
Bird Road Corridor Study



Planning Research Section
Department of Planning & Zoning
June 2009

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Introduction

This report presents a preliminary analysis of the Bird Road Corridor from the State Road 874 on the east to the Florida Turnpike on the west. The purpose is to present an overall view of the Corridor from an economic perspective through an analysis of relevant data. This will provide the basis for subsequent formulation of recommendations to enhance the business and economic health of the Corridor. The report contains three sections, namely an analysis of area characteristics, a market study, and analysis of business opportunities. The first section includes an examination of existing land use, vacant land and unoccupied structures, ownership patterns, absorption of vacant land, employment and a property sales analysis. This is followed by a market area analysis that examines relevant demographic, economic, and housing characteristics. The boundaries for the market area extend from SW 24th Street (Coral Way) on the north to State Road 874 on the east to SW 56th Street (Miller Road) to the south and the Florida Turnpike to the west. Finally and perhaps most importantly an analysis of business opportunities based on the previous components of the report is developed.

Area Characteristics

Location

The Bird Road Corridor is centrally located in Miami-Dade County. This corridor and surrounding area is, relatively speaking, an older section of the County with much of its development occurring since the 1960s. It is sandwiched between The Palmetto Expressway and the Florida Turnpike. The City of Coral Gables and West Miami lie to the east of the corridor, while Kendall lies primarily to the south.

Land Use Analysis

The Bird Road Corridor is situated in the Western Central part of Miami-Dade County. Geographically, the Corridor area runs along SW 40th Street from SR-826 Expressway (aka the Palmetto Expressway) west to the Florida Turnpike; approximately 4 miles in length and characterized primarily by a mixture of residential and business uses (see Table 1 and map Figure 1).

TABLE 1
Bird Road Corridor
Land Use Inventory

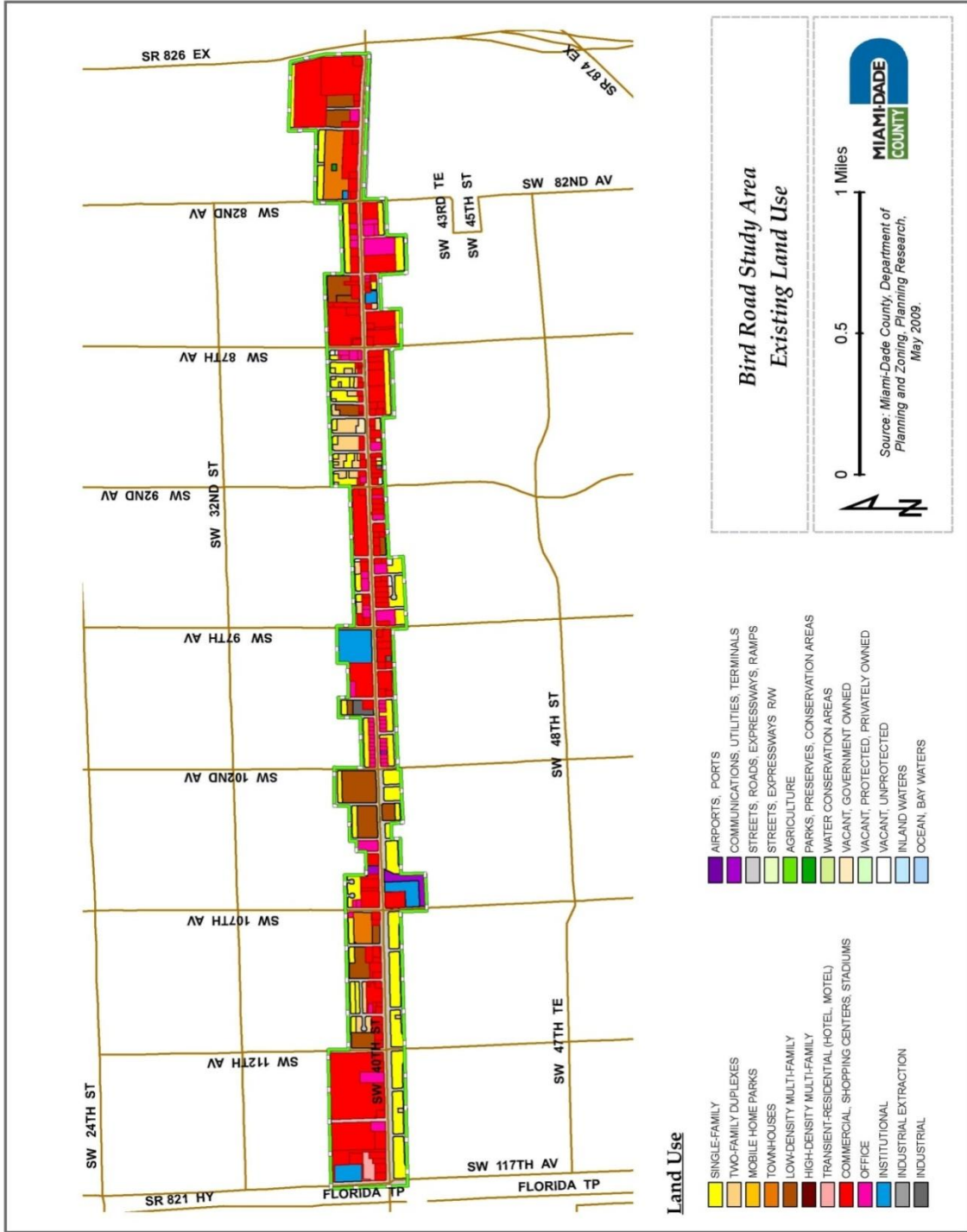
Land Use	# of Parcels	Total Acres	Percent
Commercial & Service	206	205.75	53.9%
Residential	576	147.57	38.7%
Institutional	6	18.37	4.8%
Vacant	9	2.23	0.6%
Industrial	3	2.09	0.5%
Other (i.e. Parking, Utilities, etc) ¹	5	5.67	1.5%
Total	805	381.68	

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section, May 2009.

¹ Excludes streets and roads.

Commercial and office land use comprises the greatest land use type in the Bird Road Corridor: this includes 206 parcels on 205.8 acres or nearly 54% of the area's land use inventory. The next greatest land use type in the Corridor area is residential land use. This land use type consists of 576 parcels on 147.6 acres and covers over 38% of the Corridor area. The remaining land use types consist of six institutional facilities (such as churches, public schools, and government amenities), three industrial parcels and nine vacant lots totaling 10 acres or 3% of all land use.

Figure 1



Property Ownership Patterns

Along the Bird Road Corridor 20% of all parcels are multiple parcels with singular ownership, and of those parcels, more than 80% are adjacent or nearly adjacent parcels. The type of property that is grouped is either commercial (49%) or residential (42%). The majority of the grouped parcels total under one acre (61%) while 30% are between one and five acres. There are six sites that are greater than five acres. Each consists of only two parcels and is either commercial or institutional in nature. The largest grouped two-parcel property under common ownership is at the western end of the Corridor area: the Concord Shopping Plaza at 11241 SW 40th Street. This 25.16 acre community shopping center was established back in 1962 and continues today as a pivotal retail and food locale for the local community. The next largest grouped parcels under common ownership (8.74 acres) are located at the eastern end of the Corridor at the northeast corner of SW 87th Avenue and Bird Road. Currently, this arterial business site is undergoing redevelopment. Across the street is another two-parcel single ownership, the Bird Galloway Center: a local community shopping center on 6.5 acres which includes an established assortment of retail outlets and restaurants to serve the local community. Further west along the Corridor area and beyond SW 97th Avenue is the Bird Promenade Shopping Center on two parcels totaling 6.5 acres and it too, includes many businesses to serve the local community. Two institutional parcels totaling 8.73 acres and adjacent to each other at 4101 SW 107th Avenue is Trinity Presbyterian's church and daycare. Together, these properties make up the foothold of the commercial and service industry in the Bird Road Corridor.

The singular ownership properties that area less than one acre are a mix of commercial (33%), residential (38%) and mixed-use commercial with some other land use (29%). They range from five sites that are each under one-third acre to two sites totaling one-tenth acre. The singular ownership properties that total between 1-5 acres are mostly single use properties focusing either on commercial or residential purposes.

The two most important property uses throughout the Corridor are commercial and residential with 53.9 percent and 38.7 percent of all properties, respectively. The commercial use of the properties includes retail trade, healthcare, real estate and financial services businesses, car dealerships and gas stations, offices of cultural, religious and other non-profit and government institutions.

Based on observation data collected in the immediate vicinity of Bird Road in April 2009, the commercial uses of properties were more present in the eastern side of the Corridor. A total of 636 businesses occupying nearly 27.84 acres were unevenly distributed throughout the Corridor, with 404 businesses being located in the eastern side and 232 in the western side.

Vacant Structures

An onsite observation conducted in April 2009 along Bird Road Corridor showed 68 vacant business structures occupying an estimated area of 6.21 acres. The majority of the vacancies (47) were found in the eastern side on an estimated area of 2.38 acres. However, the fewer vacant businesses observed in the western side (21) occupied a larger area of 3.83 acres. The number of vacant businesses represents 10.69 percent of all businesses identified through direct observation, regardless of their size.

Furthermore, the observation revealed that all commercial uses under construction were concentrated in the eastern side of the Bird Road Corridor Area. The 6 businesses under construction covered an estimated area of 3.6 acres. Two of these businesses, specifically an Office Depot retail store and a bank office accounted for 74 percent of the business structures under construction with an estimated area of 9.1 acres. Other 26 businesses structures around Bird Road were in a process of remodeling or renovation including 25 located in the eastern side of the Corridor.

Property Sales Analysis

The types of sales in this analysis are only for properties that are 'arms length' transactions where money has been transferred with the sale of the property. In total there were 131 sales transactions in the 2000-2008. In the years analyzed, the majority of the sales occurred between 2003 and 2005 (nearly 39%) with the majority of the sales occurring among residential properties. Between 2006 and 2008, the number of commercial and office property sales decreased by 60 percent over the sales from the previous period (2003 to 2005) while number of residential properties decreased by only 23 percent. (See Table 2 below).

TABLE 2
Bird Road Corridor
Sales by Land Use Type
Sales Type 1
2000 to 2008

Sales Year	Commercial and Office	Residential	Industrial	Total
2006-2008	6	28	0	34
2003-2005	15	36	0	51
2000-2002	8	36	2	46
Totals:	29	100	2	131

Note: Sales Type 1 are properties sold where money was transferred.

Looking closer at the location of the sales (see Figure 2), it becomes clear that property sales by year sold by land use type is equally dispersed throughout the Corridor area with the exception of two industrial parcels sold in the western portion; one parcel was a storage facility while the other was light manufacturing.

TABLE 3
Bird Road Corridor Area
Sales by Type by Location
2000 to 2008

Location	Commercial and Office	Residential	Industrial	Total
East	15	49	0	64
West	14	51	2	67
Totals:	29	100	2	131

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section, May 2009.

