

**MAY 2023 APPLICATION CYCLE
APPLICATION TO AMEND THE MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANTS

137 AVE 8TH ST HOLDINGS, LLC
14331 Commerce Way
Miami Lakes, Florida 33016
(305) 888-6664
Ralvarez@acetransportmiami.com

8TH STREET LAND HOLDINGS LLC
14331 Commerce Way
Miami Lakes, Florida 33016
(305) 888-6664
Ralvarez@acetransportmiami.com

836 HEC LLC
13901 NW 118 Avenue
Miami, Florida 33178
305-883-0055
dhalley@halleyeng.com

2. APPLICANT'S REPRESENTATIVE

Jeffrey Bercow, Esq.
JBercow@brzoninglaw.com
Bercow Radell Fernandez Larkin & Tapanes, PLLC
200 South Biscayne Boulevard, Suite 300
Miami, Florida 33131
(305) 377-6222



By: _____ Date: April 15, 2024

Jeffrey Bercow, Esq.
Applicant's Representative

Nicholas Rodriguez-Caballero, Esq.
NRodriguez@brzoninglaw.com
Bercow Radell Fernandez Larkin & Tapanes, PLLC
200 South Biscayne Boulevard, Suite 300
Miami, Florida 33131
(305) 377-6234



By: _____ Date: April 15, 2024
Nicholas Jay Rodriguez-Caballero, Esq.
Applicant's Representative

3. DESCRIPTION OF REQUESTED CHANGE

A. The Applicants seek the following amendments to the Comprehensive Development Master Plan ("CDMP") Land Use Element:

1. Amendment of the CDMP Future Land Use Map ("FLUM") designation. The current land use designation of the property is "Open Land" and the proposed land use designation is "Terminal"
2. Amend the CDMP Land Use Element text applicable to the "Terminal" FLUM designation on pages I-65 through I-68.

B. Description of the Application Area

The application area ("Application Area") consists of approximately 64.39 net acres (66.07 gross acres) of vacant land identified by Miami-Dade County Folio Nos. 30-4903-003-0270, 30-4903-003-0030, 30-4903-003-0580, 30-4903-003-0180, 30-4903-003-0590, 30-4903-003-0600, 30-4903-003-0610, 30-4903-003-0620, and 30-4903-003-0630 lying in Section 3, Township 54, Range 39. The Application area is located west of SW 137 Avenue, south of NW 6 Street, north of SW 8 Street, and east of NW 142 Avenue, outside of the Urban Development Boundary ("UDB").

C. Acreage of Property

The Application Area is 64.39 net acres in size, and 66.07 gross acres in size.

D. Concurrent CDMP/Zoning Application

N/A

E. Requested Change

1. The Applicants request that this Application be processed as a Standard Amendment.
2. The Applicants request that the Application Area be re-designated on the FLUM of the CDMP from Open Land to Terminals.
3. The Applicants request the following amendments to the text description of the Terminal designation within the Land Use Element of the CDMP: ¹

Terminals

This LUP map category includes the major terminals as the County airports, the PortMiami, major railway stations and switching yards, and freight transport hubs. As provided in the policies of the Transportation Element, transportation facilities such as terminals and certain transit stations shall contain the transportation uses and may contain other uses as provided in the applicable Transportation Subelement. Railroad terminals may include uses designed to serve the traveling public and on-site employees, such as offices, personal services, retail activities, restaurants, auto rental business, and lodging establishments. Rail yards may also be developed with industrial, office and similar uses that are customary and incidental to the primary railroad use.

A network of freight trucking support and commercial motor vehicle storage facility facilities, the MIA Transport Hub, may also be permitted within this land use category on land south of NW 6 Street between the Urban Development Boundary and theoretical NW/SW ~~139~~ 142 Avenue, within a designated Urban Expansion Area. Notwithstanding any other provisions of this Plan, sites developed within the MIA Transport Hub are ~~site is~~ limited to the uses detailed below and any action to approve any other use or to liberalize the standards governing said uses shall be by affirmative vote of not less than two-thirds of the Board of County Commissioners then in office. The purpose of the MIA Transport Hub is to support the existing and planned employment centers located in the North Central Tier and other areas of Miami-Dade County, and serve as an extension of the logistics and distribution resources and facilities that cater to local, regional, and interstate trucking operations.

