	1969	2							0	
	14500 Jefferson St	1958	6					0			
	14540 Jefferson St	1959	10					1			
	11440 Lincoln Blvd	1958	2			0					
	11445 Robinson St	1958	2			0					
	11520 Robinson St	1958	6					0			
	11600 Robinson St	1958	6					0			
	11620 Robinson St	1958	6					0			
			31,523	85		820		770		246	1,921

APPENDIX 24-6
AVAILABLE HOMEOWNERSHIP AND RENTAL SUPPLY WITHIN THE RMA
(By Income Cohort within City Park)

**City Park - Number of Households by Income Category;
Number of Rental Units and Sales by Income Cohort (Housing Supply in RMA)**

# HH's	Income	Rent	# Rent	Mo Pmt	Less T&I	Mortgage	Value	# Sales
45	\$29,120	\$528	0	\$728	\$259	\$77,065	\$81,121	3
45	\$30,370	\$559	2	\$759	\$270	\$80,371	\$84,601	11
46	\$32,870	\$622	2	\$822	\$292	\$86,987	\$91,566	8
51	\$35,370	\$684	43	\$884	\$315	\$93,603	\$98,530	17
46	\$37,870	\$747	2	\$947	\$337	\$100,220	\$105,494	5
42	\$40,370	\$809	4	\$1,009	\$359	\$106,836	\$112,459	3
42	\$42,610	\$865	1	\$1,065	\$379	\$112,765	\$118,700	6
43	\$44,851	\$921	5	\$1,121	\$399	\$118,694	\$124,942	13
39	\$47,351	\$984	2	\$1,184	\$421	\$125,311	\$131,906	8
47	\$49,851	\$1,046	9	\$1,246	\$443	\$131,927	\$138,870	5
43	\$52,351	\$1,109	0	\$1,309	\$466	\$138,543	\$145,835	0
78	\$52,416	\$1,110	1	\$1,310	\$466	\$138,716	\$146,017	26
79	\$54,665	\$1,167	0	\$1,367	\$486	\$144,668	\$152,282	0
27	\$54,851	\$1,171	0	\$1,371	\$488	\$145,159	\$152,799	11
28	\$57,351	\$1,234	4	\$1,434	\$510	\$151,775	\$159,763	12
79	\$59,165	\$1,279	2	\$1,479	\$526	\$156,577	\$164,818	4
29	\$59,851	\$1,296	73	\$1,496	\$532	\$158,391	\$166,728	13
28	\$62,351	\$1,359	16	\$1,559	\$555	\$165,007	\$173,692	14
89	\$63,665	\$1,392	0	\$1,592	\$566	\$168,486	\$177,354	9
27	\$64,851	\$1,421	99	\$1,621	\$577	\$171,623	\$180,656	15
24	\$67,351	\$1,484	13	\$1,684	\$599	\$178,240	\$187,621	3
81	\$68,165	\$1,504	1	\$1,704	\$606	\$180,395	\$189,890	9
23	\$69,181	\$1,530	63	\$1,730	\$615	\$183,083	\$192,718	12
36	\$71,011	\$1,575	59	\$1,775	\$632	\$187,926	\$197,816	23
73	\$72,665	\$1,617	2	\$1,817	\$646	\$192,304	\$202,426	4
40	\$73,511	\$1,638	37	\$1,838	\$654	\$194,542	\$204,781	25
44	\$76,011	\$1,700	4	\$1,900	\$676	\$201,158	\$211,745	7
74	\$76,698	\$1,717	15	\$1,917	\$682	\$202,977	\$213,660	20
46	\$78,511	\$1,763	41	\$1,963	\$698	\$207,774	\$218,709	28
55	\$80,731	\$1,818	2	\$2,018	\$718	\$213,650	\$224,895	11
48	\$81,011	\$1,825	35	\$2,025	\$721	\$214,390	\$225,674	27
46	\$83,511	\$1,888	72	\$2,088	\$743	\$221,006	\$232,638	14
50	\$85,231	\$1,931	2	\$2,131	\$758	\$225,559	\$237,431	2
46	\$86,011	\$1,950	43	\$2,150	\$765	\$227,622	\$239,602	40
45	\$88,511	\$2,013	48	\$2,213	\$787	\$234,238	\$246,567	6
60	\$89,731	\$2,043	14	\$2,243	\$798	\$237,468	\$249,966	30
45	\$91,011	\$2,075	44	\$2,275	\$809	\$240,854	\$253,531	45
45	\$93,511	\$2,138	13	\$2,338	\$832	\$247,471	\$260,495	1
55	\$94,231	\$2,156	0	\$2,356	\$838	\$249,377	\$262,502	17
36	\$96,011	\$2,200	67	\$2,400	\$854	\$254,087	\$267,460	30
36	\$98,511	\$2,263	1	\$2,463	\$876	\$260,703	\$274,424	15
35	\$98,731	\$2,268	244	\$2,468	\$878	\$261,286	\$275,038	16
28	\$101,011	\$2,325	32	\$2,525	\$898	\$267,319	\$281,388	32
36	\$103,231	\$2,381	16	\$2,581	\$918	\$273,195	\$287,574	0