In recent years, the biggest difference in the sales of property was the size: the largest property sold was a commercial sale in the eastern portion of the Corridor. It was a .53-acre strip shopping center sold in 2007 for \$2,600,000. The largest purchase made in the past 8 years was a .91-acre property that sold in 2005 for \$3,000,000 for a Shell Gas Station. In the western portion, the largest property sold was an industrial property in 2002 for \$1,725,000. This property was almost 2 acres in size and is currently used as a storage center. More currently, the largest property sold was for a .64-acre residential property in 2007 (\$1,700,000). The largest commercial sale was for a property that was only .22 acres for a medical/dental care facility and cost \$850,000 in 2007.

On average, the sales price¹ of the properties in the eastern part of the corridor was \$576,825 or \$2,488,195 per acre. Office buildings and commercial properties had the highest value per acre (with a maximum of almost \$3.25 million per acre sold in 2005 for a gas station) while the lowest was a .16-acre residential lot selling for \$122,000 and converted into a dental office (See Appendix A). The average sales price in the western portion of the Corridor area was less than the eastern portion; \$480,263 or \$1,852,504 per acre – nearly 25% less in comparison to the eastern portion. The lowest sales price paid was for a .11-acre residential property which sold for \$113,000 in 2000.

¹ All property value comparisons are to 2009 dollars. However, values of specific sales are written as they appear per the Property Appraiser's.

