

**STATE OF FLORIDA
FLORIDA HOUSING FINANCE CORPORATION**

SP CENTRAL COURT 2012 LP,

Petitioner,

vs.

FLORIDA HOUSING FINANCE
CORPORATION

Respondent.

File No. 2011-149C

FHFC FILE NO. 2012-0271C

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FLORIDA HOUSING
FINANCE CORPORATION

PETITION FOR INFORMAL HEARING

Petitioner, SP CENTRAL COURT 2012 LP ("SP"), pursuant to Rules 28-106.301 and 67-48.005, Florida Administrative Code, requests an informal administrative hearing to be conducted in accordance with Sections 120.569 and 120.57(2), Florida Statutes (2011), to contest the scoring decision with respect to SP's application for the Central Court Apartments development. In support thereof, SP states:

Identification of Agency Affected

1. The name, address and telephone number of the agency affected is:

Florida Housing Finance Corporation, Inc. ("FHFC")
227 North Bronough Street, Suite 5000
Tallahassee, FL 32301-1329
(850) 488-4197
The agency's file or identification number is 2011-149C.

Identification of Petitioner and Petitioner's Representatives

2. The name, address and telephone number of SP is:

SP Central Court 2012 LP
2430 Estancia Blvd., Suite 101
Clearwater, FL 33761
(727) 669-3660

3. The names, addresses and telephone numbers of SP's representatives, which shall be the addresses for service purposes during the course of these proceedings, are:

Lawrence E. Sellers, Jr.
HOLLAND & KNIGHT, LLP
315 South Calhoun Street, Suite 600
Tallahassee, FL 32301
(850) 425-5670

Andrea Becker
HOLLAND & KNIGHT, LLP
100 North Tampa Street, Suite 4100
Tampa, FL 33602
(813) 227-348

Background

4. FHFC is a public corporation, organized to provide and promote the public welfare by administering the governmental function of financing and refinancing housing and related facilities in the State of Florida.

5. The Low Income Housing Tax Credit ("Tax Credit") program is created within the Internal Revenue Code, and awards a dollar for dollar credit against federal income tax liability in exchange for the acquisition and substantial rehabilitation or new construction of rental housing units targeted at low and very

low income population groups. Developers sell, or syndicate, the Tax Credits to generate a substantial portion of the funding necessary for construction of affordable housing development.

6. FHFC is the designated "housing credit agency" responsible for the allocation and distribution of Florida's Tax Credits to applicants for the development of rental housing for low income and very low income families.

7. FHFC uses a Qualified Allocation Plan ("QAP"), the Universal Application and a scoring process for the award of Tax Credits, as outlined in Rule 67-48.004, Florida Administrative Code. The provisions of the QAP are adopted and incorporated by reference in Rule 67-48.002(94), Florida Administrative Code. Pursuant to the QAP, Tax Credits are apportioned among the most populated counties, medium populated counties, and least populated counties. The QAP also establishes various set-asides and special targeting goals.

8. The 2011 Universal Cycle Application is adopted as Form UA1016 (Rev. 2-11) by Rule 67-48.004(1)(a), Florida Administrative Code, and consists of Parts I through V and Instructions, some of which are not applicable to every Applicant.

9. FHFC's scoring process for 2011, found at Rules 67-48.004-.005, Florida Administrative Code, involves the following:

- a) the publication and adoption by rule of an application package;

- b) the completion and submission of applications by developers;
- c) FHFC's preliminary scoring of applications;
- d) an initial round of administrative challenges in which an applicant may take issue with FHFC's scoring of another application by filing a Notice of Possible Scoring Error ("NOPSE");
- e) FHFC's consideration of the NOPSEs submitted, with notice to applicants of any resulting change in their preliminary scores;
- f) an opportunity for the applicant to submit additional materials to FHFC to "cure" any items for which the applicant received less than the maximum score;
- g) a second round of administrative challenges whereby an applicant may raise scoring issues arising from another applicant's cure materials by filing a Notice of Alleged Deficiency ("NOAD");
- h) FHFC's consideration of the NOADs submitted, with notice to applicants of any resulting change in their scores;
- i) an opportunity for applicants to challenge, via informal or formal administrative proceedings, FHFC's evaluation of any item for which the applicant received less than the maximum score; and

j) final scores, ranking, and allocation of funding to successful applicants, as well as those who successfully appeal through the adoption of final orders.

10. The 2011 Universal Cycle Application offers a maximum score of 79 points. In the event of the tie between competing applications, the Application Instructions provide for a series of tie-breaking procedures to rank such applications for funding priority including the use of lottery numbers (randomly assigned during the application process).

11. On December 6, 2011, SP submitted an application for competitive 9% low income housing tax credits in FHFC's 2011 funding cycle for its proposed Central Court Apartments development (Application No. 2011-149C) ("the Application"). The proposed development involves acquisition and preservation of an existing rental facility. The proposed development is a multi-family rental facility located in Tampa, Florida, consisting of 68 units of garden style apartments.

12. Among other things, Part III of the Application Instructions provides for the award of Proximity Tie-Breaker points. Application Instructions, III.A.10. at 28. The maximum Proximity Tie-Breaker points each Applicant is eligible to receive is 37, of which a maximum of 7 points will be awarded to an application for the proximity of the Development's Tie-Breaker Measurement Point to eligible

Transit services. Application Instructions at iv and III.A.10 at 28-29. Of the 4 categories of eligible Transit Services from which an applicant may select, a maximum of 6 points will be awarded for a Public Bus Transfer Stop. Application Instructions, III.A.10.a.(2)(a)(ii) at 30.

13. To be eligible for Proximity Tie-Breaker points, Applicants are required to submit information regarding the Tie-Breaker Measurement Point and proximity to services. Application Instructions, III.A.10.a. at 28-29.

14. The Eligible Transit Services are defined in Part III of the Application Instructions:

(ii) Public Bus Transfer Stop (Maximum 6 Points)

For purposes of proximity tie-breaker points, a Public Bus Transfer Stop means a fixed location at which passengers may access at least three routes of public transportation via buses. Each route must have a scheduled stop at the Public Bus Transfer Stop at least hourly during the times of 7am to 9am and also during the times of 4pm to 6pm Monday through Friday, excluding holidays, on a year-round basis. This would include both bus stations (i.e. hubs) and bus stops with multiple routes. Bus routes must be established or approved by a Local Government department that manages public transportation. Buses that travel between states will not be considered.

Application Instructions, III.A.10.a.(2)(a)(ii) at 30-31.

15. The Application Instructions provide that to be considered for Proximity Tie-Breaker points, Transit Services must be in existence and available for use by

the general public as of the application deadline.¹ Application Instructions, III.A.10.a.(2)(c) at 37. The Application Deadline was December 6, 2011. Proposed Rule Time Line.

16. Pursuant to Rule 67-48.004(6), Florida Administrative Code, SP provided the required information regarding the Tie-Breaker Measurement Point and proximity to services relating to a Public Bus Transfer Stop on or around February 29, 2012. See Cure Re: Application No. 2011-149C at 14.