22	\$103,451	\$2,386	6	\$2,586	\$920	\$273,776	\$288,186	85
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Drive Time

Homestead Hospital

Baptist Homestead Hospital

Community Health of South Dade

Jackson South Community Hospital

Baptist Hospital

Kendall Regional Medical Center

South Miami Hospital

West Kendall Baptist Hospital

Healthcare_Providers_B

City Park Project Boundary



0 1 2 Miles

Map 28-1
Hospital Drive Time
City Park
March 2026

29. ENERGY

- A. Provide a projection of the average daily energy demands at the end of each development phase for each of the following: electrical power, gas, oil, coal, etc. For electrical power, also provide the peak hour demand at the end of each phase.

Projected average daily electrical demands are summarized in **Table 29-1, Projected Electrical Energy Demand**. Based upon the Maximum Impact Development Scenario (MIDS), the project will have an annual energy demand of 118,935,176 kWh, a cumulative total daily demand of 325,292 kWh and a cumulative total Peak Hour Demand of 43,559 kWh.

TABLE 29-1 Projected Electrical Energy Demand				
Land Use	Units (2026 – 2036)	Annual Energy (kWh/yr)	Daily Energy (kWh/day)	Peak Hour (kWh =kW)
Residential				
- SF Detached	1,029 homes	11,319,000	31,011	4,522
- SF Attached	4,532 townhomes	40,788,000	111,748	13,969
- Multi-Family	2,239 units	14,553,500	39,873	4,153
Retail	673,902 sf	18,407,596	49,874	8,312
Office	500,000 sf	11,000,000	30,137	4,395
Industrial	892,484 sf	16,064,712	44,013	5,502
Schools	Elementary – 1,011 students	1,516,500	4,155	606
	Middle – 1,222 students	2,016,300	5,524	806
	High School – 1,630 students	3,178,500	8,708	1,270
Community Uses Open Space, Parks	249.5 acres	91,068	250	25
TOTAL		118,935,176	325,292	43,559

Source: The Curtis Group

- B. If there is to be an on-site electrical generating facility (post-construction) describe its proposed capacity and use.

No on-site electrical generating facilities are proposed.

- C. If energy (electrical power, natural gas, etc.) is to be obtained from an off-site source, attach a letter from the firms or agencies providing service outlining:

1. The projected excess capacities of the facilities and transmission line to which connection will be made at present and for each phase through completion of the project,
2. Any other commitments that have been made for this excess capacity,

3. **A statement of the supplier's ability to provide service at all times during and after development. (The supplier must be provided with demand information in (A) above.)**

Exhibit 29-1, Letters to and from Florida Power and Light (FPL), includes a request that FPL provide the information outlined above dealing with projected excess facility capacities, commitments and the ability of the facilities to provide service to the Project Site at all times during and after development.

A response letter from FPL stating their ability to provide power to the development is attached.

- D. **Describe any energy conservation methods or devices incorporated into the plan of development. What considerations relative to energy conservation will be incorporated into the site planning, landscape, and building design, and equipment and lighting selection for this project?**

The following energy conservation measures may be incorporated into site planning, building design, and equipment selection where feasible:

- Integrated landscaping along streets, building and parking areas can reduce heat gain from paved and impervious areas.
- All building design and construction for the Project will meet applicable requirements of the South Florida Building Code and the Florida Energy Efficient Building Code.

- E. **Additional Review Agency Comments**

In Miami-Dade County, buildings account for more than 40% of greenhouse gas emissions. Land Use Element Objective LU-IO of the Comprehensive Development Master Plan (CDMP) encourages development patterns that reduce greenhouse gas emissions by increasing energy conservation and sourcing a portion of energy from solar among other strategies. The subject application intends to add significant urban development to the proposed site which shall increase energy use, emissions, and the Urban Heat Island effect locally and throughout Miami-Dade County. Further, the reduction of building energy use in Miami-Dade County is a key approach of the County's Climate Action Strategy, and the use of ultra-low or net-zero energy buildings is a specific recommended action.