Figure 2

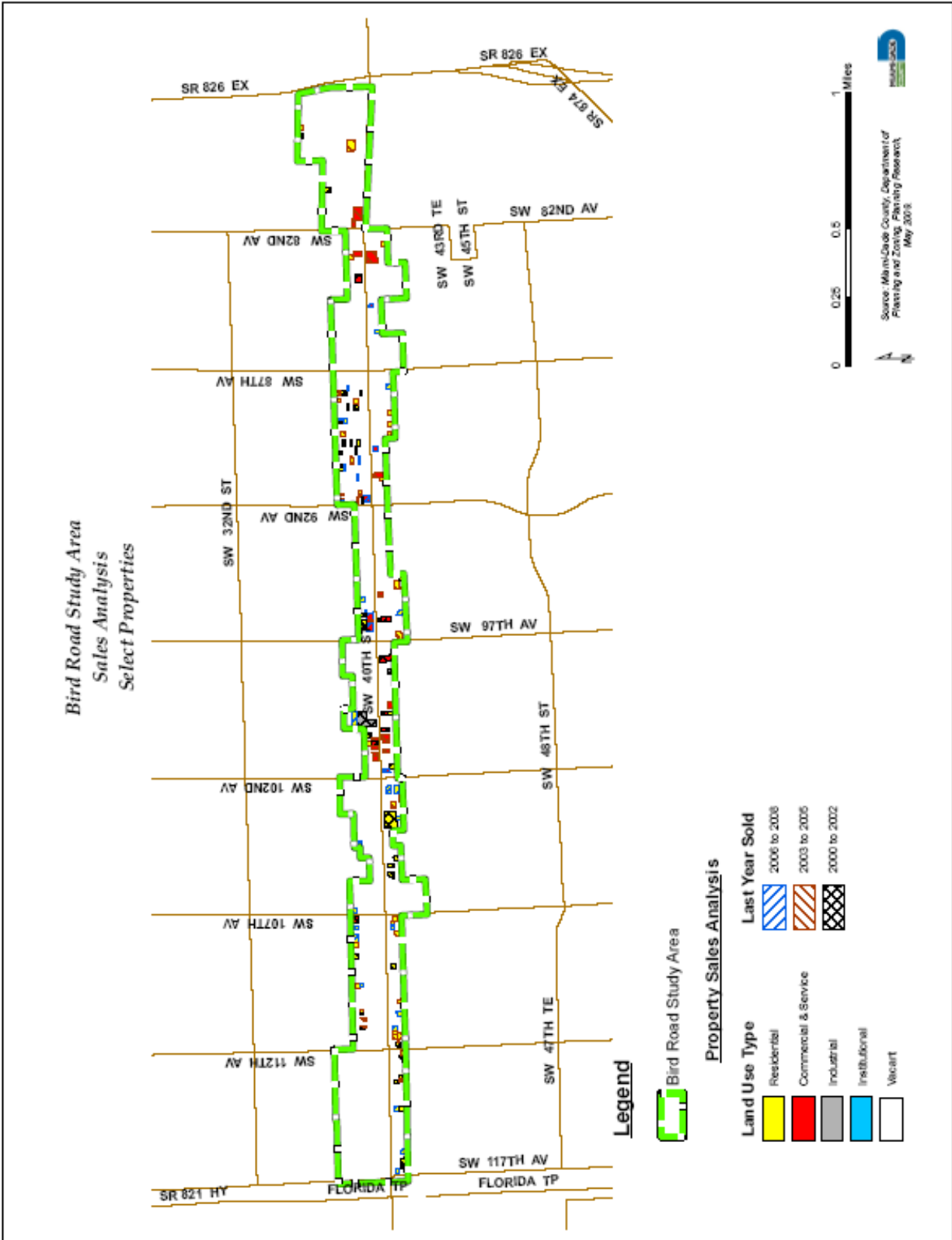


Figure 3

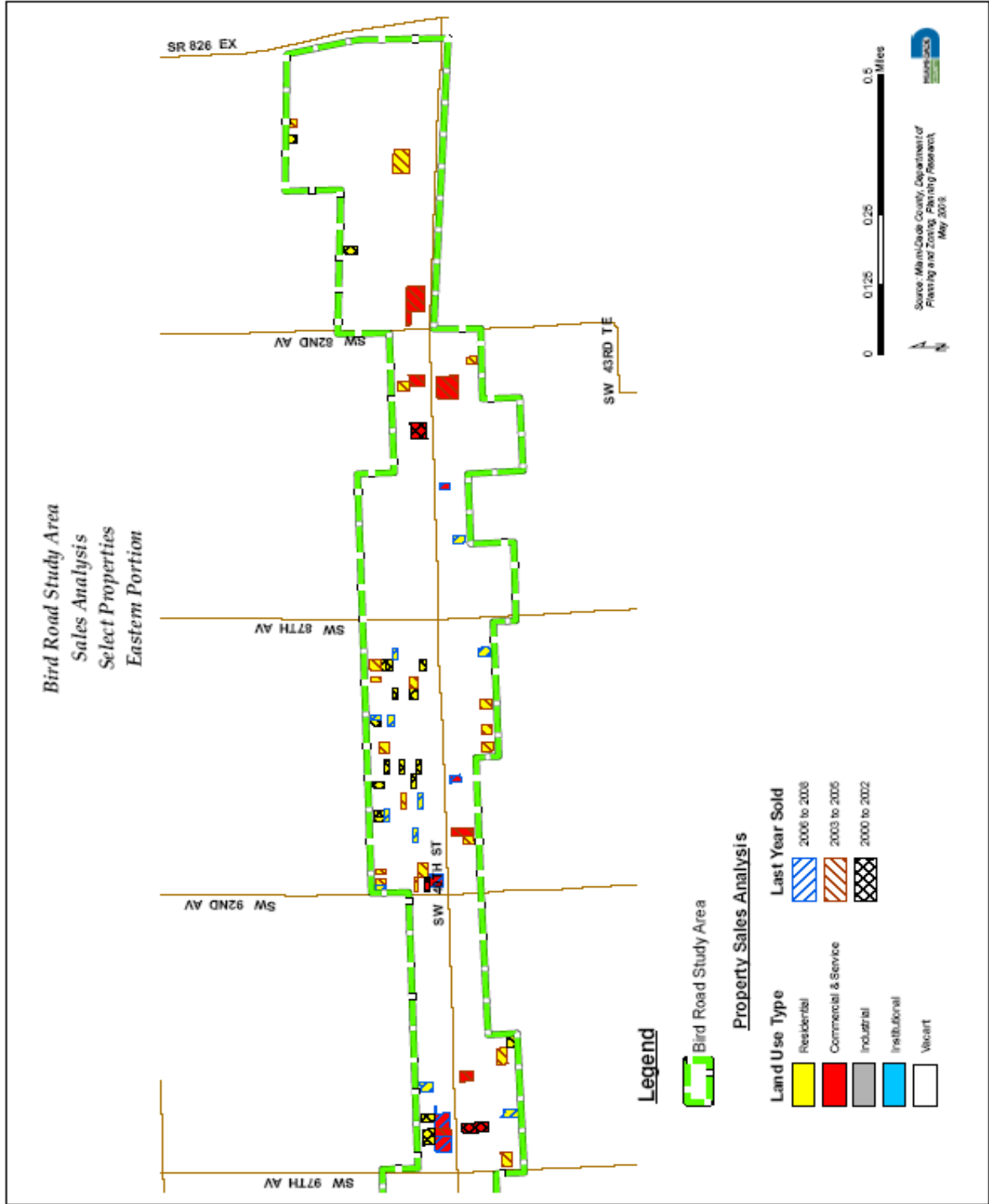


Figure 4

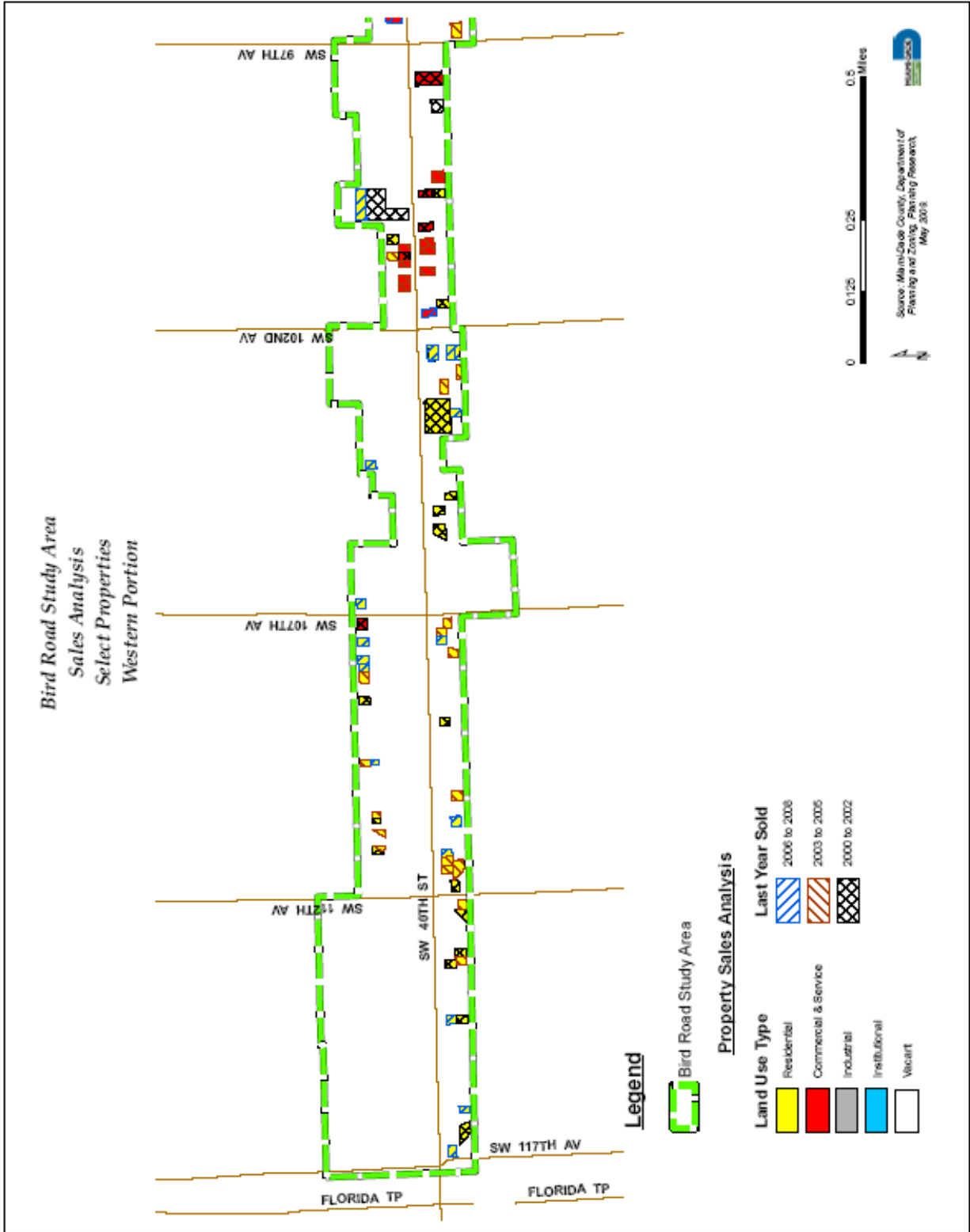


Figure 5

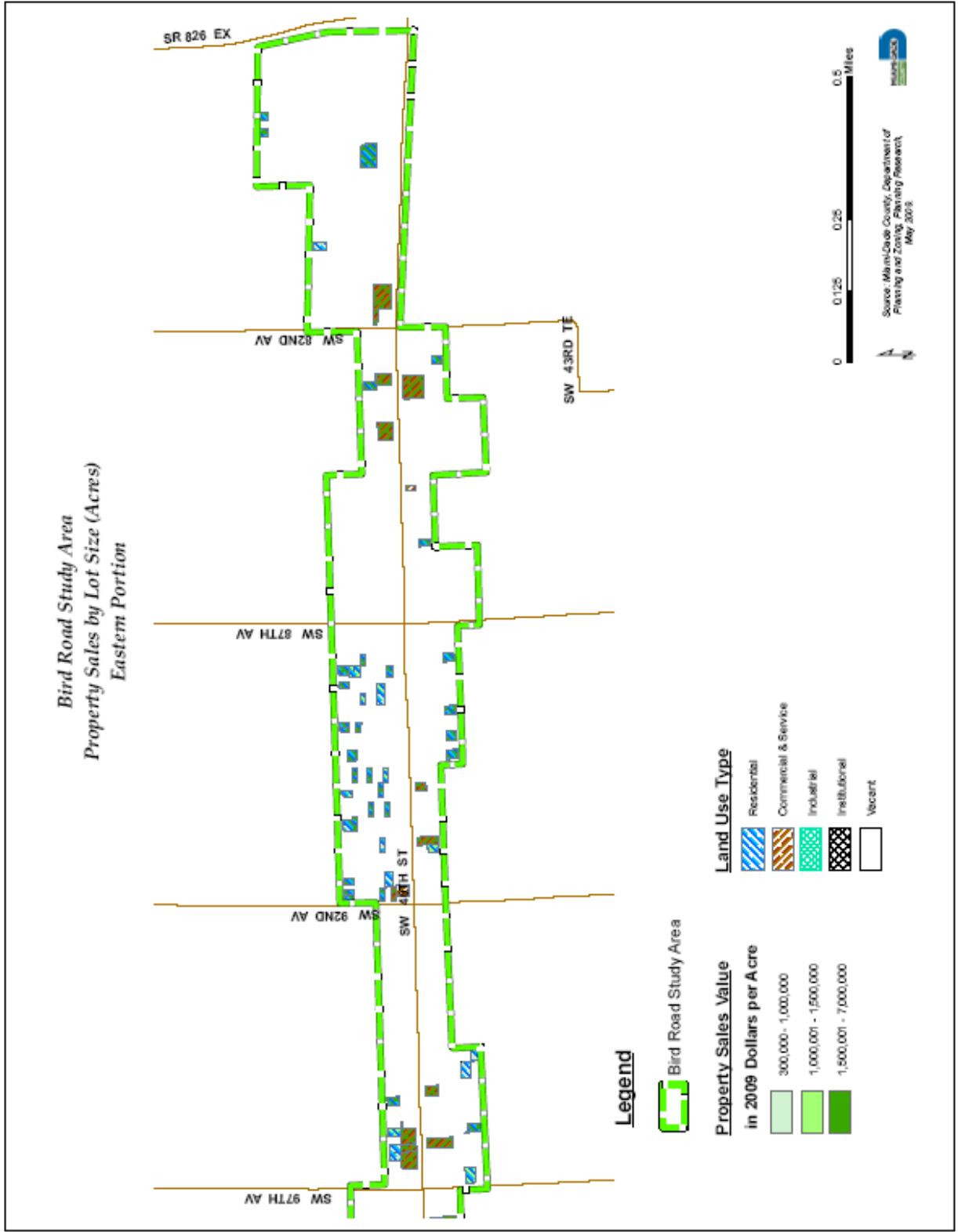
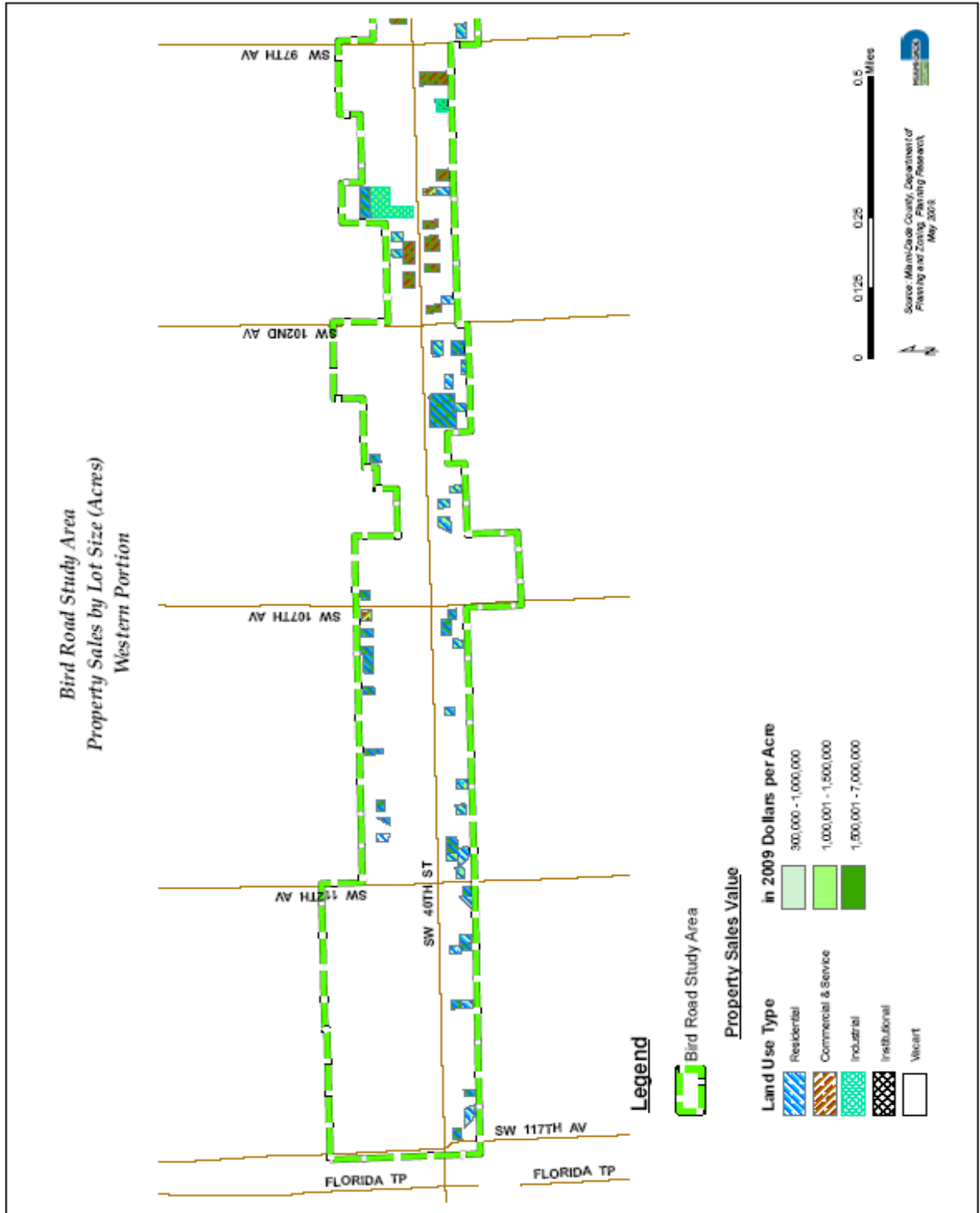


Figure 6



Demand and Supply of Commercial Land

Supply and demand analysis for commercial land in the Bird Road area was conducted using existing land use data and average annual absorption rate for broader Minor Statistical Area (MSA) 5.4 for the period 2008-2025. In 2008, there are 3.2 acres of vacant commercial land and 582 acres of commercial acres in use in MSA 5.4. Given an absorption rate of 1.6 acres per year (demand) and the acreage of vacant land for MSA 5.4 the supply in the Corridor area will be depleted by year 2010. This implies that the demand for vacant land along the Bird Road Corridor is significantly high. It is reasonable to say that the limited supply of commercial land in the Bird Road area will be insufficient to meet the mid-term or long term market demand.

Employment

The Bird Road Corridor is characterized by a diversity of active businesses from all sizes engaged predominantly in service industries. A total of 862 business entities operate in the Corridor area providing employment to 7,372 people. (See Table 4). The retail trade is the most common business type with the largest number of businesses (202) varying from food and beverage stores, health, personal care and clothing retailers, car dealerships and auto parts stores, gas stations, sports, furniture and other miscellaneous stores. The retail industry is also the most important employer in the area with 2,147 jobs representing over 29 percent of the total employment. The viability of the local retail industry is also seen from the number of employees, averaging between 28 and 22 in food and beverage stores, healthcare stores, and electronics and building materials. This average is the highest in the area and indicates the larger size of the retailers, as compared to the other businesses in the area.

Healthcare and social assistance services come on second place with 1,162 employees, or nearly 16 percent of the total employment. Health care industry hold the third place by number of businesses (106), after the 117 small businesses offering maintenance and repairs, personal and religious services in the area. However, as an employer these small businesses stay behind the accommodation and food services which follow very closely the leading industries in the area with 15 percent of the area employment (1,162 employees) and 81 businesses.

Industries with 3 to 10 percent of the area employment include skills-intensive, value-added industries and wholesale trade. The most notable within this group are the 92 businesses specialized in finance and insurance providing nearly 8 percent of the jobs in the area (565 employees). Professional, scientific & technical services come next with 66 businesses creating 296 jobs, or close to 7 percent of the area employment. About 5 percent of the employees work for administrative and support service providers and nearly 3 percent are engaged in the education services. Heavy industry remains marginal in the area employment. Businesses in construction, manufacturing, transportation and warehousing create up to 1 percent of local jobs.