17. In providing this information, SP relied upon a letter dated February 22, 2012, from Linda Walker, a planner for the Hillsborough Regional Transit Authority ("HART") stating that the "fixed location located at the NE corner of W. Columbus Dr. and N. Florida Ave provides access to HART routes 15, 1 & 6. Access to HART routes 15, 1 & 6 is currently available at [the location SP provided] . . . and *has been available without interruption since December 6, 2011.*" (emphasis supplied). (Exhibit A). As can be seen, the letter expressly provides the information as of the application deadline, December 6, 2011.

18. On or around March 6, 2012, Applicant No. 2011-133C filed a NOAD regarding the Application, alleging that the bus stop identified by SP, located "north side of Columbus Drive just east of Florida Avenue" does not qualify as a Public Bus Rapid Transit Stop or a Public Bus Transfer Stop. (Exhibit B).

¹ To be considered for proximity tie-breaker points in this Application, all Transit Services, Tier 1 Services and Tier 2 Services must be in existence and available for use by the general public as of the Application Deadline with the exception of the SunRail Public Rail Stations.

Specifically, the NOAD alleged that the bus stop identified by SP serves only one route, and accordingly is not a fixed location bus stop that serves three or more routes.

19. The NOAD included an email provided by HART's Manager of Service Planning, Steve Feigenbaum, dated March 6, 2012, stating that "*as of this date (March 5, 2012)*" (emphasis supplied) the stop identified serves Westbound 15 only. The email did not speak to the routes served as of the date of the application deadline.²

20. The NOAD also includes a photograph of the "Bus Stop Identified in Surveyor Certification," with a caption stating, "Route 15 Westbound, North Side of Columbus Avenue, Just east of Florida Avenue." It is impossible to determine the date on which the photograph was taken, but it indisputably makes no reference to the date of the application deadline. Therefore, it too fails to lend support to the NOAD's assertions.³

² The email was the only basis cited in the Final Scoring Summary for FHFC's denial of Public Bus Transfer Points.

³ Additionally, even if the photograph did relate back to the date of the application deadline, it merely captures an image of one bus stop sign at the intersection of Columbus Avenue and Florida Avenue. The scoring of Application 2011-118C, among others, demonstrates that FHFC accepts as a Public Bus Transfer Stop one with multiple embarkment locations which serve the same intersection but are, by the necessity of traffic patterns, denoted by separate signs. In Application 2011-118C, the applicant successfully argued that to meet the requirement for each route to make hourly stops at the Public Bus Transfer Stop during certain hours, it was entitled to count stops made by both Northbound Route 10 and Southbound Route 10. It would be impracticable for persons to embark the Northbound Route 10 bus and Southbound Route 10 bus at the exact same location, since a northbound bus would provide embarkment on one side of the street and a southbound bus would provide embarkment on the other. Nonetheless, and consistent with the intent of the Public Bus Transfer Rule to provide service at a convenient location to multiple routes, FHFC determined that the applicant was entitled to Public Bus Transfer Points. Undoubtedly, traffic patterns produce a similar result in numerous applications, since buses traveling in opposite directions will rarely have identical embarkment locations. The photograph in the NOAD is not expansive enough to capture additional signs that would denote embarkment locations serving the same intersection.

21. On or around March 6, 2012, Applicant No. 2011-046C also filed a NOAD regarding the Application, alleging that the location SP provided is not a Public Bus Rapid Transit Stop or a Public Bus Transfer Stop. (See exhibit C). Specifically, the NOAD alleged that the location provided in the form serves only one bus route.

22. The NOAD also includes a HART route map for Route 15. However, the route map does not indicate the dates to which they are applicable and does not speak to the date of the application deadline.

23. Additionally, the route map fails to support the NOAD's claims. These route maps demonstrate, as is admitted in the NOAD, that Route 15 stops at the intersection of Florida Avenue and Columbus Drive. The route map also shows, at the same intersection (Florida Avenue and Columbus Drive), 2 black ovals, inside of which the numbers 1 & 6 are denoted. The route map contains a "legend" indicating that the ovals on the map represent "connecting routes." The ovals shown at Florida Avenue and Columbus Drive represent a "connecting route 1" and a "connecting route 6" at that location.⁴ Accordingly, the route map provided shows 3 routes (15, 1 & 6) serving the Public Bus Transfer Stop at the intersection of Florida Avenue and Columbus Drive.

⁴ While it is not disputed that this location provides an embarkment location for route 15, logic also dictates that one may embark and disembark a Route 1 or Route 6 bus at a location denoted as a "Connecting Route" for Route 1 or Route 6, respectively.

24. The NOAD also included a historic "Google Maps Street View" image of a sign for a bus stop at the location provided. The sign denotes service of only Route 15. The image does not relate to the date of the application deadline. Therefore, it too fails to lend support to the NOAD's assertions.⁵

25. Thus, the NOAD contained no information that provided a proper basis upon which to disqualify the location SP provided as a Public Bus Transfer Stop.

26. Nonetheless, by its scoring summary dated March 28, 2012 (Exhibit D), FHFC determined that SP failed to achieve any Proximity Tie-Breaker points for the Public Bus Transfer Stop, citing the email included in the NOAD. Specifically, the scoring summary provides the following reason for this determination:

As a cure to Item 1P – 8P, the Applicant provided a Surveyor Certification for Competitive HC Applications form with latitude and longitude coordinates for the Public Bus Transfer Stop/Public Bus Rapid Transit Stop. A NOAD provided confirmation from a Manager of the Hillsborough Area Regional Transit Authority that this location does not meet the definition of either the Public Bus Transfer Stop or Public Bus Rapid Transit Stop.

SP's Substantial Interests

27. As an applicant for funds allocated by FHFC, SP's substantial interests are adversely affected by FHFC's scoring decisions. SP believes that a

⁵ See also Footnote 3.

determination that its Application has achieved the Proximity Tie-Breaker points for the Public Bus Transfer Stop would increase its likelihood of receiving housing credits through the Competitive HC Program. Accordingly, SP is a named party and its substantial interests will be affected by FHFC's determination.

Receipt of Notice of Agency Decision

28. On March 28, 2012, SP received notice of FHFC's decision as to the scoring of its Application as reflected in the attached scoring summary (Exhibit C). The notice stated that petitions must be received by April 19, 2012. Accordingly, this petition is timely filed.

Statement of Ultimate Facts

29. SP provided the information required to achieve 6 Tie-Breaker Measurement points for a Public Bus Transfer Stop. See Cure Re: Application No. 2011-149C at 14. The coordinates SP identified represent a fixed location that meets the definition of a Public Bus Transfer Stop.

30. In accordance with the requirements of the rules, SP provided FHFC with information for a Public Bus Transfer Stop that is consistent with a letter from a planner for HART stating that ". . . Access to HART routes 15, 1 & 6 is currently available at the fixed location . . . and *has been available without interruption since December 6, 2011.*" (emphasis supplied).

31. The only relevant date for services, according to FHFC's rules, is December 6, 2011, the date of the application deadline.