Applicant shall:

- a. **Address how the proposed development shall employ energy conservation as well as reduce its greenhouse gas emissions and Urban Heat Island effect. In addition, the Applicant's response should address consistency with Miami-Dade County's CDMP and Climate Action Strategy.**

City Park is being planned as a compact, mixed-use, transit-oriented community that reduces vehicle miles traveled and concentrates homes, jobs and services so more trips are walkable, bikeable or served by shared shuttles. At the site and

building scale the project will pursue energy-efficiency and low-carbon pathways — including high-performance building envelopes, electrification-ready design, distributed solar (roofs/carports), At the urban scale the plan increases permeable green area and native tree canopy, prioritizes cool roofs and high-albedo pavements in high-use public spaces, and integrates vegetated stormwater features and green corridors to provide evaporative cooling and shade. These combined actions reduce cooling loads, lower on-site GHG emissions, and reduce surface and air temperatures that contribute to the UHI effect.

Planned measures and options under consideration

- Land-use & Mobility: mixed-use Village Core, TOD node, protected bike lanes, off-street greenway network, and community shuttles to lower VMT and tailpipe emissions.
- Buildings & Energy: design for all-electric building systems where feasible, require cool-roof performance for non-residential and larger multi-family buildings, solar-ready roofs and incentives for rooftop PV + battery storage, envelope performance above code and low-energy HVAC.
- Materials & Surfaces: high-albedo paving in plazas and sidewalks, porous/permeable pavement pilots for secondary streets and parking, and specification of reflective SRI thresholds for curated public surfaces.
- Nature-Based Cooling: increase native canopy, bioswale corridors, and lakes/shoreline oriented design to maximize micro-climate cooling while meeting County policy on park dedications and LOS.
- Electrification & EV Support: EV-ready residential parking, phased installation of Level-2 workplace and public chargers, dedicated depot chargers for shuttle/fleet electrification, and managed/ off-peak charging strategies.

The City Park approach directly implements the types of actions recommended in Miami-Dade's Climate Action Strategy (energy & buildings, land use & transportation, and electrification priorities) and supports CDMP objectives that call for climate-aware land-use planning, reduction of vehicle dependence, and strategies to reduce Urban Heat Island impacts (e.g., canopy, cool roofs, permeable surfaces). The project's combination of land-use, building and landscape measures aligns with the County's direction to cut GHGs and adapt community design to reduce heat and increase resilience.

- b. With regards to urban heat, the 2021 Miami-Dade Urban Tree Canopy Assessment clearly identifies important relationships between urban development and heat. These include a clear pattern of increasing urban heat with increasing development. For example, an up to 17 degrees Fahrenheit (degF) difference in temperature has been observed between the most and least developed areas of Miami-Dade County. Changes in temperature are most drastic with land use changes similar to this proposed development, i.e., conversion of habitat/wooded areas to any other class of land use and conversion of pervious surfaces to impervious (up to 6-7.5 deg F increase in surface temperature). The application shall address strategies around these issues related to high-performance building designs, energy efficiency, renewable energy, heat mitigation, or emission reduction.**

Miami-Dade's 2021 Urban Tree Canopy Assessment documents a clear

relationship between development intensity and surface/air temperature — including the order-of-magnitude differences cited (large surface temperature spreads between the most and least developed areas and localized increases of ~6–7.5°F associated with conversion of pervious to impervious surfaces). The Applicant acknowledges these findings and has designed City Park specifically to avoid reproducing the heat-intensifying patterns described in the Assessment.

City Park's response targets the two principal, local drivers of increased heat identified in the Assessment: (a) loss of vegetative cover (tree canopy) and (b) increased heat-absorbing impervious surfaces and waste heat from buildings and vehicles. The project employs a layered strategy — land-use, landscape, materials, building systems and mobility measures — to reduce both surface temperatures and source emissions:

- Increase and distribute vegetative cover: the master plan converts a substantial portion of the site to connected parks, greenways and street-tree corridors and is evaluating a target canopy increase and corridor shading goals. The proposed canopy increase represents a substantial change from the existing site condition, which currently has virtually no tree canopy; establishing a distributed, mature canopy will deliver measurable shading and evapotranspirative cooling that reduce surface and ambient temperatures, improve pedestrian comfort, and help mitigate the Urban Heat Island effect.
- Reduce impervious, high-heat surfaces: the design prioritizes high-albedo materials in plazas and sidewalks, shaded parking strategies, and permeable/porous pavement pilots for secondary streets and parking where feasible to lower surface temperatures and reduce runoff. These tactics map directly to strategies Miami-Dade recommends for UHI mitigation (high albedo surfaces, porous pavement, cool roofs, and tree canopy).
- Building performance & waste-heat reduction: City Park is evaluating high-performance envelopes, cool-roof standards for non-residential and larger multi-family buildings, electrification options, and rooftop PV plus battery storage to reduce building cooling loads and local waste heat. Reduced on-site fossil fuel use and improved efficiency both lower direct heat emissions and GHGs.
- Low-carbon mobility & EV support: by concentrating mixed uses around a Village Core and TOD node, providing active-mobility corridors and planning for shared shuttles and EV readiness, City Park reduces vehicle miles traveled and tailpipe emissions (a secondary source of local heating). This supports the County's electrification and VMT-reduction goals in the Climate Action Strategy.

The portfolio of measures above is consistent with CDMP directives to consider high-albedo surfaces, porous pavement, tree canopy and cool roofs (LU-10I), and aligns with the County's Climate Action Strategy goals on buildings, energy and transportation.

City Park's combined land-use, landscape and building strategies are designed to avoid the heat-intensifying outcomes described in the 2021 Urban Tree Canopy Assessment. By emphasizing distributed canopy, high-albedo and permeable surfacing, building electrification, the project will reduce projected local surface and air temperatures and cut GHG emissions in a manner consistent with Miami-Dade County policy and the Climate Action Strategy.

- c. Compared to high-density centers, suburban areas have larger homes and buildings, longer distances between services, fewer public transportation options, and features that lead to a more carbon-intensive lifestyle. Locating new development away from existing major transit corridors is also likely to increase the transportation emissions from cars and trucks. The Applicant shall address how these trips compare to existing traffic patterns, and model impacts to local air quality as required by the Air Quality Uniform Standard Rule, 73C-40.046, FAC.**

City Park is planned as a compact, mixed-use, transit-oriented community (TOD node, Village Core, retail and jobs proximate to housing) and therefore is expected to generate substantially different trip patterns than a conventional, dispersed suburban subdivision. The Applicant will provide an air quality study after the transportation analysis has been reviewed and determined to be sufficient, and the Applicant has met with DERM and FDEP to determine which intersections and parking facilities are substantially impacted by project traffic. FDEP guidelines require that all LOS E and F intersections impacted by 5% or more of project traffic, and surface parking areas accommodating 1500 vehicle trips per hour, or parking garages accommodating 750 vehicles per hour be considered for air quality modeling.

- d. Expanding development shall replace undeveloped land-use areas with many impervious surfaces and grey infrastructure which are likely to conduct and trap heat, further elevating issues of extreme urban heat and urban heat island effects in the area. As stated in section LU-IOI of the CDMP, Miami-Dade County shall consider strategies to reduce the urban heat island effect which may include requirements for high albedo surfaces, porous pavement, tree canopy, and cool roofs. The Applicant should address how the development shall reduce the urban heat island effect.**

While new development introduces some impervious surfaces, City Park has been intentionally planned to reduce net Urban Heat Island (UHI) impacts compared to a conventional suburban/industrial redevelopment by prioritizing large, distributed open space, extensive tree canopy, water features, high-performance surface materials, shaded pedestrian corridors, building electrification and rooftop solar, and EV charging. In short, City Park trades single-use industrial row-crop farming acreage for a balanced mosaic of shade, vegetated surfaces, water cooling, reflective materials and low-carbon mobility options — consistent with CDMP LU-10I strategies and the County's Climate Action goals.

I. How City Park avoids becoming a net UHI source

- 1. Large, connected open-space system.**
 - o The master plan dedicates 249.5 acres of open space (parks, greenways and publicly accessible lake edges) — roughly 25% of

the site — and reserves an additional network of street trees and bioswale corridors across the remaining area. Converted lakes (66 acres) plus vegetated greenway corridors and canopy planting substantially increase pervious area and provide evaporative cooling and shading that reduce local surface and air temperatures.