¹ Underlined words signify proposed text, words stricken through (e.g. ~~word~~) signify existing text proposed to be deleted.

MIA Transport Hub will provide a much needed truck² terminal consisting of uses directly supportive of the distribution and trans-shipment industry.

The MIA Transport Hub shall be planned and developed with truck and other commercial motor vehicle storage, and support services, infrastructure, and facilities across multiple sites, including the:

The MIA Transport Hub Site 1:

- (1) Vertical shipping container storage, not exceeding six (6) levels in height;
- (2) A minimum of 400 truck parking and other commercial vehicle storage spaces, including overnight parking;
- (3) Up to 90,000 square feet of transloading, which encompasses transfer of cargo from one load unit to another. Incidental overnight storage and shipping of the cargo is permitted, but warehouses and order fulfillment operations are prohibited.
- (4) Truck services and support, such as:
 - (a) Up to 6,000 square feet of truck maintenance and repair;
 - (b) Refueling and electric vehicle charging positions/stations;
 - (c) truck parts and tire sales and replacement;
 - (d) up to 3,500 square feet of truck washing facilities with closed loop recycling; and
 - (e) truck weighing scales.
- (5) Up to 30,000 square feet of accessory commercial and personal service establishment uses that serve the needs of the truckers/workers, such as but not limited to:
 - (a) Convenience retail, dining establishments, offices; and

² The term "truck" or "trucking" should be construed broadly and include all vehicles used for the conveyance of goods and materials as defined in § 320.01(4),(5),(9),(10),(11), and (25), Fla. Stat. (2022).

- (b) Laundry, showers, restrooms, storage lockers, lounge fitness facilities, etc.
- (6) The foregoing and other uses that are ancillary or similar thereto are permitted.
- (7) A minimum of 10% of the gross area of the MIA Transport Hub Site 1 property must be retained as open space. Open space includes exterior surface areas consisting of outdoor, at-grade space greens, squares, plazas, courtyards, terraces, lawns, entrance features, greenbelts, unpaved passive and active recreation areas.

Notwithstanding the provisions of this Plan that prohibit the extension of infrastructure outside the UDB, the MIA Transport Hub Site 1 and accessory uses shall be connected to public water and public sanitary sewer. The MIA Transport Hub Site 1 ~~property~~ is partly within (the southern ± 10 acres out of the approximate ± 40 acres of the property) the West Wellfield Interim Protection Area and is within the North Trail Wetlands Basin, and as such, any land development on the property shall conform to the adopted Wellfield Protection Area and wetland basin plans and be analyzed in accordance with Policy CON-7J and the applicable Wellfield Protection Area policies of this Plan and in accordance with applicable portions of the Code, except where such uses are allowed under a variance in accordance with Chapter 24 of the Code.

The MIA Transport Hub Site 2:

- (1) Vertical shipping container storage, not exceeding six (6) levels in height;
- (2) A minimum of 400 truck parking and other commercial vehicle storage spaces, including overnight parking;
- (3) Up to 90,000 square feet of transloading, in one or more buildings, which encompasses transfer of cargo from one load unit to another. Incidental overnight storage and shipping of the cargo is permitted, but warehouses and order fulfillment operations are prohibited.
- (4) Truck services and support, such as:
 - (a) Up to 6,000 square feet of truck maintenance and repair;
 - (b) Up to 24 Refueling and electric vehicle charging positions/stations;
 - (c) truck parts and tire sales and replacement;

- (d) up to 3,500 square feet of truck washing facilities with closed loop recycling; and
- (e) truck weighing scales.
- (5) Up to 30,000 square feet of accessory commercial and personal service establishment uses that serve the needs of the truckers/workers, such as but not limited to:
 - (a) Convenience retail, dining establishments, offices; and
 - (b) Laundry, showers, restrooms, storage lockers, lounge fitness facilities, etc.
- (6) The foregoing and other uses that are ancillary or similar thereto are permitted.
- (7) A minimum of 10% of the gross area of the MIA Transport Hub Site 2 property must be retained as open space. Open space includes exterior surface areas consisting of outdoor, at-grade space greens, squares, plazas, courtyards, terraces, lawns, entrance features, greenbelts, unpaved passive and active recreation areas.