Finally, it is reasonable to say that the largest part of the Bird Road Corridor employment, the retail trade-related jobs, is driven by the local demand.

TABLE 4

Bird Road Corridor Area
Employees by Industry

NAICS	Industry	Number of Businesses	Number of Employees ^a	Average Number of Employees	Percent of Area
Construction		15	78	5	1.1%
236	Construction of buildings	7	27	4	
237	Heavy and civil engineering construction	1	10	10	
238	Specialty trade contractors	7	41	6	
Manufacturing		17	72	4	1.0%
311	Food mfg	7	32	5	
323	Printing & related support activities	4	18	5	
325	Chemical manufacturing	1	3	3	
327	Nonmetallic mineral product mfg	1	3	3	
337	Nonmetallic mineral product mfg	1	3	3	
339	Miscellaneous manufacturing	3	13	4	
Wholesale Trade		27	219	8	3.0%
423	Durable goods merchant wholesalers	21	173	8	
424	Nondurable goods merchant wholesalers	6	46	8	
Retail Trade		202	2147	11	29.1%
441	Motor vehicle & parts dealers	19	147	8	
442	Furniture & home furnishings stores	12	66	6	
443	Electronics & appliance stores	7	154	22	
444	Building material & garden equipment & supplies dealers	9	255	28	
445	Food & beverage stores	18	463	26	
446	Health & personal care stores	31	402	13	
447	Gasoline stations	13	72	6	
448	Clothing & clothing accessories stores	20	57	3	
451	Sporting goods, hobby, book, & music stores	13	70	5	
452	General merchandise stores	13	292	22	
453	Miscellaneous store retailers	43	159	4	
454	Nonstore retailers	4	10	3	
Transportation & Warehousing		8	43	5	0.6%
481	Air transportation	2	28	14	
484	Truck transportation	2	6	3	
485	Transit & ground passenger transportation	1	4	4	
488	Support activities for transportation	3	5	2	
Information		14	65	5	0.9%
511	Publishing industries (except Internet)	1	3	3	
512	Motion picture & sound recording industries	2	16	8	
517	Telecommunications	10	42	4	
519	Other information services	1	4	4	

NAICS	Industry	Number of Businesses	Number of Employees ^a	Average Number of Employees	Percent of Area
Finance & Insurance		92	565	6	7.7%
522	Credit intermediation & related activities	43	381	9	
523	Securities intermediation & related activities	4	10	3	
524	Insurance carriers & related activities	45	174	4	
Real Estate & Rental & Leasing		36	149	4	2.0%
531	Real estate	28	130	5	
532	Rental & leasing services	8	19	2	
Professional, scientific, & technical services		66	296	4	4.0%
541	Professional, scientific, & technical services	66	296	4	
Administrative & support & waste management & remediation service		41	368	9	5.0%
561	Administrative & support services	41	368	9	
Educational Services		17	188	11	2.6%
611	Educational services	17	188	11	
Health Care & Social Assistance		106	1162	11	15.8%
621	Ambulatory health care services	91	1049	12	
622	Hospitals	4	29	7	
624	Social assistance	11	84	8	
Arts, entertainment, & recreation		7	81	12	1.1%
711	Performing arts, spectator sports, & related industries	2	11	6	
713	Amusement, gambling, & recreation industries	5	70	14	
Accommodation & Food Services		81	1134	14	15.4%
722	Food services & drinking places	81	1134	14	
Other Services (except Public Administration)		117	751	6	10.2%
811	Repair & maintenance	15	54	4	
812	Personal & laundry services	91	649	7	
813	Religious/grantmaking/civic/professional & similar org	11	48	4	
Public Administration		4	19	5	0.3%
926	Regulation and Administration of Transportation Programs	1	5	5	
928	National Security	3	14	5	
Other (No Code Provided)		12	35	3	0.5%
0	NAICS code not provided	12	35	3	
Total:		862	7372	124	100.0%

Note: ^a Average number of employees over three months.

Source: Miami-Dade County, Department of Planning and Zoning, Research Section, based on data from Info USA, Inc., May 2009

Bird Road Corridor Market Analysis

Geography

The Bird Road Market Area, approximately 4 miles in length, encompasses the area between SW 24th Street (Coral Way) on the north, State Road 874 on the east, SW 56th Street (Miller Road) to the south and the Florida Turnpike to the west.

Figure 7



Population

TABLE 5
Race and Ethnicity

	1990	2000	% Change
Miami-Dade			
Total population	1,937,094	2,253,362	16.3%
White alone	585,607	465,894	-20.4%
Percent of the Total	30.2%	20.7%	
Black or African American alone	369,621	423,656	14.6%
Percent of the Total	19.1%	18.8%	
Other alone	28,459	72,131	153.5%
Percent of the Total	1.5%	3.2%	
Hispanic or Latino	953,407	1,291,681	35.5%
Percent of the Total	49.2%	57.3%	
Bird Road Corridor Area			
Total population	54,060	55,220	2.1%
White alone	11,525	9,212	-20.1%
Percent of the Total	21.3%	16.7%	
Black or African American alone	47	115	144.7%
Percent of the Total	0.1%	0.2%	
Other alone	354	333	-5.9%
Percent of the Total	0.7%	0.6%	
Hispanic or Latino	42,134	45,560	8.1%
Percent of the Total	77.9%	82.5%	

Source: U.S. Census Bureau 1990, 2000 Decennial Census.

Between 1990 and 2000 the Bird Road area was a mature area, demographically, as evidenced by the slow growth rate of the population by 2 percent. During the same period, the population grew relatively faster Countywide exceeding the rate of 16 percent.

The changes in ethnic composition of Bird Road Corridor population were more significant than the change in the total population.

The Non-Hispanic White population in the Corridor decreased by 20%, in line with the Countywide patterns. This was primarily explained by an increase in the Hispanic population. Although the Non-Hispanic Black population more than doubled by 2000, it remained marginal in absolute numbers and accounted for roughly one third of the population categorizing itself under "Other Race Alone".

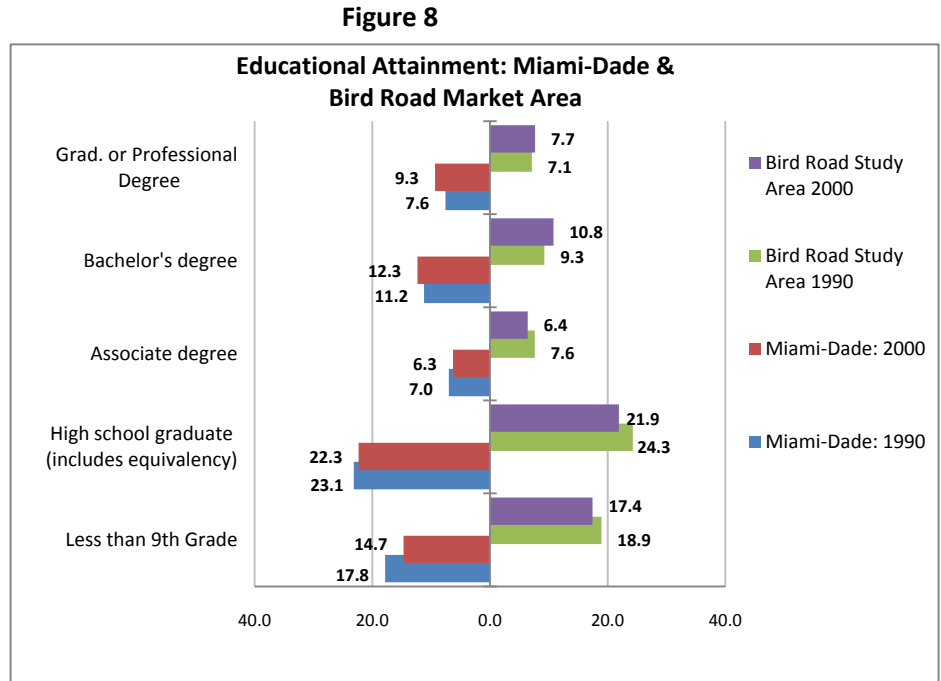
The Bird Road Corridor is a predominantly Hispanic area, even more so than the county at large. The percent of Hispanics or Latinos in 2000 was 82.5 percent, comparatively higher than the 57.3 percent for the County. The growth in the Hispanic population residing in the Bird Road area between 1990 and 2000 was 8.1 percent, significantly lower than the 35.5 percent increase observed Countywide. However, the comparison of these changes to the overall changes indicates the Hispanic population grew almost four times faster than the total population in the Corridor area, as opposed to the corresponding ratio of two for the County.

Finally, it is important to note that the population for the broader MSA 5.4 in 2008 was 103,259. The population is expected to grow at an annual rate of 0.001 through 2025. The rate of growth is a useful surrogate for probable change in the population for the market area.

Educational Attainment

By the year 2000 the level of educational attainment of the population of the Bird Road Corridor was below the County's average in almost every measurement. At County level, the percent of people 25 years and older who held at least a Bachelor's degree was 21.6, while for the Bird Road area it was 18.5.

Similarly, at the County level the percent of people with less than a 9th Grade education was 14.7, while in the Bird Road area the figure was 17.4 percent. These measurements are depicted in Figure 8 for the years 1990 and 2000.



Source: U.S. Census Bureau 1990, 2000 Decennial Census

In the ten years between 1990 and 2000 the proportion of people 25 years and older that had an education not reaching 9th grade declined in the Bird Road area from 18.9 percent to 17.4 percent. The number of those who held a High School Diploma or equivalent also declined, however, by a lesser number from 23.1 to 22.3 percent. In terms of improvements, the proportion of people who held at least a Bachelor's degree grew from 16.4 percent to 18.5 percent.

Age and Sex

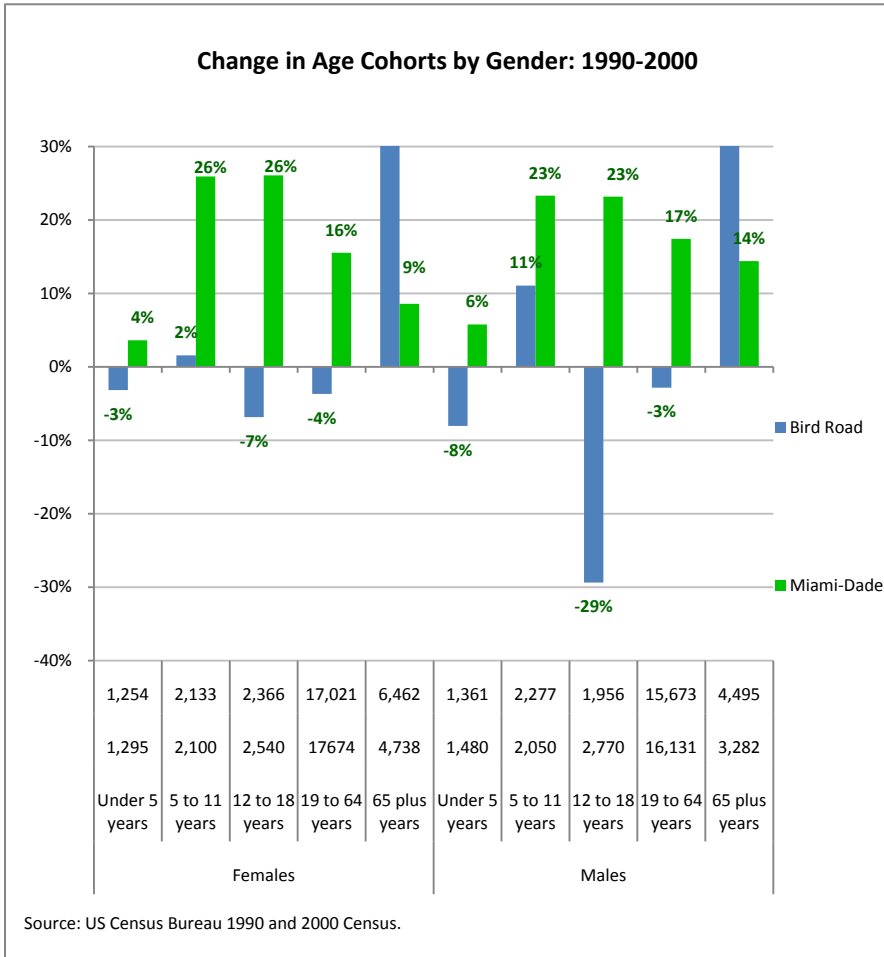
TABLE 6
Gender by Area

		1990	2000
Bird Road	Females	52.4%	52.9%
	Males	47.6%	47.1%
Miami-Dade	Females	52.2%	51.8%
	Males	47.8%	48.2%

Source: US Census Bureau 1990 and 2000 Census.