2. Tree canopy & shade strategy.
 - City Park will provide significant urban tree canopy coverage across the developed site. The canopy will comprise native, climate-adapted species arranged to shade sidewalks, parking lots, plazas and playgrounds.
3. High-albedo and cool roofing requirements.
 - The Applicant is evaluating cool roof systems (high solar reflectance) on non-residential buildings, multi-family buildings, and single-family units. The cool roofs reduce rooftop heat gain, lower building cooling energy demand, and reduce heat re-radiation to the street.
4. High-reflectance pavement & porous materials.
 - Consider the use high-albedo surface treatments for pedestrian pavements, plaza surfaces, and parking lot surface area within mixed-use nodes; where structurally and hydrologically feasible implement permeable pavement for parking and secondary streets (bioretention / pervious concrete / permeable pavers).
5. Vegetated stormwater & blue infrastructure as cooling systems.
 - Integrate lakes, vegetated swales, and bioswales as multi-functional assets — stormwater attenuation, habitat, and evaporative cooling. Where lakes are publicly accessible, design promenades with shade and native planting to maximize comfort and microclimate benefits.
6. Compact, walkable urban form (reduced vehicle heat and emissions).
 - City Park concentrates higher intensity mixed use, retail and employment around the Village Core and TOD so daily needs are reachable by walking, biking or shuttle — this reduces vehicle miles traveled (VMT) and tailpipe heat/emissions relative to dispersed development patterns.

City Park replaces a industrial agricultural pattern with a climate-responsive neighborhood built around a large, connected park system, an increased tree canopy, cool surfaces, permeable hydrology and an aggressive EV strategy. These combined measures will reduce City Park's contribution to the Urban Heat Island Effect, lower on-site and regional greenhouse-gas emissions, and support County objectives under CDMP LU-10I and the County Climate Action Strategy.

e. The Applicant shall consider how the development would support EV fleets and EV personal vehicles.

The Applicant is considering the following:

1. EV-ready residential infrastructure.
 - Commitment: Pre-wire conduit to enable Level 2 EV chargers to be readily installed in garages or driveways for single-family homes and townhomes. Provide an initial baseline of installed chargers — e.g., 10% of residential parking stalls to be Level 2 ready/installed

- at opening, with a trigger to increase per occupancy thresholds.
- 2. Public & workplace charging (commercial / office / retail).
 - Provide EV charging infrastructure in non-residential parking areas consistent with TOD and employer needs.
- 3. TDM and supporting measures.
 - As proposed in in Question 21 – Transportation, City Park will provide active Travel Demand Management (TDM) to reduce vehicle trips.

EXHIBIT 29-1
Letters to and from
Florida Power and Light

40. AGRICULTURE

ADA Form Part 2 (Consistency with Comprehensive Plans), Section D states: "Describe how the proposed development shall meet goals and policies contained in the State Comprehensive Plan (Chapter 187, F.S.), including, but not limited to, the goals addressing the following issues: housing, water resources, natural systems and recreational lands, land use, public facilities, transportation, and agriculture. [Emphasis added]"

The policies of the County's Comprehensive Development Master Plan (CDMP) have long supported agriculture as a viable economic use of suitable lands. Due to the importance of the agricultural industry to Miami-Dade County, the Applicant shall analyze, using "Evaluation of Agricultural Land Use Trends and Outlook in Miami-Dade County, Florida" (October 2023), whether its proposed development program shall adversely impact agricultural lands and production.

Miami-Dade County's agricultural industry and profitability over the past several decades has undergone a tectonic shift from row crops which now compete with Mexico and other trade partners towards nursery and floriculture operations which continue to be protected from foreign competition given USDA restrictions on importation of soil.

In the latest U.S. Census of Agriculture (2022), nursery and floriculture sales represented more than 83% of the county's agricultural revenue while utilizing just 26% of its farmland (Table 34). By contrast, traditional row crops and other farm activity consume 74% of agricultural acreage yet account for less than 17% of sales. This pronounced imbalance highlights the superior economic efficiency and viability of high-value nursery production, the challenges row crops face without federal protection on imports, and the fact that the County's 2022 agricultural study and plan indicates that foreign competition "*pose a dire threat*"¹ to fruit and vegetable crops and for the key fruits and vegetables historically grown in the County "*minimal profits challenge growers to remain in the industry.*"²

City Park is being developed on farmland which has been leased to farmers who exclusively grow row crops.³ It has never been used for nursery or floriculture growth. As a result, when proposing a 1,000 acre mixed-use development outside the Urban Development Boundary, it is essential to recognize that such a project would not erode the county's agricultural capacity. With approximately 68,800 acres- of active farmland already in place, displacing 1,000 acres does not jeopardize the county's ability to maintain its agricultural output or economic thresholds, particularly when the dominant revenue generator is nursery/floriculture grown in other areas of South Dade, not the row crops which were farmed on the land upon which the project is being developed.