Notwithstanding the provisions of this Plan that prohibit the extension of infrastructure outside the UDB, the MIA Transport Hub Site 2 and accessory uses located therein shall be connected to public water and public sanitary sewer. The MIA Transport Hub Site 2 is partly within the West Wellfield Interim Protection Area and is within the North Trail Wetlands Basin, and as such, any land development on the property shall conform to the adopted Wellfield Protection Area and wetland basin plans and be analyzed in accordance with Policy CON-7J and the applicable Wellfield Protection Area policies of this Plan and in accordance with applicable portions of the Code, except where such uses are allowed under a variance in accordance with Chapter 24 of the Code.

~~By 2024, Miami-Dade County shall develop land development regulations to permit the uses within the MIA Transport Hub.~~

4. REASON FOR AMENDMENTS

The Application Area consists of approximately 64.39 acres of vacant unimproved land located west of NW/SW 137 Avenue, north of SW 8 Street, east of NW/SW 142 Avenue, and south of NW 6 Street. The Application Area is designated as "Open Land" within Open Land Subarea 3 on the FLUM of the CDMP and is zoned "GU" on the County's official zoning

map. The Application is within Urban Expansion Area No. 1 ("UEA 1"), where the CDMP indicates future urban development beyond the 2030 Urban Development Boundary ("UDB") may be warranted between the year 2030 and 2040. This amendment application does not request expansion of the UDB to include the Application Area, but rather builds upon previous County efforts to address massive truck parking supply shortfalls through well-planned and carefully controlled development outside the UDB. Most notably, the Board of County Commissioners ("BCC") adopted Ordinance No. 23-18 on March 16, 2023, which amended the CDMP to create the MIA Transport Hub on lands located outside of the UDB and directly abutting the Application Area to the east (the "Initial MIA Transport Hub").

This application (the "Application") seeks to redesignate the Application Area to the "Terminal" FLUM category in order to expand the MIA Transport Hub to include the Application Area (the "Expanded MIA Transport Hub"). The Expanded MIA Transport Hub will provide a full-service truck terminal with ancillary commercial services and amenities that serve the needs of truckers. The Application Area represents an ideal area to expand the MIA Transport Hub because: 1) there remains significant additional unfulfilled need for full-service truck parking facilities in the County; 2) there is precedent for locating new truck parking facilities outside of the UDB to ensure that the Application Area will be developed to address the deficiency of truck parking facilities in the County; and 3) the Application Area consists of suitable lands for development in close proximity to existing infrastructure.

A. Longstanding Unmet Demand for Truck Parking

The need for truck parking in the County is well documented. The County's Transportation Planning Organization (TPO) first identified the woefully inadequate supply of truck parking spaces in a September 2010 report entitled "Comprehensive Parking Study for Freight Transport in Miami-Dade County" (the "2010 Study"). The 2010 Study identified a severe supply shortfall exceeding 12,000 spaces, requiring development of nearly 1,200 acres of land to accommodate. The 2010 Report further identified the need for long haul truck parking sites near highway interchanges with amenities such as personal services, showers, food, truck washing, and mechanical repair services. The report notes that, at the time, traffic levels had stagnated and Florida's population had contracted, primarily as a result of the 2008 recession. However, the 2010 Report anticipated growth in South Florida's freight traffic industry, and noted the efforts by PortMiami to improve freight traffic infrastructure by developing a tunnel to provide direct Interstate access for trucks and dredging the harbor to 50-feet to accommodate larger next-generation containerships. All of these changes would result in increased need for truck parking and service facilities.

Between 2010 and 2020, Florida's population increased by 14.6%³, and both PortMiami projects were successfully completed, resulting in an increased need for truck parking facilities. Since the start of the Covid-19 pandemic, the County has experienced significant growth and its projected population growth has been intensified by increased domestic migration of new residents. According to the Florida Department of Highway Safety and Motor Vehicles, more than 33,500 New Yorkers moved to Florida between the months of October 2020 and July 2021. Further, the Florida Department of Highway and Safety and Motor Vehicles provided data that indicated that more than 40,000 Californians have moved to Florida between the years of 2019 and 2021. Although South Florida continues to embrace residents who long to improve their quality of life, the County in particular tops the list of Florida cities that remain poised to continue growing. The exploding population along with the increase popularity of e-commerce has increased pressure on freight transport, and exacerbated the need for development of new truck parking facilities in the County.