32. The rules do not allow FHFC to deny SP points to which it is entitled on the basis of information that does not clearly show whether the services were available on December 6, 2011. An applicant that fails "to demonstrate that service was available as of the application deadline date in accordance with the rules which govern the application *and scoring process*" (emphasis added), will be denied points. See Villa Capri Associates, Ltd., FHFC Case No. 2008-058UC (Final Order on Remand).

33. The NOAD relied upon by FHFC and the NOAD submitted by Applicant No. 2011-046C are insufficient and do not provide a proper basis, according to the standards of FHFC's rules, to justify FHFC's denial of Proximity Tie-Breaker points for the Public Bus Transfer Stop for SP. Among other deficiencies outlined below, none of the materials provided in the NOAD address the qualifications *as of the application deadline*, of the location provided.

34. The email provided in the NOAD relied upon by FHFC and cited by FHFC in its scoring summary⁶ fails to demonstrate that the location SP provided does not meet the definition of a Public Bus Transfer Stop. The email speaks only to the status of the location as of March 5, 2012, the date of the email, which is a

⁶ As the exclusive basis upon which to deny SP Proximity Tie-Breaker points for the Public Bus Transfer Stop.

full 3 months after the application deadline. Accordingly, FHFC was not entitled to consider the email.

35. The photograph provided in the NOAD relied upon by FHFC and the Google Street View Image provided in the NOAD submitted by Applicant No. 2011-046C are also deficient. The record lacks any evidence that the photograph or the image provided in the NOADs present an accurate depiction *as of the date of the application deadline*.

36. Additionally, the scope of these images provides an insufficient basis for making any reasonable determination about the location provided. FHFC has accepted a Public Bus Transfer Stop with multiple embarkment locations which serve the same intersection but are, by the necessity of traffic patterns, denoted by separate signs. See footnote 3, *supra*. This standard is in accordance with the fact that no applicable definition is provided for the term "fixed location" and the definition of a Public Bus Transfer Stop explicitly includes "bus stops" (plural).⁷ The most common example justifying this standard is two embarkment locations on opposing sides of the street to serve buses traveling in opposite directions.

37. Thus, even if the images related to the date of the application deadline, the images does not capture an image of the intersection of Florida

⁷ "This would include both bus stations (i.e. hubs) and bus stops with multiple routes." Application Instructions, III.A.10.a.(2)(a)(ii) at 30-31.

Avenue and Columbus Drive that is comprehensive enough for FHFC to reasonably conclude that only one route was served at the intersection.

38. As noted above, the route maps provided in the NOAD submitted by Applicant No. 2011-046C not only fail to reference the date of the application deadline, they also fail to support the claim that the location SP provided serves only one route. The route map shows 3 routes (15, 1 & 6) serving the Public Bus Transfer Stop at the intersection of Florida Avenue and Columbus Drive.

39. As discussed above, none of the information contained in the NOAD provides a proper basis for FHFC to base its decision to deny SP Proximity Tie-Breaker points for the Public Bus Transfer Stop.

40. Accordingly, FHFC erred in determining that SP failed to achieve any Proximity Tie-Breaker points for the Public Bus Transfer Stop.

Specific Rules that Require Reversal or Modification

41. SP is entitled to a determination that its Application should receive 6 Proximity Tie-Breaker points for the Public Bus Transfer Stop, and thus a reversal or modification of agency action, by the following statutes and rules: Chapter 120, including Sections 120.569 and 120.57(2), Florida Statutes (2011), and Chapter 67-48, including Rules 67-48.004 and 67-48.005, Florida Administrative Code. Specifically, FHFC's definitions of Public Bus Transfer Stop in Application Instructions, III.A.10.a.(2)(a)(ii) at 30-31, were applied in error to SP, resulting in

an erroneous determination that SP was not entitled to Proximity Tie-Breaker points for a Public Bus Transfer Stop.

No Material Facts Are in Dispute

42. SP is currently unaware of any disputed issues of material fact. However, SP reserves the right to request a formal hearing if FHFC or any other party disputes any of the material facts set out in this petition or otherwise relevant to SP's statement of ultimate facts or its requested relief.

Requested Relief

43. SP requests that it be granted an administrative proceeding to contest FHFC's erroneous scoring decision. SP requests the entry of recommended and final orders determining: (1) that SP provided the information required to achieve 6 Proximity Tie-Breaker points for a Public Bus Transfer Stop; and (2) 6 Proximity Tie-Breaker points should be added to the scoring of SP's application.

Respectfully submitted,



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100 North Tampa Street, Suite 4100
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Attorneys for Petitioner
SP Central Court 2012 LP

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that the original and 1 copy of the foregoing has been delivered by hand to Corporation Clerk, Florida Housing Finance Corporation, 227 North Bronough Street, Suite 5000, Tallahassee, FL 32301-1329; and that a true and correct copy has been provided by electronic mail to Wellington H. Meffert, General Counsel, 227 North Bronough Street, Suite 5000, Tallahassee, FL 32301-1329; all on this 19th day of April, 2012.



Lawrence E. Sellers, Jr.

#11127729_v1

EXHIBIT

A



Hillsborough Area Regional Transit Authority

1201 E. 7th Avenue • Tampa, Florida 33605
(813) 223-6831 • fax (813) 223-7976 • www.goHART.org

February 22, 2012

Ms. Connie Chen
Development Associate
2430 Estancia Blvd, Suite 101
Clearwater, FL 33761

Dear Ms. Chen,

RE: Central Court
2510 N Central Ave.
Tampa, FL 33602

This letter is to verify that the fixed location at the NE Corner of W. Columbus Dr. and N. Florida Ave provides access to HART routes 15, 1 & 6. Access to HART routes 15, 1 & 6 is currently available at the fixed location at the NE Corner of W Columbus Dr. and N Florida Ave has been available without interruption since December 6, 2011.

Sincerely,

A handwritten signature in cursive script that reads "Linda Walker".

Linda Walker
Planner II

EXHIBIT

B

Scoring Summary Report

File #: 2011-149C Development Name: Central Court Apartments

As of: 02/22/2012

	Maximum Points/Eligibility	Preliminary	NOPSE	Final	Final Ranking
Met Threshold	Y/N	N	N		
Total Points	79	72.00	72.00		
Ability to Proceed Tie-Breaker Points	6	6.00	6.00		
Proximity Tie-Breaker Points	37	0.00	0.00		
Eligible for 1/8th Mile Ranking Preference	Y/N	N	N		
Eligible for Age of Development Tie-Breaker Ranking Preference	Y/N	Y	Y		
Eligible for Concrete Construction Tie-Breaker Ranking Preference	Y/N	Y	Y		
Eligible for Florida General Contractor Tie-Breaker Ranking Preference	Y/N	Y	Y		
RA Level Classification (preference given to the lowest RA Level Classification)	1 - 6	1	1		

Scores:

Item #	Part	Section	Subsection	Description	Maximum Available Points	Preliminary	NOPSE	Final	Final Ranking
Developer									
1S	II.	B.	1.c.	Housing Credit Development Experience	3.00	0.00	0.00		
Construction Features and Amenities									
2S	III.	B.	3.a.	Optional - NC & Rehab. Units	9.00	9.00	9.00		
3S	III.	B.	3.b.	Optional - All Developments Except SRO	12.00	12.00	12.00		
3S	III.	B.	3.c.	Optional - SRO Developments	12.00	0.00	0.00		
4S	III.	B.	3.d.	Optional - Universal Design & Visitability	10.00	10.00	10.00		
5S	III.	B.	5.a.(1)	Green Building Features (NC & Redev.)	7.00	0.00	0.00		
5S	III.	B.	5.a.(2)	Green Building Certification (NC & Redev.)	10.00	0.00	0.00		
5S	III.	B.	5.b.	Green Building Features (Rehab. & Preserv.)	10.00	10.00	10.00		
Set-Aside Commitments									
6S	III.	E.	1.b.(2)	Special Needs Households	4.00	4.00	4.00		
7S	III.	E.	1.b.(3)	Total Set-Aside Commitment	3.00	3.00	3.00		
8S	III.	E.	3.	Affordability Period	5.00	5.00	5.00		
Resident Programs									
9S	III.	F.	1.	Programs for Non-Elderly & Non-Homeless	6.00	6.00	6.00		
9S	III.	F.	2.	Programs for Homeless (SRO & Non-SRO)	6.00	0.00	0.00		
9S	III.	F.	3.	Programs for Elderly	6.00	0.00	0.00		
10S	III.	F.	4.	Programs for All Applicants	8.00	8.00	8.00		
Local Government Contributions									
11S	IV.	A.		Contributions	5.00	5.00	5.00		
Local Government Incentives									
12S	IV.	B.		Incentives	4.00	0.00	0.00		

Reason(s) Scores Not Maxed:

Item #	Reason(s)	Created As Result	Rescinded As Result
1S	The Applicant indicated that the Principal of the Developer completed at least 3 Housing Credit Developments since January 1, 2007. However, the Applicant was awarded zero points for Housing Credit Development Experience because, rather than listing the name of a Principal of the Developer on the Housing Credit Development Experience chart as required by the Application Instructions, the Applicant listed the name of the Developer (Southport Financial Services, Inc.).	Preliminary	
12S	The Applicant did not submit any of the Local Government Verification of Affordable Housing Incentives forms. Therefore, zero points were awarded.	Preliminary	

Threshold(s) Failed:

Item #	Part	Section	Subsection	Description	Reason(s)	Created as Result of	Rescinded as Result of
1T	III.	C.	5.	Environmental Site Assessment	The Applicant failed to provide the required Verification of Environmental Safety – Phase I Environmental Site Assessment form and, if applicable, the Verification of Environmental Safety – Phase II Environmental Site Assessment form.	Preliminary	
2T	V.	D.	2.	HC Equity	At Part II.A.2.a. of the Application and on Exhibit 9, the Applicant is listed as SP Central Court 2012 LP. However, the Applicant is listed as SP Central Court LP on the equity commitment. Because of this inconsistency, the equity commitment cannot be counted as a source of financing.	Preliminary	
3T	V.	D.	1.	Non-Corporation Funding	Although the Applicant listed first mortgage financing of \$4,000,000 (with evidence to be provided at Exhibit 47), no commitment for this loan has been provided. Therefore, the loan amount cannot be counted as a source of financing.	Preliminary	
4T	V.	B.		Construction/Rehab. Analysis	The Applicant has a construction financing shortfall of \$8,091,388.	Preliminary	
5T	V.	B.		Permanent Analysis	The Applicant has a permanent financing shortfall of \$8,091,388.	Preliminary	

Ability To Proceed Tie-Breaker Points:

Item #	Part	Section	Subsection	Description	Maximum Available Points	Preliminary	NOPSE	Final	Final Ranking
1A	III.	C.	1.	Site Plan/Plat Approval	1.00	1.00	1.00		
2A	III.	C.	3.a.	Availability of Electricity	1.00	1.00	1.00		
3A	III.	C.	3.b.	Availability of Water	1.00	1.00	1.00		
4A	III.	C.	3.c.	Availability of Sewer	1.00	1.00	1.00		
5A	III.	C.	3.d.	Availability of Roads	1.00	1.00	1.00		
6A	III.	C.	4.	Appropriately Zoned	1.00	1.00	1.00		

Proximity Tie-Breaker Points:

Item #	Part	Section	Subsection	Description	Maximum Available Points	Preliminary	NOPSE	Final	Final Ranking
Transit Services									
1P	III.	A.	10.a	Public Bus Stop	2.00	0.00	0.00		
1P	III.	A.	10.a	Public Bus Transfer Stop or Public Bus Transit Stop	6.00	0.00	0.00		
1P	III.	A.	10.a	Public Rail Station	7.00	0.00	0.00		
Tier 1 Services									
2P	III.	A.	10.a	Grocery Store	4.00	0.00	0.00		
3P	III.	A.	10.a	Public School	4.00	0.00	0.00		
3P	III.	A.	10.a	Senior Center	4.00	0.00	0.00		
4P	III.	A.	10.a	Medical Facility	4.00	0.00	0.00		
Eligible for Tier 1 Service Score Boost (Yes/No)						N	N		
Total Tier 1 Service Score					12.00	0.00	0.00		
Tier 2 Services									
5P	III.	A.	10.a	Public Park	2.00	0.00	0.00		
6P	III.	A.	10.a	Community Center	2.00	0.00	0.00		
7P	III.	A.	10.a	Pharmacy	2.00	0.00	0.00		
8P	III.	A.	10.a	Public Library	2.00	0.00	0.00		
FHFC Proximity List									
9P	III.	A.	10.b	Proximity to Developments on FHFC Development Proximity List	10.00	0.00	0.00		

Reason(s) for Failure to Achieve Selected Proximity Tie-Breaker Points:

Item #	Reason(s)	Created As Result	Rescinded As Result
9P	Although the Applicant stated that it was eligible for automatic proximity tie-breaker points at Part III.A.10.b.(6) of the Application, the Development does not qualify for this selection because it appears that none of the proposed Development is not located in a Set-Aside Location A Area. It was not eligible for proximity tie-breaker points based on its location because the Surveyor Certification for Competitive HC Applications form was not provided (see Item 1P - 8P).	Preliminary	
1P-8P	The Applicant did not receive any proximity tie-breaker points for Transit, Tier 1 or Tier 2 Services because the Applicant did not submit the Surveyor Certification for Competitive HC Applications form.	Preliminary	

Additional Application Comments:

Item #	Part Section	Subsection	Description	Comment(s)	Created as Result of	Rescinded as Result of
1C	V.	B.	Pro Forma	The Applicant listed 6-month operating reserve of \$150,000. However, No. 5 on the Development Cost Pro Forma Notes states "For purposes of the Development Cost calculation in this Application, the only reserves allowed are contingency reserves for rehabilitation and construction..." Therefore, the Total Development Cost was reduced by \$150,000.	Preliminary	
2C	III.	A.	Urban In-Fill	The Applicant indicated that the proposed Development qualifies as an Urban In-fill Development, but failed to provide the Local Government Verification of Qualification as Urban In-Fill Development form.	Preliminary	

EXHIBIT

C

Brief Statement of Explanation regarding
Application 2011 – 149C

Provide a separate brief statement for each NOAD

Part III.A.10.a.(2)(a)(ii) of the Application Instructions defines Public Bus Transfer Stop as a fixed location at which passengers may access at least three routes of public transportation via buses.