Table 6 shows the gender distribution by area. In the Bird Road Corridor as well as countywide, there are more women than men. In Bird Road area the female population grew from 52.4 percent of the total population, in 1990 to 52.9 percent in 2000. During the same period, the female population in the County decreased from 52.2 to 51.8 percent.

Figure 9



Overall, the Bird Road Corridor compares unfavorably to the County with regards to the population age structure from 1989 to 1999 (Figure 9). The 65 plus years male and female populations in Bird Road Corridor area each increased by 30 percent, while in the County they increased by 14 percent and 9 percent, respectively. At the same time, the male and female populations between 5 and 11 years of age increased by 11 percent and 2 percent, or slower than the Countywide rates of 23 percent and 26 percent, respectively.

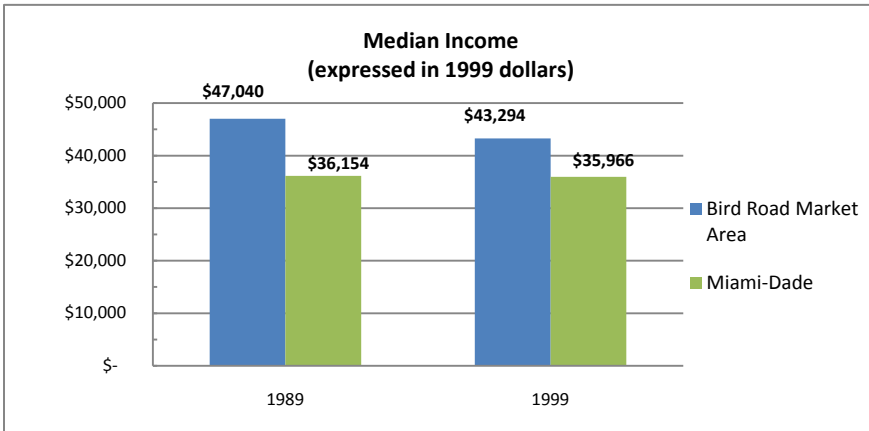
Changes in age in opposite direction to the County trends occurred in the other groups of the population in the Corridor area. The male and female populations between 12 to 18 years of age in the Corridor area decreased by 29 percent and 7 percent, respectively, as compared to their increase by 23 percent and 26 percent in the County as a whole.

The preschool (under 5 years old) female population in Bird Road Corridor decreased by 4 percent, in contrast with the 3 percent increase Countywide during the decade. Similarly, the preschool male population decreased by 8 percent in 1999, while it increased by 6 percent on the County as a whole.

Income & Poverty

Median household incomes from the 1990 and 2000 Census are shown in Figure 8 for Miami-Dade and the Bird Road Corridor. As illustrated by the figure, when adjusted for inflation, the median income in both areas declined from 1989 through 1999. The median income in constant dollars declined, in the Bird Road Corridor Area from \$47,040 in 1989 to \$43,294 in 1999, a decrease of 8 percent.

Figure 10



The 1999 median income for the Bird Road Corridor represented 120.4 percent of the County median for the same year (\$35,966), a decline from 130.1 percent level of the County median reported by 1989 (\$36,154). The County median household income dropped by 0.5 percent during the same period.

TABLE 7
Poverty Rates By Household Type

Miami-Dade	1989		1999		Percent Chg
Total Households:	692,237	-	777,378	-	12%
With income below poverty level	121,979	100%	140,569	100%	15%
Percent of Total Households	17.6%		18.1%		3%
Married-couple family	30,429	25%	35,040	25%	15%
Male householder; no wife present	6,173	5%	7,449	5%	21%
Female householder; no husband present	32,077	26%	37,619	27%	17%
Nonfamily households	53,300	44%	60,461	43%	13%
Bird Road Corridor Area					
Total Households	16,357	-	17,058	-	4%
With income below poverty level	1,826	100%	2,063	100%	13%
Percent of Total Households	11.2%		12.1%		8%
Married-couple family	748	41%	798	39%	7%
Male householder; no wife present	106	6%	38	2%	-64%
Female householder; no husband present	315	17%	381	18%	21%
Nonfamily households	657	36%	846	41%	29%

The Bird Road Corridor area compares favorably with the County with respect to poverty levels. By 1999, households with income below the poverty level accounted for 12.1 percent of all households, as compared to 18.1 percent Countywide. Between 1989 and 1999 the poverty rate in the Corridor area increased by 8 percent while it increased by 3 percent in the County as a whole.

Overall, positive changes occurred in the single parent families in the Corridor, as compared to countywide dynamics. In the Bird Road area, the number of households in poverty headed by a single female was 18 percent in 1999, as compared to 27 percent in the County. The number of these households in the Corridor area increased by

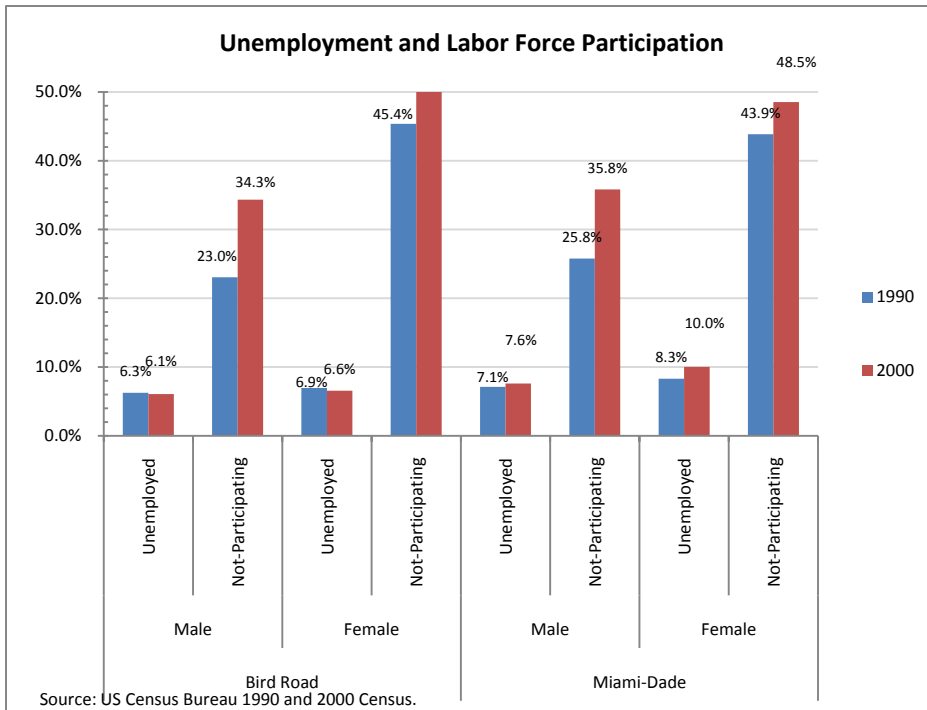
Source: US Census Bureau 1990 and 2000 Census.

17 percent from its 1989 level, as compared to 26 percent increase in the County.

The number of male headed households in the Corridor area declined by 64 percent in 1999, as opposed to 21 percent increase noted Countywide. The part of male headed households in all households in poverty in the Bird Road Corridor was 2 percent in 1999 and it decreased from its 6 percent level in 1989. Meanwhile, the part of the male headed households in the county remained unchanged during the decade. Similarly, the percentage of married-couple families in poverty declined to 39 percent in 1999, while it remained unchanged Countywide. The number of married-couple families in poverty grew by 7 percent in Bird Road Corridor, as compared to the Countywide rate of 15 percent.

Labor Force

Figure 11



While the working age population in the Bird Road Corridor area grew by 3.8 percent from 1990 to 2000, and the number of unemployed decreased by 12.7 percent, however, the civilian labor force declined by 8.7 percent. Figure 9 shows the relative changes within the male and female subgroups.

In comparison, the working age population in the County increased by 15.7 percent, the civilian labor force by 3.3 percent and the number unemployed by 17.8 percent. The number of working age people in the Bird Road area which were not participating in the labor force also increased considerably, by 27.1

percent. As seen from the Figure 11, these changes affected dramatically the female population in both, the Corridor area and the County.

TABLE 8
Unemployment and Labor Force Participation

		1990	2000	Percent Chg
Bird Road Corridor Area				
	Population 16 years and over	43,847	45,518	3.8%
Male	16 years and over	20,417	21,013	2.9%
	Unemployment Rate	6.3%	6.1%	-3.0%
	Outside the Labor Force	23.0%	34.3%	49.0%
Female	16 years and over	23,430	24,505	4.6%
	Unemployment Rate	6.9%	6.6%	-5.6%
	Outside the Labor Force	45.4%	50.1%	10.4%
Miami-Dade				
Male	16 years and over	712,373	834,320	17.1%
	Unemployment Rate	7.1%	7.6%	6.6%
	Outside the Labor Force	25.8%	35.8%	39.1%
Female	16 years and over	807,596	924,054	14.4%
	Unemployment Rate	8.3%	10.0%	20.8%
	Outside the Labor Force	43.9%	48.5%	10.6%

Source: US Census Bureau 1990 and 2000 Census.

Table 8 shows the unemployment rate and the rate of population's participation in the labor force, with a breakdown by gender. In the Bird Road Corridor area the unemployment rate for men and women decreased slightly between 1990 and 2000. The unemployment decreased from 6.3 to 6.1 percent for men, and from 6.9 to 6.6 percent for women, respectively. Unemployment figures for the Bird Road area are more favorable than Countywide. The male unemployment in the County was 7.6 percent in 2000, up from 7.1 percent in 1990. The disparity was more pronounced for unemployed females whose number reached 10 percent in 2000, up from 8.3 percent in 1990.