Although the County has taken steps to increase the supply of truck parking, a 2022 Florida Department of Transportation report entitled "District Six Truck Parking Supply & Demand Study – Master Plan Final Report" identified a continued short-fall of approximately 3,390 spaces (the "2022 FDOT Report"). The 2022 FDOT Report pointed to several indicators of continued acute demand for truck parking in the County, including increases in the amount of commercial/industrial development in the Miami Airport West submarket, the Miami International Airport's plans to double its cargo handling capacity by 2040, and continued population growth. Further, as the need for truck parking has grown exponentially, the supply of land within the UDB that is suitably designated for truck parking has dwindled, and owners of existing truck parking facilities within the UDB face pressure to redevelop existing truck parking facilities into more productive industrial or commercial uses. Consequently, the unmet demand for truck parking is anticipated to continue to increase.

Despite the County creating additional areas designated for truck parking in Open Land Subarea 1 and the agricultural area east of the Turnpike and north of SW 248 Street, the truck parking deficit persists. Moreover, these existing areas do not accommodate the ancillary commercial uses needed to support long haul trucking operations. The MIA Transport Hub, on the other hand, permits truck parking, transloading, operations, storage, and ancillary commercial uses to meet the needs of long-haul truckers. However, the Initial MIA Transport Hub, consisting of only 40 gross acres, does not satisfy the existing unsatisfied demand, nor does it accommodate the on-going growth projected for the

³ United States Census Bureau, *Florida Was Third-Largest State in 2020 With Population of 21.5 Million*, August 25, 2021, available at <https://www.census.gov/library/stories/state-by-state/florida-population-change-between-census-decade.html>.

County's freight transport industry. The Expanded MIA Transport Hub will allow the County to begin to meet the existing pent up need for truck parking, while also planning for the future.

B. Precedent and Policy for Locating Truck Parking Outside the UDB

The County has established truck parking areas outside of the UDB in Open Land Subarea 1 and the agricultural area located east of the Turnpike and north of SW 248 Street. In doing so, the County has determined that locating truck parking in strategic areas outside of the UDB, without expanding the UDB, serves to insulate these areas from development pressure resulting from rising land values. Industrial zoned land within the UDB is unlikely to be developed with truck parking at the level needed to meet demonstrated need, as the land values within the UDB make providing truck parking economically infeasible. Indeed, the County Regulatory and Economic Resources Department, Planning Division's Final Recommendation Report for the Initial MIA Transport Hub found that industrially-zoned land located inside UDB within a 5 miles radius of the Initial MIA Transport Hub site were valued approximately 10.5 times greater than the value of the Initial MIA Transport Hub site. Consequently, permitting development of the Initial MIA Transport Hub, as well as the Application Area, without expanding the UDB, ensures that the property will be developed for truck parking, and not for other more productive uses. Thus, the solution to satisfying the ever-increasing demand for truck parking is to continue locating truck parking facilities at strategic locations outside of the UDB. One such location is the expansion proposed by this Application of the MIA Transport Hub to include the Application Area.

C. The Application Area is Suitable for Truck Parking Development

The Application Area is located within UEA No. 1, which was identified in the May 2018 Urban Expansion Area Taskforce Report as having no constraints to future inclusion within the UDB pursuant to Policy LU-8G. In addition, the properties located east and south of the Application Area, within the UDB, are connected to public water and sanitary sewer. There is an existing 8-inch force main located just west of the intersection of NW 6 Street and NW 137 Avenue that will allow the Expanded MIA Transport Hub to connect to public water and sanitary sewer. The Initial MIA Transport Hub will extend public water and sanitary sewer infrastructure to the Initial MIA Transport Hub site. Accordingly, the Expanded MIA Transport Hub will similarly extend public water and sewer infrastructure to the Application Area.