Notably, Miami-Dade's position in ornamental plant production—ranking first in the U.S.—and its continued expansion illustrate that nursery/floriculture is stable.

¹ University of Florida Evaluation of Agricultural Land Use Trends and Outlook in Miami-Dade County; p. ES-3

² University of Florida Evaluation of Agricultural Land Use Trends and Outlook in Miami-Dade County; p. 23

³ Indeed, the reason why the development land is currently leased and farmed is because the owners are able to benefit from the ad valorem exemption associated with agricultural land and despite an expectation and attempt at making a profit from farming, the land has failed to generate any profit for the owners.

However, sustaining nursery and floriculture production requires relatively modest land allocations. Of the county's roughly 17,940 acres devoted to nursery/floriculture, increased greenhouse use, and advanced production techniques can accommodate market demand with little or no additional farmland. Acreage devoted to nursery/floriculture only grew by 460 acres between 2017 and 2022 or an average annual increase of only 0.53%. While nursery and floriculture have thrived in the past, the County's own agricultural report indicates that future demand for new nurseries and floriculture will be limited given increased competition from other states: *"The nursery/floriculture industry, the dominant agricultural sector in Miami-Dade County, has been the most rapidly growing major segment of U.S. agriculture for the past 30 years, but is now considered a mature industry with slower growth rates likely in the future"*⁴ Indeed, the University of Florida report indicates that demand for farmland overall is expected to decrease over the next several decades from 68,837 acres in 2022 to 56,284 acres in 2050 or a reduction of more than 12,000 acres. Compared to the 68,837 acres used for agriculture in the 2022 Census, by 2030 alone, the mean projected demand for agricultural land in Miami-Dade County will decline by more than 4,000 acres and another 4,000 +/- by 2040 according to the county's own report.⁵ In this context, a 1,000-acre- development—even sited outside the UDB—can proceed without any impact on the county's agricultural economy.

In summary, the county's agriculture future lies in embracing nursery and floriculture as its dominant agricultural engine. A mixed-use project of the size proposed—carefully sited and planned—will not erode Miami-Dade's agricultural capacity. On the contrary, by facilitating strategic land-use shifts toward high-value agriculture, the development can preserve both economic vitality and farmland integrity.

Applicant shall:

- a. Detail how its proposed development will not infringe on equipment movement for agricultural properties within the area.**

The CSX railroad runs adjacent to the northern boundary of City Park. Currently, there is one rail crossing in northwest corner of the Project Site at theoretical NW 136 Avenue. Farm equipment may continue to use this crossing in the future.

- b. Provide methodologies, assumptions, data sources, and analyses used to analyze SERPM the implications of converting the project site from Agriculture to other uses.**

The methodologies, assumptions, data sources, and analyses used to respond to each ADA Question are noted in each response.

- c. Include a conceptual stormwater master plan that assesses existing, planned development and adjacent land uses including agricultural and other uses. Stormwater management was modeled by DERM with the project site as agriculture. The Applicant should address how the development program would enhance or degrade regional drainage.**

⁴ University of Florida Evaluation of Agricultural Land Use Trends and Outlook in Miami-Dade County; p. 29

⁵ University of Florida Evaluation of Agricultural Land Use Trends and Outlook in Miami-Dade County; Mean of 5 mid-range projections Table 20.8 p. 225

See response to ADA Question 19 – Stormwater Management.

The Applicant shall prepare a conceptual stormwater management plan for the overall development utilizing the following data sources, methodologies, and assumptions.

- **Utilize Miami-Dade County's Average October Water Table and Miami-Dade County Flood Criteria Maps for design groundwater elevation and county flood criteria.**

See response to ADA Question 19 – Stormwater Management.

- **Utilize SFWMD ERP Applicant's handbook for total rainfall depth for key design storms.**

See response to ADA Question 19 – Stormwater Management.

- **SCS Design Methodology to estimate total runoff volume generated by the development.**

See response to ADA Question 19 – Stormwater Management.

- **Utilize Harper Methodology, as developed with FDEP, and the BMP Trains software to determine the pre-development vs. post-development nutrient loading concentrations.**

See response to ADA Question 19 – Stormwater Management.

- **Assume a 2-foot rise in groundwater elevations due to sea-level rise as currently proposed by Miami-Dade County in the Stormwater Management Program Master Plan Update (FY2021) prepared by Miami-Dade County and GIT Consulting, LLC.**

See response to ADA Question 19 – Stormwater Management