At Application, the Applicant did not submit a Surveyor Certification form; however, the Applicant submitted the form with its cure materials – see Attachment A.

Using Google Maps Street View, the Transit Service provided in the form was found to offer only one route of public transportation via bus – see Attachment B.

The Transit Service provided in the form is on Columbus Drive between Florida Avenue and I-275. Per the Hillsborough Area Regional Transit (HART) website, the only route that serves this portion of Columbus Drive is Route 15 – see Attachment C.

The Applicant did not provide coordinates for a Public Bus Transfer Stop as defined by the Application Instructions; and is, therefore, only eligible to receive tie-breaker points for a Public Bus Stop as defined by the Application Instructions.

ATTACHMENT A

2011 UNIVERSAL CYCLE - SURVEYOR CERTIFICATION FOR COMPETITIVE HC APPLICATIONS

Name of Development: Central Court Apartments

(Per RIA.1, of the 2011 Universal Cycle Applications)

2510 N Central Ave, Tampa FL 33602

Development Location: *

(A) a corporation, provide the address assigned by the United States Postal Service, including the address number, street name and city, or if the address has not yet been assigned provide (i) the street name, chosen designated intersection and city or (ii) the street name, chosen designated intersection and county if located in the unincorporated area of the county.) * If the Development consists of Scattered Sites, the Development Location stated above must refer to the Scattered Site where the Tie-Breaker Measurement Point is located)

The undersigned Florida licensed surveyor certifies that the method used to determine the following latitude and longitude coordinates conforms to Rule 61G17-6, F.A.C.:

State the Tie-Breaker Measurement Point: ¹	N <u>27</u> Degrees	57 Minutes	57.3 Seconds <small>(truncated after 1 decimal place)</small>	W <u>82</u> Degrees	27 Minutes	32.3 Seconds <small>(truncated after 1 decimal place)</small>
-------------------------------------------------------	------------------------	---------------	------------------------------------------------------------------	------------------------	---------------	------------------------------------------------------------------

If the Development consists of Scattered Sites, is a part of the boundary of each Scattered Site located within 1/2 mile of the Scattered Site with the most units?
 Yes or No (Must check one if Development consists of Scattered Sites.)²

To be eligible for proximity tie-breaker points, Degrees and Minutes must be cited as whole numbers and Seconds must be truncated after 1 decimal place. The Corporation will utilize Street Atlas USA 2010, published by DeLorme, to determine the proximity of an eligible service to the proposed Development's Tie-Breaker Measurement Point.

Transit Service - State the latitude and longitude coordinates for the (1) Transit Service on the chart below:³

Public Bus Stop	Latitude			Longitude		
	N Degrees	Minutes	Seconds <small>(truncated after 1 decimal place)</small>	W Degrees	Minutes	Seconds <small>(truncated after 1 decimal place)</small>
Public Bus Transfer Stop or Public Bus Transit Stop	N <u>27</u> Degrees	<u>58</u> Minutes	<u>00.9</u> Seconds <small>(truncated after 1 decimal place)</small>	W <u>82</u> Degrees	<u>27</u> Minutes	<u>32.3</u> Seconds <small>(truncated after 1 decimal place)</small>
Public Rail Station	N Degrees	Minutes	Seconds <small>(truncated after 1 decimal place)</small>	W Degrees	Minutes	Seconds <small>(truncated after 1 decimal place)</small>

Tier 1 and Tier 2 Services - State the Name, Address and latitude and longitude coordinates of the closest service(s) on the chart below:³

Tier 1 Service:	Latitude			Longitude		
	N Degrees	Minutes	Seconds <small>(truncated after 1 decimal place)</small>	W Degrees	Minutes	Seconds <small>(truncated after 1 decimal place)</small>
Grocery Store: Name - <u>Oceanic Oriental Supermarket</u> Address - <u>1609 N Tampa St, Tampa FL</u>	N <u>27</u> Degrees	<u>57</u> Minutes	<u>27.4</u> Seconds <small>(truncated after 1 decimal place)</small>	W <u>82</u> Degrees	<u>27</u> Minutes	<u>38.3</u> Seconds <small>(truncated after 1 decimal place)</small>
Public School: Name - <u>Graham Elementary</u> Address - <u>2915 Massachusetts Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>12.3</u> Seconds <small>(truncated after 1 decimal place)</small>	W <u>82</u> Degrees	<u>27</u> Minutes	<u>56.1</u> Seconds <small>(truncated after 1 decimal place)</small>
Medical Facility: Name - <u>Tampa Family Health</u> Address - <u>1514 N Florida Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>57</u> Minutes	<u>33.9</u> Seconds <small>(truncated after 1 decimal place)</small>	W <u>82</u> Degrees	<u>27</u> Minutes	<u>35.2</u> Seconds <small>(truncated after 1 decimal place)</small>
Senior Center: Name - _____ Address - _____	N Degrees	Minutes	Seconds <small>(truncated after 1 decimal place)</small>	W Degrees	Minutes	Seconds <small>(truncated after 1 decimal place)</small>
Tier 2 Services:	Latitude			Longitude		
Public Park: Name - <u>Robles Park</u> Address - <u>3305 N Avon Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>21.0</u> Seconds <small>(truncated after 1 decimal place)</small>	W <u>82</u> Degrees	<u>27</u> Minutes	<u>21.1</u> Seconds <small>(truncated after 1 decimal place)</small>
Community Center: Name - <u>Dr. Walter Lee Smith Community Center</u> Address - <u>1505 N Nebraska Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>57</u> Minutes	<u>29.5</u> Seconds <small>(truncated after 1 decimal place)</small>	W <u>82</u> Degrees	<u>27</u> Minutes	<u>03.0</u> Seconds <small>(truncated after 1 decimal place)</small>
Pharmacy: Name - <u>Williams Pharmacy</u> Address - <u>2808 N Tampa St, Tampa FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>08.5</u> Seconds <small>(truncated after 1 decimal place)</small>	W <u>82</u> Degrees	<u>27</u> Minutes	<u>39.5</u> Seconds <small>(truncated after 1 decimal place)</small>
Public Library: Name - <u>Robert W Saunders Public Library</u> Address - <u>1305 N Nebraska Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>57</u> Minutes	<u>29.5</u> Seconds <small>(truncated after 1 decimal place)</small>	W <u>82</u> Degrees	<u>27</u> Minutes	<u>03.0</u> Seconds <small>(truncated after 1 decimal place)</small>

If the Corporation discovers that there are any false statements made in this certification, the Corporation will forward a copy to the State of Florida Department of Business and Professional Regulation for investigation.

CERTIFICATION - Under penalty of perjury, I declare that the foregoing statement is true and correct.

Catherine A. Bowen
Signature

Catherine A. Bowen, PSM
Project Surveyor
Print or Type Name and Title of Signatory

136257
Florida License Number

George F. Young, Inc.