The non-participation rate in labor force in the Bird Road Corridor increased over the decade, consistent with the change rate for the County as a whole. The change rates within the gender subgroups were also similar. A total of 34.3 percent of the males in the Corridor area were out of the labor force in 2000, up from 23.0 percent in 1990. The comparable rates for females were 50.1 and 45.4 percent, respectively. During the same period, the number of non-participating

males in the County increased from 25.8 percent in 1990 to 25.5 percent in 2000. For females out of labor force in the County, the increase was from 43.9 percent in 1990 to 48.5 percent in 2000, respectively.

Place of Work

Table 9 shows where people work based on their place of residence. In Miami-Dade in 1990, 76 percent of the population that lived in a census designated place (this includes all municipalities and other areas selected by the Census) worked in a different place. In other words, they commuted from their place of residence to another town or city to work. By 2000, their number had grown to 81 percent. In comparison, 76 percent of residents work in a different place from where they lived in 1990. In the Bird Road Corridor, a larger part of the population worked outside of its residence area, as compared to the County.

TABLE 9
Place of Work

	1990	2000	1990	2000
Bird Road Corridor				
Workers 16 years and over	26,282	23,816		
Living in a place	26,282	23,816	100%	100%
Worked in place of residence	1,895	2,030	7%	9%
Worked outside place of residence	24,387	21,786	93%	91%
Not living in a place	-	-		
Miami-Dade				
Workers 16 years and over	887,996	899,323		
Living in a place:	779,635	849,536	100%	100%
Worked in place of residence	187,971	160,794	24%	19%
Worked outside place of residence	591,664	688,742	76%	81%
Not living in a place	108,361	49,787		

Source: US Census Bureau 1990 and 2000 Census.

Moreover, unlike the Countywide trend, the percent of residents working in the Corridor area increased over the decade. By 2000, 91 percent of the residents of the Corridor commuted outside of their area to work, down from 93 percent in 1990.

Figure 12

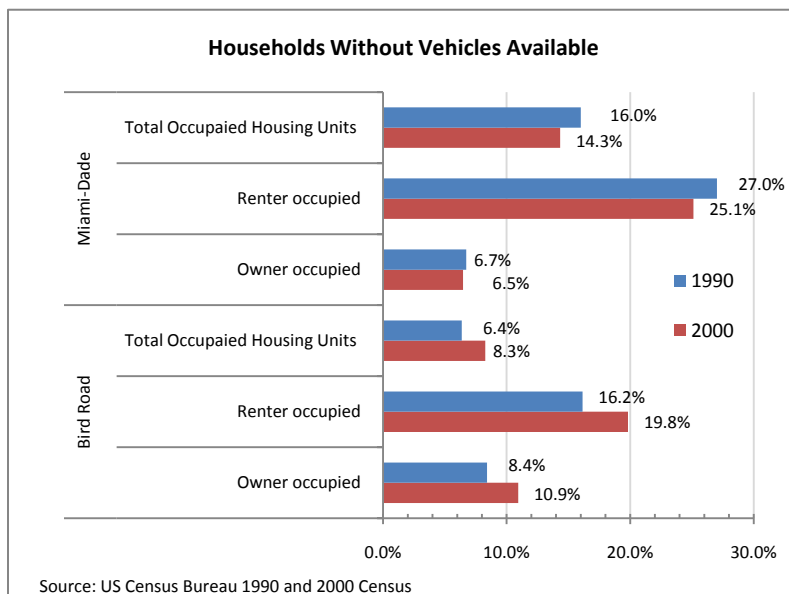


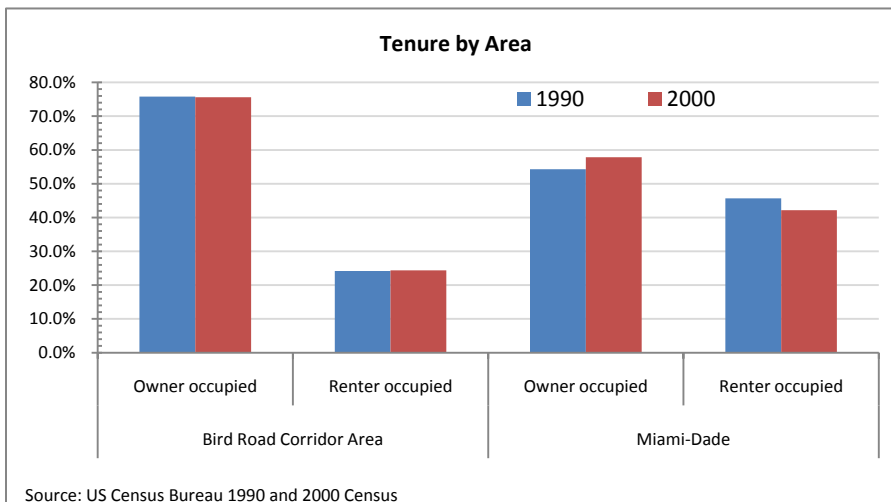
Figure 12 shows the percent of households who did not own a vehicle in 1990 and 2000 broken down by renters and homeowners. The data indicates, the residents who must commute to their workplace would be constrained, in their work options, by the availability of public transportation.

Countywide, 16 percent of all households did not have a vehicle in 1990. Their number dropped to 14.3 percent by 2000. This percentage still remained considerable above the corresponding figure of 8.3 percent for the Corridor area. Of all households renting their homes, 25.1 percent were without vehicle in 2000, down from 27 percent in 1990.

Unlike the Countywide patterns, the households who did not own a vehicle in the Bird Road Corridor area increased to 8.3 percent in 2000 from 6.4 percent in 1990. Changes also occurred within the category of households without vehicle, the percentage of the renters growing from 16.2 percent in 1990 to 19.8 percent in 2000.

Housing

Figure 13



While Figure 12 shows that renters are least likely to own a vehicle, Figure 13 shows that 24.4 percent, or only one-fourth of all households in the Bird Road Corridor are renters. Their share remained stable during the period of study with 24.2 percent in 1990. The number of renters in the County is significantly larger. In 2000, 42.2 percent of all households in the County rented which reflect a reduction from 45.7 percent in 1990.

However, the share of the median gross rent in household income, in the Corridor area increased by 1.8 percent, a move in opposite direction from the Countywide trend where the share of the median gross rent in the household income decreased by 2.6 percent during the decade.

TABLE 10
Housing Affordability (Expressed in 1999 dollars)

	Bird Road Corridor Area			Miami-Dade		
	1989	1999	Change	1989	1999	Change
Median gross rent	\$822	\$627	-23.7%	\$662	\$572	-13.6%
Median gross rent as a percentage of household income	33.5%	34.1%	1.8%	31.3%	30.5%	-2.6%
Median selected monthly owner costs for --						
Housing units with a mortgage	\$994	\$1,256	26.4%	\$1,069	\$1,206	12.8%
Housing units without a mortgage	\$324	\$440	35.9%	\$328	\$428	30.6%
Median monthly costs - percentage of household income for --						
Housing units with a mortgage	21.5%	27.0%	25.6%	23.1%	26.6%	15.2%
Housing units without a mortgage	13.4%	14.0%	4.5%	13.0%	13.5%	3.8%

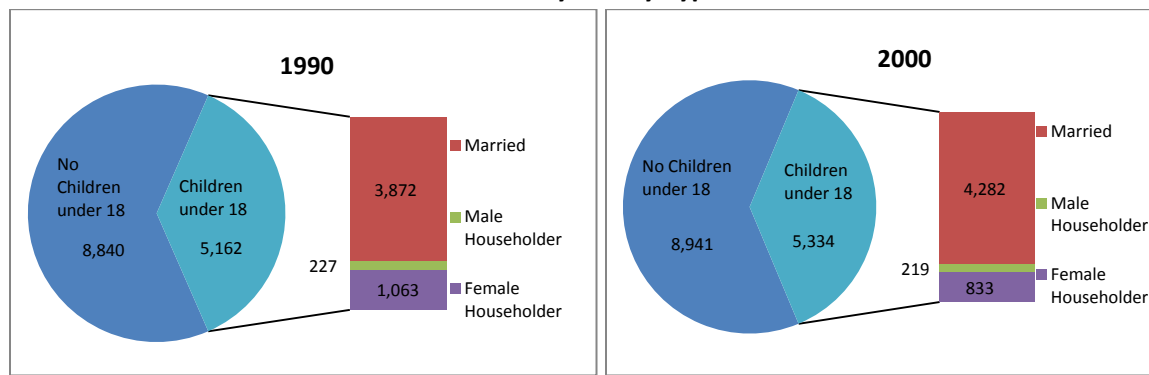
Source: US Census Bureau 1990 and 2000 Census.

The corresponding figures for the County were 12.8 percent and 30.6 percent, respectively. As a share of the household income, these costs increased from 1989 through 1999 attaining 25.6 percent for owners with a mortgage. The increase of 4.5 percent for the households without mortgage was rather moderate.

Family Type

Family structure and the presence of children have a very significant impact on special needs in the workplace. In the Bird Road Corridor area, 21 percent of all families had children under 18 in 1990, as seen in the Figure 14. By 2000 this number had grown to 37.4 percent. The married-couple families accounted for two-thirds of the families with children in 1990. By 1999 the comparable figure had grown to 80 percent. These changes are consistent with the structural changes within the single-parent family category. In 1990, the number of single-parent families with children was 1,290, of which 82 percent had a female head of household. By 2000 the corresponding number declined to 1,052 and 79 percent, respectively.

Figure 14
Presence of Children by Family Type – Bird Road Corridor



Source: US Census Bureau 1990 and 2000 Census.

During the period 1990 through 2000 the Bird Road Corridor area dynamics of families with children follow the Countywide trend. In 2000, 49 percent of families in the County had children, up from 35 percent in 1990. However, for the category families with children, the County experienced different structural changes with decrease of 3 percentage points from 71 percent in 1990 to 68 percent in 2000. Unlike the situation observed in Bird Road Corridor area, the families with children accounted for approximately one fourth of all families in the in 2000. The share of the single-parent families lead by a female, in the County accounted for 26 percent, a slight increase from 24 percent in 1990.

Since the 2000 Decennial Census

Data from the 2005-2007 American Community Survey 3 Year Estimate (ACS) was used to get a perspective of the development trends in the Corridor area after 2000. It should be noted this data is not directly comparable to the Census geography subject of this study. Since census tract data are not yet available in the ACS, Census Designated Place (CDP) data was used for these purposes. The specific places selected included University Park and Westchester. It is intended that this data will provide some suggestive general insights into the changes that have occurred since 2000.

ACS data profiles revealed changes in levels and direction for several variables analyzed in the previous section. The number of households with income below the poverty level slightly decreased, a positive fluctuation from the upward trend during the decade 1990–2000. The share of the married-couple families as part of all families also decreased notably between 2005 and 2007, as consistent with its decrease between 1990 and 2000. Educational attainment improved in terms of share of people with bachelor’s degree or higher and, even more significantly, part of the people of 25 years and over with high school diploma, a move in opposite direction from the trend between 1990 and 2000.

The 2005-2007 data showed little or no change at all for other variables, such as travel to work, population age and gender as well as ownership of housing units. The share of female householders increased at a lesser rate from 2005 to 2007; however, it increased for those with children under 18 years of age with an upsurge to 48 percent for female householders with children under 5 years. The unemployment rate remained at low level and the non-participation in labor force remained close to 50 percent, consistent with the comparable figures during the decade. Similarly, the median household income, in real terms, continued to decline while remaining significantly above the Countywide average.