Amendments to FLUM – Policy LU-8E

Policy LU-8E of the CDMP requires that amendments to the FLUM be evaluated for consistency with the Goals, Objectives and Policies of the CDMP, and to the extent the proposed application would: (i) satisfy a deficiency in the FLUM to accommodate projected population or economic growth, (ii) enhance or impede the provision of services at or above adopted Level of Service Standards, (iii) be compatible with abutting and nearby land uses, (iv) enhance or degrade environmental or historical resources, (v) enhance or degrade systems important to the County as a whole including regional drainage, emergency management, transit service, roadways, facilities of countywide significance, and water quality, and (vi) would be a use that promotes transit ridership and pedestrianism if located in a planned urban center or within ¼ mile of existing transit as indicated in Objective LU-7. This Application is consistent with Policy LU-8E as follows:

i. *Need to Accommodate Population or Economic Growth*

As noted in the 2022 FDOT Report, there is truck parking deficit of approximately 3,390 spaces. The Initial MIA Transport Hub does not satisfy this urgent need⁴, nor does it set aside land for anticipated future growth of freight transport in the County. Further, the County's population continues to grow, which generates more freight transport, and by extension, more need for truck parking. The Applicants have engaged Miami Economic Associates, Inc. (MEAI) to prepare a detailed economic needs analysis for the Application Area. However, it is clear from the available facts and data that there is a need for additional truck parking facilities with ancillary commercial uses due to the continued growth of the County.

ii. *Public Services and Facilities*

The Applicant engaged the services of Kimley Horn and Associates, Inc. ("Kimley Horn") to prepare a traffic evaluation of the proposed Expanded MIA Transport Hub. The Kimley Horn report analyzed existing traffic conditions as well as the short-term (2025) and long-term (2045) analyses of the proposed Expanded MIA Transport Hub. The traffic study confirms that ample roadway capacity is projected for the short-term (year 2025) and long term (year 2045) with the exception of SR 836/Dolphin Expressway, east of SW 137 Avenue. This is an existing deficiency and the proposed Expanded MIA Transport Hub would have a traffic impact of less than 1.0% of the adopted level of service standard (de-minimus traffic impact). The Applicant will work with the County ensure there is sufficient capacity to maintain and improve upon adopted LOS standards. In addition, as indicated above, the Expanded MIA Transport Hub will similarly extend public water and sewer infrastructure to

⁴ The zoning pre-application request for the Initial MIA Transport Hub includes a plan to accommodate approximately 900 truck parking spaces with limited ancillary uses.

the Application Area. In the event any concerns are raised by County Departments, the Applicant will diligently work with staff to resolve any concerns during the application process.

iii. *Compatibility:*

The proposed Expanded MIA Transport Hub is compatible with the CDMP Adopted 2030 and 2040 FLUM designations, as the property directly abutting the Application Area to the east is already part of the Initial MIA Transport Hub. In addition, properties located along SW 137 Avenue, within the UDB, are developed with intense commercial or industrial uses that provide a buffer between the UDB and the residential neighborhoods to the east. Thus, expansion of the MIA Transport Hub would be compatible with the existing context of the area by locating truck parking uses away from residential areas, and in close proximity to similar commercial and/or industrial uses.

iv. *Environmental and Historic Resources:*

Approval of this Application will not impact any historic resources or environmental resources. The Applicant will promptly coordinate with the relevant regulatory agencies, including the U.S. Army Corps of Engineers, the South Florida Water Management District, and DERM in connection with securing any required permits through the development process. Approval of such permits will require a combination of on-site, off-site, or mitigation bank purchases to mitigate impacts to environmental resources. As a result, there will be no net impacts to environmental or historic resources.

v. *Enhances or Degrades Important County Systems:*

Approval of this Application will enhance important County systems by ensuring the required infrastructure is in place to support the growth needs of the County with respect to freight shipping and truck parking. The Application proposes improvements to roadways surrounding the Application Area to facilitate access to and from the Application Area and ensure adequate vehicular circulation. With respect to regional drainage and infrastructure, the Applicants have retained Langan Engineering and Environmental Services to provide a conceptual stormwater master plan to assess how the Application will either preserve or improve regional drainage and utilities study, as well as utility study to plan the future connections to public water and public sanitary sewer. Approval of this Application will enhance emergency management by increasing the amount of goods that can be transported and stored within the County before, during, and after an emergency. This Application will not have degrading impacts on water quality, as all stormwater will be

retained on-site, and the facilities contemplated by this Application will be paved to prevent infiltration into groundwater. For any portions of the Application Area located within the West Wellfield Protection Area, the Applicant will execute a covenant prohibiting handling, storage, or disposal of hazardous waste, as defined in Chapter 24 of the County Code. Lastly, this Application will serve the truck parking needs generated by facilities of County-wide significant, such as the Miami International Airport and PortMiami.

vi. *Transit Ridership and Pedestrianism:*

The Application Area is in close proximity to the proposed Dolphin Station mixed-use Transit Oriented Development and the designated East/West SMART Plan Corridor. Employment generated by the Expanded MIA Transport Hub will promote transit ridership and pedestrianism from nearby residential areas, such as the Dolphin Station Project, in furtherance of the goals and objectives of the SMART Plan.