299 Dr. Martin Luther King Jr. Street N, St. Petersburg FL
33701

727-822-4317

Name of Surveyor

Address (street address, city, state)

Telephone Number (including area code)

WAD016 (Rev. 2-11) 61-48.004(1)(a); 67-21.003(1)(a), F.A.C.

Print in Behind a Tab Labeled "Exhibit 25"

This certification consists of 2 pages. This certification may not be signed by the Applicant, by any related parties of the Applicant, or by any Printers or Financial Beneficiaries of the Applicant. If the certification is inappropriately signed, the Application will not be eligible to receive proximity tie-breaker points. If this certification contains corrections or "white-out", or if it is scanned, imaged, altered, or retyped, the Application will not be eligible to receive proximity tie-breaker points. The Application may still be eligible for automatic points. The certification may be photocopied. To be considered for scoring purposes, at least page 1 of this 2 page certification form must be provided by the Applicant.

Google

27.966917, -82.458972

Get directions my places



206 E Columbus Dr
Tampa, FL 33602 70 R N

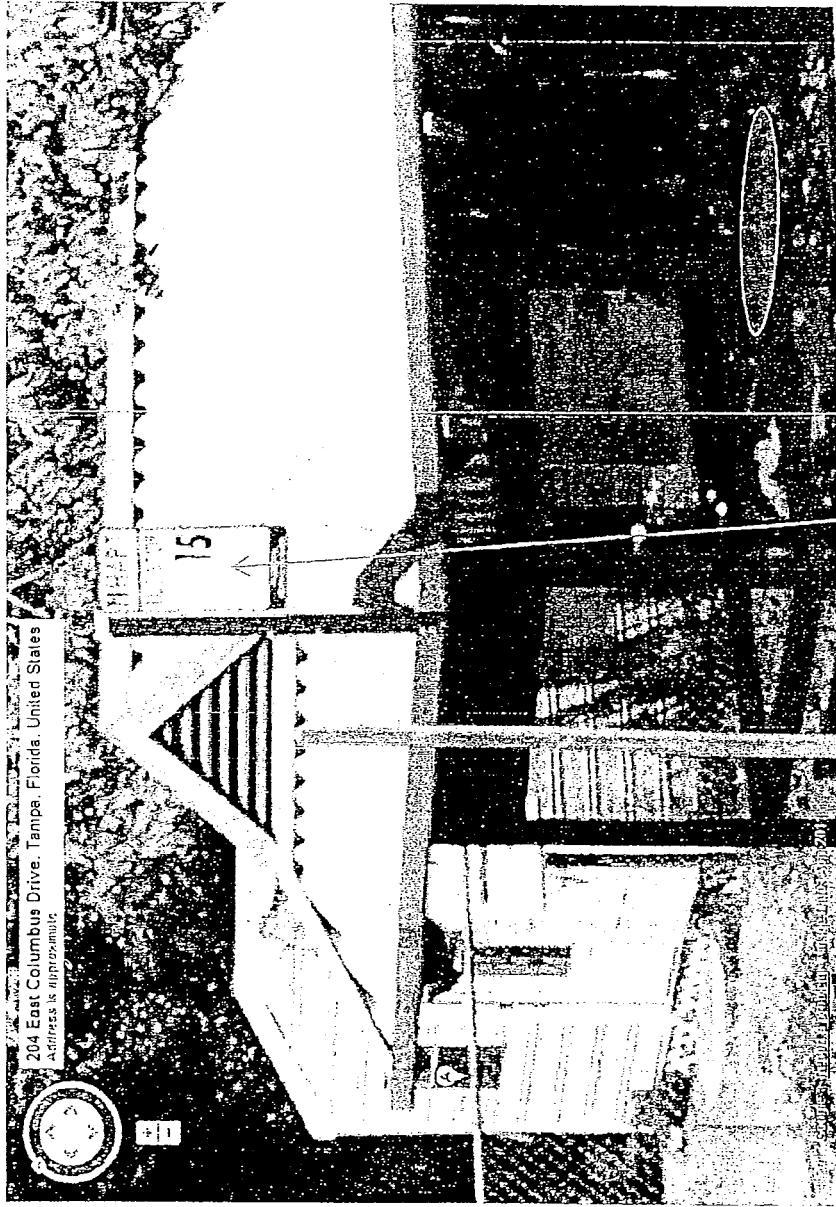


Directions Search nearby more

At this address:
Nice & Clean Auto Sales

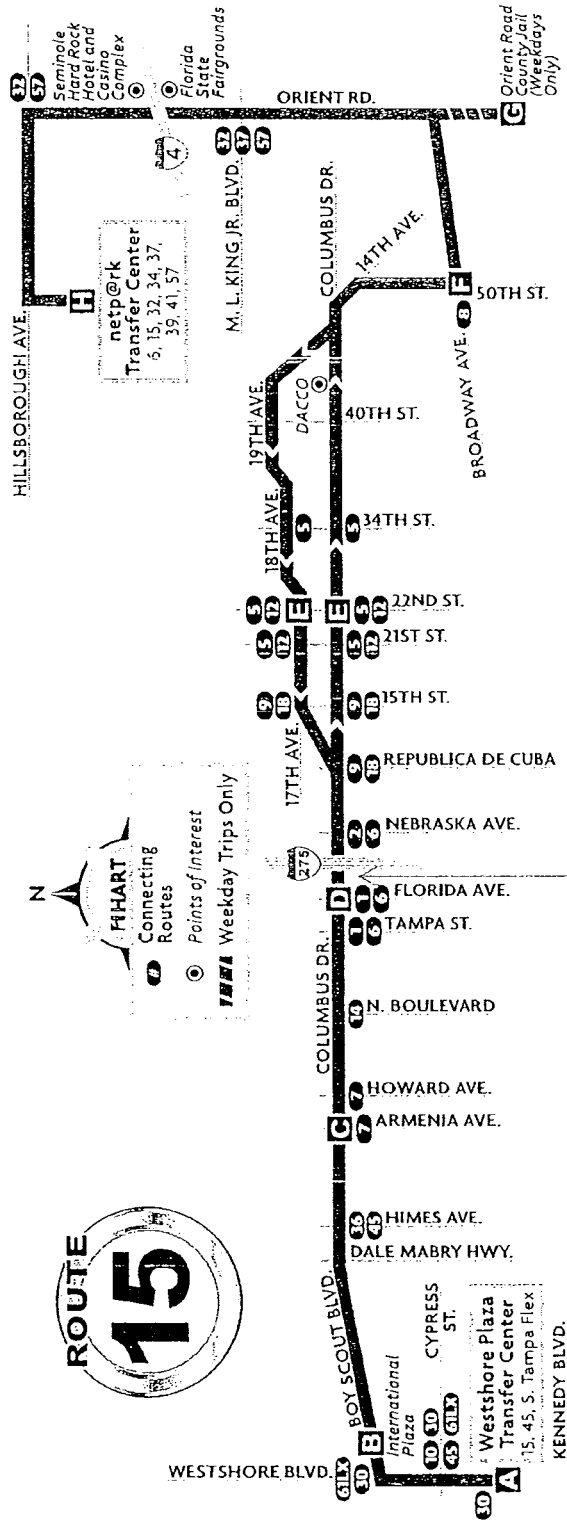
Map data © 2015 Google

ATTACHMENT B



ONE ROUTE

ATTACHMENT C



BUS STOP ONLY
 HAS ONE ROUTE
 BETWEEN FLORIDA
 ST AND I-275

EXHIBIT

D

Brief Statement of Explanation regarding Application 2011 – 149C

Provide a separate brief statement for each NOAD

NOAD for Application 149C: Central Court Apartments, Item 1P

Summary: Applicant's cure (Item 1P from the NOPSE Scoring Summary Report) identifies a bus stop that does not meet FHFC's definition of either a "public bus transfer stop" or a "public bus rapid transit stop". As a result, zero proximity tiebreaker points should be awarded for this service.