The three-year estimates describe an overall continuation of 1990-2000 economic trends while stressing relative improvements or positive shifts in specific parameters or conditions. Consequently, it seems reasonable to accept the trends from 1990 to 2000 as indicative of current socio-economic conditions and trends.

Finally, as noted in the population section, projections for the broader MSA indicate virtually no annual increase with population reaching 105,630 in 2025.

Implications of Market Size

Although the socio-economic characteristics of the Bird Road market area over time do not indicate sizable and positive changes in the purchasing power, nonetheless the area already possesses significant purchasing power. In fact, the 17,000 households in the area had an aggregate income of \$894.5 million in 1999. Furthermore, the median household income in the Bird Road Corridor area was over 120 percent of the County’s median household income in 1999. While this ratio may, in fact, decline over time, it is likely to remain through at least an intermediate time horizon noticeably above a parity level with Miami-Dade County.

Summary

The analysis of socio-economic variables that are the focus of the Bird Road market study show divergence between the trends in the market area and their standing relative to the County. Looking at some key factors of the study, Bird Road displays some negative trends over the 1990 to 2000 time period. Median household income, in real terms, is lower in 1999 than it was in 1989. Corresponding to that trend, poverty rates also moderately increased. In addition, a measure of family stability, percent of married couples, decreased. However on the positive side of the ledger, the unemployment rate decreased, persons with at least a college degree increased, and the home ownership rate remained the same.

Looking, at these variables relative to the County, the picture of the Bird Road market area is almost uniformly positive. The Bird Road area has a considerably higher median household income, homeownership rate, as well as percentage of married couples than the corresponding figures for the County. The poverty and unemployment rate are considerably lower than that for the County. In particular, the unemployment rate for females is markedly lower than for the County. The only factor for Bird Road that is less positive than for the County is educational attainment.

Finally, it is important to note that the Bird Road area has considerable purchasing power. Given its 17,058 households and mean income of \$52,438 this totals to over \$894 million in spendable income. In total, aggregate income in this area represents just under \$900 million.

Business Opportunities

It was indicated in the Land Use section that there is 2.2 acres of available vacant commercial land in the Bird Road Corridor. Therefore, in order for the area to significantly change and reposition itself, redevelopment is the path to future growth. This is a process that requires an impetus for change and the market forces that make it feasible. The Corridor despite the current recessionary forces still retains a relatively healthy business climate. The redevelopment of the Bird Road Corridor is a process that will likely not begin until sometime after the negative effects of the current recession have ended.

At this time, in order to move Bird Road towards an improved business future, efforts to enhance its physical attractiveness for shoppers would be in order. This could take the form of streetscape improvements and landscape enhancements. One mechanism that could, in part, provide financial resources for this type of effort is the Business Improvement District. This would require the cooperation of business owners in the area that want a stake in Bird Road's future. A business improvement district (BID) is a public-private partnership in which businesses in a defined area elect to pay an additional tax in order to fund improvements to the district. BIDs are quasi governmental entities formed of businesses with the authorization of the local government or municipality. BIDs often are operated by not-for-profit partnership organizations.

Although many of the restaurants and retail establishments are frequented by customers from an area considerably outside the market area, due to their limited visibility from the road, are generally unknown. They as well as other business establishments have a need for effective marketing. This important function, the development of effective marketing materials, could be performed by a BID in cooperation with the Bird Road businesses. In addition, the Corridor is home to a public gem, Tamiami Park. It serves as an important venue for a variety of events and festivals. The tie-in of this asset to the businesses of the area needs to be developed. This could take the form of, for example, special events at the park could allow some of the restaurants in the area to have kiosk space so as to familiarize the public with their culinary delights. Further, events could be developed that help showcase the broad array of businesses in the Corridor.

In the end, it should be understood that Bird Road Corridor is a successful business area with many popular restaurants and retail establishments situated in 1970s and 1980s style strip shopping centers anchored at either end by modern big box retail. While streetscape and landscape improvements will enhance the physical quality of the Bird Road Corridor, they will not transform it as business area. It is not until there is a redesign of existing shopping centers into a more urban and pedestrian friendly environment that the Corridor will move towards a more successful business future. As this occurs there should be an effort to bring in a more diversified set of businesses. This could include bookstores, arts related and antique business establishments in which customers often like to spend time browsing through the merchandise. In addition special events geared to attract customers from beyond the market area would be highly desirable.

Appendix A

FOLIO	PTXADDRESS	CLUC	BLDG_SQFT	LOT SIZE (SQFT)	YR_BUILT	SALES AMT1	DATE_MM1	DATE_YR1	SALES VALUE	LOT (ACRES)	LU_TYPE	LOCATION
3040170000370	9925 SW 40 ST	0037	109338	83055.00	2004	1725000	11	2002	2024635	1.91	IND	West
3040170000371	3870 SW 99 AVE	0003	13049	27878.00	1965	1700000	1	2007	1731280	0.64	RES	West
3040170031370	9960 SW 39 TER	0001	1037	7500.00	1954	145000	10	2001	172884	0.17	RES	West
3040170031390	9980 SW 39 TER	0001	1284	7500.00	1954	228000	5	2004	254859	0.17	RES	West
3040170031520	10041 SW 40 ST	0013	1348	7500.00	1954	699500	6	2005	756299	0.17	COM	West
3040170031530	10031 SW 40 ST	0013	1733	7500.00	1954	434000	5	2003	498058	0.17	COM	West
3040170031550	10001 SW 40 ST	0013	1337	7500.00	1954	450000	10	2004	503010	0.17	COM	West
3040170031560	9981 SW 40 ST	0013	1006	7500.00	1953	340000	8	2002	399058	0.17	COM	West
3040170031570	9971 SW 40 ST	0013	1001	7500.00	1954	338400	3	2004	378264	0.17	COM	West
3040170390010	10380 SW 38 TER	0001	1826	8129.00	1963	475000	1	2007	483740	0.19	RES	West
3040170770030	3801 SW 107 AVE	0001	1642	8219.00	1979	669000	2	2008	656088	0.19	RES	West
3040180000247	10810 SW 38 ST	0001	2358	7500.00	1989	255000	4	2002	299294	0.17	RES	West
3040180360010	10770 SW 38 ST	0001	2463	10000.00	1979	350000	5	2004	391230	0.23	RES	West
3040180360020	10760 SW 38 ST	0001	2127	7500.00	1979	490000	8	2007	499016	0.17	RES	West
3040180360030	10750 SW 38 ST	0001	2419	7500.00	1979	520000	7	2007	529568	0.17	RES	West
3040180360050	10730 SW 38 ST	0001	2067	7500.00	1979	460000	3	2006	481804	0.17	RES	West
3040180360070	10710 SW 38 ST	0013	2790	10000.00	1984	288000	4	2002	338026	0.23	COM	West
3040180460080	10910 SW 38 ST	0001	2348	7560.00	1989	425000	9	2005	459510	0.17	RES	West
3040180460091	10915 SW 38 TER	0001	1508	3978.00	1984	307400	6	2006	321971	0.09	RES	West
3040180460140	10973 SW 38 TER	0001	1197	3946.00	1984	153500	3	2003	176157	0.09	RES	West
3040180460141	10975 SW 38 TER	0001	1508	3946.00	1984	155000	6	2002	181924	0.09	RES	West
3040180500052	11001 SW 38 LN	2 0007	1313	4295.02	1980	190000	5	2004	212382	0.10	RES	West
3040180500071	11023 SW 38 LN	1 0007	1698	4878.72	1980	113000	1	2000	138561	0.11	RES	West
3040180500072	11021 SW 38 LN	0007	1233	3131.96	1980	135000	8	2004	150903	0.07	RES	West
3040190010030	4020 SW 112 AVE	0001	893	6900.00	1955	215000	3	2004	240327	0.16	RES	West
3040190010170	4021 SW 112 CT	0001	1151	17400.00	1955	133300	4	2001	158934	0.40	RES	West
3040190010210	11255 SW 40 TER	0001	1175	7500.00	1955	131000	3	2001	156191	0.17	RES	West
3040190010220	11271 SW 40 TER	0001	2507	7500.00	1955	375000	6	2005	405450	0.17	RES	West
3040190010250	11270 SW 40 ST	0001	1293	7500.00	1955	127500	4	2000	156341	0.17	RES	West
3040190010360	11340 SW 40 ST	0001	1371	7500.00	1955	460000	1	2008	451122	0.17	RES	West
3040190010470	11341 SW 40 TER	0002	1814	7500.00	1955	143000	2	2001	170499	0.17	RES	West

FOLIO	PTXADDRESS	CLUC	BLDG_SQFT	LOT SIZE (SQFT)	YR_BUILT	SALES AMT1	DATE_MM1	DATE_YR1	SALES VALUE	LOT (ACRES)	LU_TYPE	LOCATION
3040190010610	11620 SW 40 ST	0009	1664	7521.00	1956	550000	2	2006	576070	0.17	RES	West
3040190010780	11521 SW 40 TER	0001	1738	19488.00	1955	150000	9	2001	178845	0.45	RES	West
3040190010800	11501 SW 40 TER	0001	905	7500.00	1955	317800	8	2006	332864	0.17	RES	West
3040190030020	4010 SW 107 AVE	0001	2050	7500.00	1974	376000	11	2004	420293	0.17	RES	West
3040190030190	10755 SW 40 TER	0001	1448	11000.00	1956	250000	1	2004	279450	0.25	RES	West
3040190030300	10730 SW 40 ST	0001	817	7500.00	1956	340000	9	2006	356116	0.17	RES	West
3040190030310	10720 SW 40 ST	0001	1171	7504.00	1956	290000	3	2005	313548	0.17	RES	West
3040190030340	10820 SW 40 ST	0001	1757	8000.00	1956	180000	6	2001	214614	0.18	RES	West
3040190030460	10945 SW 40 TER	0001	821	8000.00	1956	175000	10	2003	200830	0.18	RES	West
3040190030620	11040 SW 40 ST	0001	962	7500.00	1955	380000	6	2007	386992	0.17	RES	West
3040190030630	11100 SW 40 ST	0001	1468	7500.00	1955	359500	8	2005	388691	0.17	RES	West
3040190030640	11110 SW 40 ST	0001	1252	7500.00	1956	179000	5	2003	205420	0.17	RES	West
3040190030670	4011 SW 112 AVE	0001	2448	7500.00	1956	183000	3	2002	214787	0.17	RES	West
3040190030830	11051 SW 40 TER	0001	1226	18966.00	1955	245000	5	2004	273861	0.44	RES	West
3040190030880	11001 SW 40 TER	0001	1181	10000.00	1956	292000	12	2007	297373	0.23	RES	West
3040200000040	10300 BIRD RD NE corner of 99th Ave/40th Ter	0003	34750	72155.00	1968	3500000	8	2002	4107954	1.66	RES	West
3040200020021	9755 SW 40 TER	0081	0	10566.00	0	625000	11	2005	675750	0.24	COM	West
3040200020050	9740 BIRD RD	0032	10640	14375.00	1962	605000	1	2002	710089	0.33	IND	West
3040200020090	9900 SW 40 ST	0011	14069	33660.00	1986	1791000	10	2002	2102099	0.77	COM	West
3040200040020	9950 SW 40 ST	0013	888	9680.00	1952	221000	9	2000	270990	0.22	COM	West
3040200040060	9970 SW 40 ST	0013	1736	9375.00	1984	410000	5	2001	488843	0.22	COM	West
3040200040080	9980 SW 40 ST	0013	654	9375.00	1952	360000	6	2004	402408	0.22	COM	West
3040200040090	9901 SW 40 TER	0013	1918	9680.00	2005	345000	1	2004	385641	0.22	COM	West
3040200040170	9901 SW 40 TER	0001	666	9682.50	1952	135000	3	2002	158450	0.22	RES	West
3040200040190	10020 SW 40 ST	0013	2620	9375.00	1984	506000	5	2003	580685	0.22	COM	West
3040200040240	10130 SW 40 ST	0013	1726	9375.00	1983	850000	6	2007	865640	0.22	COM	West
3040200040280	10121 SW 40 TER	0001	2585	9375.00	1952	155000	8	2001	184807	0.22	RES	West
3040200060010	10470 SW 40 ST	0001	2339	8250.00	1959	220000	7	2001	262306	0.19	RES	West
3040200060030	10450 SW 40 ST	0001	1632	8250.00	1959	225000	10	2002	264083	0.19	RES	West
3040200060100	10431 SW 40 TER	0001	1778	8250.00	1959	200000	12	2002	234740	0.19	RES	West