General Consistency with CDMP Objectives and Policies.

This application addresses several policies and objectives within the Land Use Element of the CDMP. Approval of this application promotes or is consistent with the following Objectives and Policies of the CDMP

Objective LU-8. Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan map consistent with the adopted Goals, Objectives and Policies of this plan, which will provide that the Land Use Plan map accommodates projected countywide growth.

Approval of the Application will allow the County the make up ground on the existing unmet demand for truck parking, as well as increase the supply to meet future need for truck parking as a result of the County's steadily growing population.

Objective LU-9. Miami-Dade County shall continue to maintain, update and enhance the Code of Miami-Dade County, administrative regulations and procedures, and special area planning program to ensure that future land use and development in Miami-Dade County is consistent with the CDMP, and to promote better planned neighborhoods and communities and well- designed buildings.

The proposed FLUM Amendment is consistent with this policy as it aids, updates and enhances the Application Area with regard to the CDMP. Specifically, the proposed amendment will include the creation of a new well-planned truck parking area located away

from residential uses, while still in close proximity to major roadways. The provision of new truck parking spaces will discourage illegal truck parking in neighborhoods, while facilitating business in the County.

Policy CON-7A. The degradation or destruction of Wetlands of Regional Significance that may be contained within the areas depicted on Figure 14 in the Land Use Element shall be limited to activities that 1) are necessary to prevent or eliminate a threat to public health, safety or welfare; or 2) are water dependent and no other reasonable alternative exists; or, 3) clearly in the public interest and no other reasonable alternative exists; or 4) are carried out in accordance with an approved basin management plan; or 5) are in areas that have been highly disturbed or degraded and where restoration of a wetland with an equal or greater value in accordance with federal, State and local regulations is feasible. Habitats critical to endangered or threatened species shall not be degraded or destroyed.

The Application Area likely contains wetland areas that will be subject to local, state and federal jurisdiction. However, it must be noted that the wetlands within the Application Area are of varying biological quality. The Application Area exists outside the limits of any wetland protection areas and outside the footprints of any CERP components. Consequently, the permitted filling of wetlands in the Application Area will not have any impact on those proposed restoration efforts aimed at enhancing the hydrologic conditions and biological quality of remaining high-quality wetland areas in South Florida. Further, any impacts to wetlands shall be appropriately mitigated to ensure no net loss of wetland function. The development of the Expanded MIA Transport Hub will require onsite stormwater retention, and the Applicants are preparing a conceptual stormwater master plan to demonstrate how this will be accomplished. By retaining stormwater on-site, the Expanded MIA Transport Hub will prevent runoff to adjacent higher-quality wetland areas to the west, thereby acting as a buffer between the more intense land uses within the UDB and the open land located west of SW 142 Avenue.

Similarly, any impacts to designated critical habitat will be addressed during the environmental permitting process and subject to appropriate mitigation. With the rapid growth of e-commerce following the covid-19 pandemic, documented need for more truck parking, and rapidly expanding population in the County, the Application is in the public interest. There simply is not enough land within the UDB that can be feasibly developed to meet the demand for truck parking with ancillary commercial uses for long haul truckers. As a result, the Application is within the public interest and no reasonable alternatives exist.

5. LOCATION MAP: See attached.

6. ADDITIONAL MATERIAL SUBMITTED:

- 1) Draft CDMP Declaration
- 2) 2022 FDOT Report.

7. LEGAL DESCRIPTION: See attached.

8. COMPLETE DISCLOSURE FORMS: See attached.

9. TRAFFIC IMPACT STUDY: See attached.

10. NOTIFICATION TO PROPERTY OWNERS OTHER THAN THE APPLICANT, WHOSE PROPERTIES ARE INCLUDED WITHIN AN APPLICATION AREA BOUNDARY. N/A

The Applicant reserves the right to supplement the application with additional documentation within the time permitted by the Code of Miami-Dade County.