1. Does not meet requirements for "Public Bus Transfer Stop" because it serves only one route.
2. Does not meet requirements for "Public Bus Rapid Transit Stop" because service during required hours is every 30 minutes.
3. Does not meet requirements for "Public Bus Rapid Transit Stop" because the route does not travel at any point in a lane or corridor that is exclusively used by buses.

The Applicant for Application 149C submitted a cure related to Exhibit 25, Surveyor Certification Form. In that cure, they identify a "Public Bus Transfer Stop or Public Bus Rapid Transit Stop" located at N27 58 00.9 W82 27 32.3. **THIS BUS STOP IS NEITHER A "PUBLIC BUS TRANSFER STOP" NOR A "PUBLIC BUS RAPID TRANSIT STOP.** This conclusion is supported by the attached email from the Hillsborough Area Regional Transit Authority ("HART"), a HART route schedule, and a photograph of the bus stop.

As the Surveyor Certification does not require the Applicant to indicate which of the two options they are claiming (Transfer Stop or Rapid Transit Stop), we will show that this bus stop does not meet the requirements of either option.

Why the Stop is not a "Public Bus Transfer Stop": To meet this standard, the stop must constitute a fixed location that serves three or more routes. The **bus stop identified in the cure** is located north side of Columbus Drive just east of Florida Avenue, and only serves WESTBOUND Route 15. **This stop is a single route stop.** This is verified by both the HART email and the attached photograph of the bus stop.

It is important to note that the definition requires a "**fixed location**" bus stop that serves three or more routes—as opposed to two bus stops at different locations that are near each other that collectively serve three or more routes. The existence of a nearby bus stop that serves other routes does not meet FHFC's definition.

Why the Stop is not a “Public Bus Rapid Transit Stop”:

Reason 1: FHFC requires that a “public bus rapid transit stop” must service at least one route that has scheduled stops at the rapid transit stop in question at least every 20 minutes during the times of 7am to 9am and 4pm to 6pm, Monday through Friday. The attached HART route schedule for Route 15 (westbound, stop at Columbus and Florida) shows that service for the bus stop identified in the cure (during both the hours of 7am to 9am and from 4pm to 6pm) is every 30 minutes. For this reason alone, the stop fails to meet the requirements of a “public bus rapid transit stop”. The schedule is verified by the HART email and the attached HART route schedule.

Reason 2: FHFC requires that the stop “must service at least one bus that travels at some point during the route in either a lane or corridor that is exclusively used by buses”. Route 15 (the route that serve this location) does not meet this definition because it does not travel at any point in a lane or corridor that is exclusively used by buses. This is verified by the attached HART email.

Additionally, a bus route is not “rapid transit” because it includes an area where a bus can pull over to stop to avoid impeding other traffic, or if it simply ends its route at a bus-turnaround area (such as the C. K. Steele Plaza near the FHFC offices).

As we are not disputing the location of the bus stop as presented in the cure, we are not providing a surveyor certification related to the location.

Conclusion: Because the bus stop identified in the Exhibit 25 cure does not meet the definition of either a “Public Bus Transfer Stop” or a “Public Bus Rapid Transit Stop”, zero proximity tiebreaker points should be awarded for this service.

Bus Stop Identified in Surveyor Certification for Application 149C
Route 15 Westbound, North Side of Columbus Drive, Just east of Florida Avenue



**Email from Hillsborough Regional Transit Authority (HART)
Confirming that Applications 148C and 149C do NOT meet FHFC's
Requirements for either a Public Bus Transfer Stop or Public Bus
Rapid Transit Stop**

From: Marco Sandusky <SanduskyM@gohart.org>
Date: March 6, 2012 9:53:10 AM EST
To: 'Debra Koehler' <debra@sagefl.com>
Cc: Steve Feigenbaum <FeigenbaumS@gohart.org>
Subject: RE: Public Information Request
Ms. Koehler:

Please see the following response to your request provided by HART's Manager of Service Planning, Steve Feigenbaum.

Application 148C

1. I can confirm that there is a HART bus stop at the coordinate point referenced in the request. It is as stated on the North side of 21st Ave. East of 22nd. I have identified this stop as HART stop #2394 also named '21st Ave. @ 22nd St.'
2. I can confirm that as of this date (March 5, 2012) this stop serves Southbound Route 6 and Southbound Route 18 and does not presently serve any other bus stop.
3. I can confirm that neither Route 6 nor Route 18 'services any bus that travels at some point during the route in either a lane or corridor that is exclusively used by buses'. Route 6LTD (Limited) uses the Marion Street Transitway (a mixed use right-of-way) for two trips in the AM and two trips in the PM, but 6LTD travels a different pattern than Route 6 and does not travel 21st Avenue nor use stop #2394.

Application 149C

1. I can confirm that there is a HART bus stop at the coordinate point referenced in the request. It is as stated on the North side of Columbus Dr. East of Florida Ave. I have identified this stop as HART stop #3005 also named 'Columbus Dr. @ Florida Ave'.
2. I can confirm that as of this date (March 5, 2012) this bus stop serves Westbound 15 only and no additional routes.
3. I can confirm that Route 15 does not 'service any bus the travels at some point during the route in either a lane or corridor that is exclusively used by buses'.
4. I can confirm that as of this date (March 3, 2012) Route 15 provides 30 minute service to stop #3005 between the hours of 7 AM to 9AM and from the hours of 4 PM and 6 PM Monday through Friday.

Sincerely,

Marco Sandusky

From: Debra Koehler [mailto:debra@sagefl.com]
Sent: Monday, March 05, 2012 12:09 PM
To: Marco Sandusky
Cc: Steve Feigenbaum
Subject: Public Information Request

Marco,

It was a pleasure to speak with you this morning. As we discussed, I have attached a public information request for two bus stops. As indicated in my letter, we are working under a Florida Housing Finance Corporation submission deadline of tomorrow March 6th at 5:00 PM. I really appreciate your help on this matter.

Please feel free to call me with any questions.

Best,
Debra

Debra E. Koehler, President
Sage Partners, LLC
1405 West Sullivan Avenue
Tampa, FL 33606

Office: (813) 255-0044
Cell: (813) 481-1110
debra@sagefl.com

NOTICE: This e-mail message, including any attachments, may contain information that is confidential and/or proprietary. If you are not an intended recipient, please be advised that any review, use, reproduction or distribution of this message is prohibited. If you have received this e-mail message in error, please completely destroy all electronic and hard copies, and contact the sender at (813) 255-0044 or debra@sagefl.com.

take a break
this spring
March 2012
Middle and High School Students Ride Free with ID!