FOLIO	PTXADDRESS	CLUC	BLDG_SQFT	LOT SIZE (SQFT)	YR_BUILT	SALES AMT1	DATE_MM1	DATE_YR1	SALES VALUE	LOT (ACRES)	LU_TYPE	LOCATION
3040200080810	4032 SW 102 CT	0001	2072	9750.00	1959	275000	4	2003	315590	0.22	RES	West
3040200081000	4015 SW 103 AVE	0001	1169	9750.00	1959	180000	10	2003	206568	0.22	RES	West
3040200081220	4031 SW 102 CT	0001	1328	9750.00	1959	375000	12	2006	392775	0.22	RES	West
3040200081230	4021 SW 102 CT	0001	2327	9750.00	1959	459000	8	2006	480757	0.22	RES	West
3040200081250	4001 SW 102 CT	0001	1595	12409.80	1959	400000	12	2006	418960	0.28	RES	West
3040200100030	10315 SW 40 TER	0001	1205	7500.00	1959	240000	12	2006	251376	0.17	RES	West
3040150000150	8335 SW 40 ST	0011	8968	22509.00	1985	895000	5	2001	1067109	0.52	COM	East
3040150000331	3925 SW 82 AVE	0019	2842	6549.00	1965	297250	1	2004	332266	0.15	COM	East
3040150000520	3900 SW 78 CT	0003	17838	27007.00	1963	2000000	5	2004	2235602	0.62	RES	East
3040150110400	7980 SW 37 TER	0001	1320	9360.00	1956	178000	4	2002	208919	0.21	RES	East
3040150270010	8281 SW 40 ST	0013	1422	15000.00	1951	520000	1	2004	581257	0.34	COM	East
3040150270020	8270 SW 39 ST	0001	1668	7950.00	1972	295000	1	2005	318954	0.18	RES	East
3040150300010	8157 SW 40 ST	0011	13193	35740.00	1972	2900000	10	2005	3135480	0.82	COM	East
3040150410060	7824 SW 36 ST	0001	2538	7500.00	1996	228000	11	2000	279574	0.17	RES	East
3040150410080	7800 SW 36 ST	0001	2538	7500.00	1996	355000	4	2004	396819	0.17	RES	East
3040160010280	9480 SW 39 ST	0001	1839	8493.00	1956	435000	5	2006	455619	0.19	RES	East
3040160010480	9600 SW 39 ST	0002	1632	8175.00	1962	149000	3	2001	177653	0.19	RES	East
3040160010481	9540 SW 39 ST	0002	1555	8250.00	1959	115000	1	2000	141013	0.19	RES	East
3040160010501	9510 SW 39 ST	0001	963	8250.00	1961	163000	3	2002	191313	0.19	RES	East
3040160010511	9521 SW 40 ST	0011	8322	23250.00	1973	2600000	5	2007	2647840	0.53	COM	East
3040160010550	9601 SW 40 ST	0013	2563	10875.00	1959	875000	3	2005	946050	0.25	COM	East
3040160010560	9611 SW 40 ST	0013	4708	21675.00	1957	1850000	8	2007	1884040	0.50	COM	East
3040160020061	3930 SW 89 AVE	0002	2150	6900.00	1969	190000	6	2001	226537	0.16	RES	East
3040160020064	3832 SW 89 AVE	0002	2176	6900.00	1981	215000	6	2002	252346	0.16	RES	East
3040160020080	3810 SW 89 AVE	0002	2042	6900.00	1968	235000	9	2002	275820	0.16	RES	East
3040160020100	3801 SW 89 CT	0002	1356	6654.00	1958	194900	7	2002	228754	0.15	RES	East
3040160020130	3911 SW 89 CT	0002	2262	6654.00	1981	218000	10	2001	259922	0.15	RES	East
3040160021405	3920 SW 89 ST	0002	2270	6900.00	2007	475000	10	2007	483740	0.16	RES	East
3040160021420	3840 SW 89 CT	0002	2660	6900.00	1969	335000	11	2004	374463	0.16	RES	East
3040160021470	8986 SW 38 ST	0002	2223	5250.00	1985	215500	11	2001	256941	0.12	RES	East
3040160021480	8990 SW 38 ST	0002	1368	6654.00	1959	108000	5	2000	132430	0.15	RES	East

FOLIO	PTXADDRESS	CLUC	BLDG_SQFT	LOT SIZE (SQFT)	YR_BUILT	SALES AMT1	DATE_MM1	DATE_YR1	SALES VALUE	LOT (ACRES)	LU_TYPE	LOCATION
3040160021490	3817 SW 90 AVE	0002	2467	6900.00	1973	500000	7	2007	509200	0.16	RES	East
3040160021571	3910 SW 90 AVE	0001	1230	6900.00	1957	122000	6	2006	127783	0.16	RES	East
3040160022830	9145 SW 40 ST	0013	4486	8000.00	1980	1800000	11	2007	1833120	0.18	COM	East
3040160022870	3920 SW 91 AVE	0002	1675	10350.00	1969	210000	8	2004	234738	0.24	RES	East
3040160022940	9112 SW 38 ST	0001	1525	5250.00	1947	368000	8	2005	397882	0.12	RES	East
3040160022950	9132 SW 38 ST	0001	1676	5250.00	1970	355000	9	2005	383826	0.12	RES	East
3040160022951	3801 SW 92 AVE	0002	1669	6654.00	1971	415000	3	2006	434671	0.15	RES	East
3040160023000	3911 SW 92 AVE	0001	1717	6900.00	1955	360000	9	2005	389232	0.16	RES	East
3040160023020	3945 SW 92 AVE	0019	2040	6900.00	2005	205000	8	2001	244422	0.16	COM	East
3040160070560	3830 SW 87 CT	0001	1322	5250.00	1957	380000	4	2006	398012	0.12	RES	East
3040160071060	3807 SW 87 PL	0001	3623	10629.00	1923	350000	9	2004	391230	0.24	RES	East
3040160071070	3815 SW 87 PL	0001	1314	5300.00	1957	152500	8	2002	178989	0.12	RES	East
3040160071071	3821 SW 87 PL	0001	1342	5300.00	1957	115000	8	2001	137115	0.12	RES	East
3040160071091	3977 SW 87 PL	0002	2263	5300.00	1975	161000	8	2001	191960	0.12	RES	East
3040160071110	3910 SW 87 PL	0001	1309	7950.00	1949	206000	6	2004	230267	0.18	RES	East
3040160071140	3800 SW 87 PL	0002	1737	5630.00	1959	225000	3	2004	251505	0.13	RES	East
3040160071654	3835 SW 88 CT	0001	1620	5300.00	1970	147000	11	2000	180251	0.12	RES	East
3040160071661	3915 SW 88 CT	0001	1043	7875.00	1957	140000	7	2001	166922	0.18	RES	East
3040160072290	8840 SW 38 ST	0001	932	5000.00	1952	260000	10	2007	264784	0.11	RES	East
3040160072300	3801 SW 88 PL	0002	1538	5629.00	1963	190000	9	2002	223003	0.13	RES	East
3040160072320	3821 SW 88 PL	0001	1863	5300.00	1970	394000	8	2006	412676	0.12	RES	East
3040160170070	3811 SW 89 AVE	0002	2149	7500.00	1977	245000	5	2004	273861	0.17	RES	East
3040210010040	8731 SW 41 ST	0001	1695	7920.00	1955	420000	5	2006	439908	0.18	RES	East
3040210030060	9000 BIRD RD	0019	2020	15400.00	1967	700000	8	2005	756840	0.35	COM	East
3040210030071	9015 SW 40 TER	0002	2181	7500.00	1940	200625	11	2003	230237	0.17	RES	East
3040210030150	8930 BIRD RD	0011	2534	7500.00	1946	840000	3	2007	855456	0.17	COM	East
3040210040060	4089 SW 95 AVE	0001	1300	15900.00	1947	120000	2	2004	134136	0.37	RES	East
3040210040071	4100 SW 94 AVE	0001	2039	12900.00	1958	178000	11	2000	218264	0.30	RES	East
3040210040160	9582 SW 40 ST	0019	12290	23277.00	1959	1150000	2	2002	1349756	0.53	COM	East
3040210040320	9500 BIRD RD	0011	2395	11273.00	1955	720000	10	2003	826272	0.26	COM	East
3040210040360	4065 SW 97 AVE	0001	1638	14500.00	1960	400000	9	2005	432480	0.33	RES	East

FOLIO	PTXADDRESS	CLUC	BLDG_SQFT	LOT SIZE (SQFT)	YR_BUILT	SALES AMT1	DATE_MM1	DATE_YR1	SALES VALUE	LOT (ACRES)	LU_TYPE	LOCATION
3040210070710	8871 SW 41 ST	0001	2704	8616.96	1956	350000	8	2004	391230	0.20	RES	East
3040210070730	8851 SW 41 ST	0001	1670	8112.00	1956	250000	12	2004	279450	0.19	RES	East
3040210070760	8821 SW 41 ST	0001	1549	8112.00	1956	250000	6	2004	279450	0.19	RES	East
3040210440060	9590 SW 40 TER	0001	2512	12112.00	2001	462000	11	2008	453083	0.28	RES	East
3040220050020	8410 SW 40 ST	0013	2949	5300.00	1957	900000	6	2007	916560	0.12	COM	East
3040220050080	8495 SW 40 TER	0002	2114	7653.49	1974	465000	8	2007	473556	0.18	RES	East
3040220100011	8298 SW 40 ST	0011	10798	39852.00	2008	3000000	3	2005	3243600	0.91	COM	East
3040220120050	8245 SW 41 ST	0001	1490	7500.00	1957	260000	7	2004	290628	0.17	RES	East