Summer
Bike Pass
Coming in May
April 15 & 16, 2012

HART [CLICK HERE](#) to learn more

*** Go Green! Please don't print this e-mail unless you really need to. Thanks!**

=

SAGE PARTNERS

March 5, 2012

Mr. Marco Sandusky
HART
1201 E. Seventh Avenue
Tampa, FL 33605

Re: Public Records Request

Dear Mr. Sandusky:

Below is the information we are requesting to be confirmed for the bus stops listed below. For your reference, I have attached the Surveyor Certification Forms from the below listed applications to Florida Housing Finance Corporation. We are working with a very tight deadline and we must submit this information to Florida Housing Finance Corporation by 5:00 p.m. on Tuesday, March 6th.

Application 148C – Jackson Heights Apartments

Application 148C utilizes the bus stop at N27 58 13.8 W82 26 04.4.

1. This is the bus stop located on the north side of 21st Avenue, just east of 22nd Street.
2. This bus stop only serves SOUTHBOUND Routes 6 and 18. This stop does not service any other bus routes.
3. Neither Route 6 nor Route 18 services any bus that "travels at some point during the route in either a lane or corridor that is exclusively used by buses".

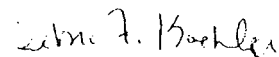
Application 149C – Central Court Apartments

Application 149C utilizes the bus stop at N27 58 00.9 W82 27 32.3.

1. This bus stop is located on north side of Columbus Drive just east of Florida Avenue
2. This bus stop serves WESTBOUND Route 15. This stop is a single route stop.
3. Route 15 does not service any bus that "travels at some point during the route in either a lane or corridor that is exclusively used by buses".
4. Between the hours of 7am to 9am and from the hours of 4pm to 6 pm Monday through Friday, scheduled stops at this bus stop are at intervals of 30 minutes.

Thank you for your assistance in this matter. Please call me with any questions.

Sincerely,



Debra F. Koehler
President

1205 West Swann Avenue Tampa, FL 33606
Phone: 813-259-0044 Fax: 813-259-1532

2011 UNIVERSAL CYCLE - SURVEYOR CERTIFICATION FOR COMPETITIVE HC APPLICATIONS

Name of Development: Jackson Heights

(Part III.A.1. of the 2011 Universal Cycle Application)

3700 Lowry Ct.

Development Location #: Tampa FL 33610

(At a minimum, provide the address assigned by the United States Postal Service, including the address number, street name and city, or if the address has not yet been assigned, provide (i) the street name, closest designated intersection and city if located within a city or (ii) the street name, closest designated intersection and county if located in the unincorporated area of the county). * If the Development consists of Scattered Sites, the Development Location stated above must reflect the Scattered Site where the Tie-Breaker Measurement Point is located.)

The undersigned Florida licensed surveyor confirms that the method used to determine the following latitude and longitude coordinates conforms to Rule 61G17-6, F.A.C.:

State the Tie-Breaker Measurement Point:	N <u>27</u> Degrees	<u>58</u> Minutes	<u>48.0</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>25</u> Minutes	<u>26.6</u> Seconds (truncated after 1 decimal place)
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If the Development consists of Scattered Sites, is a part of the boundary of each Scattered Site located within 1/2 mile of the Scattered Site with the most units? Yes or No (Must check one if Development consists of Scattered Sites.)

To be eligible for proximity tie-breaker points, Degrees and Minutes must be stated as whole numbers and Seconds must be truncated after 1 decimal place. The Corporation will utilize Street Atlas USA 2010, published by DeLorme, to determine the proximity of an eligible service to the proposed Development's Tie-Breaker Measurement Point.

Transit Service - State the latitude and longitude coordinates for one (1) Transit Service on the chart below.

Public Bus Stop	Latitude			Longitude		
	N Degrees	Minutes	Seconds (truncated after 1 decimal place)	W Degrees	Minutes	Seconds (truncated after 1 decimal place)
Public Bus Transfer Stop or Public Bus Rapid Transit Stop	N <u>27</u> Degrees	<u>58</u> Minutes	<u>13.8</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>26</u> Minutes	<u>04.4</u> Seconds (truncated after 1 decimal place)
Public Rail Station	N _____ Degrees	_____ Minutes	_____ Seconds (truncated after 1 decimal place)	W _____ Degrees	_____ Minutes	_____ Seconds (truncated after 1 decimal place)

Tier 1 and Tier 2 Services - State the Name, Address and latitude and longitude coordinates of the closest service(s) on the chart below.

Tier 1 Services:	Latitude			Longitude		
	N Degrees	Minutes	Seconds (truncated after 1 decimal place)	W Degrees	Minutes	Seconds (truncated after 1 decimal place)
Grocery Store: Name - <u>Kings Meat Market and Grocery</u> Address - <u>3523 N 22nd St. Tampa FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>35.4</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>26</u> Minutes	<u>04.9</u> Seconds (truncated after 1 decimal place)
Public School: Name - <u>Potter Elementary</u> Address - <u>3274 E Caywood Street, Tampa FL</u>	N <u>27</u> Degrees	<u>59</u> Minutes	<u>11.8</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>25</u> Minutes	<u>23.6</u> Seconds (truncated after 1 decimal place)
Medical Facility: Name - <u>Tampa Community Health Center</u> Address <u>4620 N 22nd St. Tampa FL</u>	N <u>27</u> Degrees	<u>59</u> Minutes	<u>17.6</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>26</u> Minutes	<u>06.2</u> Seconds (truncated after 1 decimal place)
Senior Center: Name - _____ Address - _____	N _____ Degrees	_____ Minutes	_____ Seconds (truncated after 1 decimal place)	W _____ Degrees	_____ Minutes	_____ Seconds (truncated after 1 decimal place)
Tier 2 Services:	Latitude			Longitude		
Public Park: Name - <u>Jackson Heights Park</u> Address - <u>3310 E Lake Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>42.8</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>25</u> Minutes	<u>22.9</u> Seconds (truncated after 1 decimal place)
Community Center: Name - <u>Jackson Heights Community Center</u> Address - <u>3310 E Lake Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>41.4</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>25</u> Minutes	<u>23.6</u> Seconds (truncated after 1 decimal place)
Pharmacy: Name - <u>City Pharmacy</u> Address - <u>3302 E Dr. Martin Luther King Jr Blvd TAMPA, FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>53.8</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>25</u> Minutes	<u>23.7</u> Seconds (truncated after 1 decimal place)
Public Library: Name - <u>T. Blaine Andrews, Jr. Public Library</u> Address <u>2607 E Dr. Martin Luther King Jr Blvd TAMPA, FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>51.8</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>25</u> Minutes	<u>49.1</u> Seconds (truncated after 1 decimal place)

If the Corporation discovers that there are any false statements made in this certification, the Corporation will forward a copy to the State of Florida Department of Business and Professional Regulation for investigation.

CERTIFICATION - Under penalties of perjury, I declare that the foregoing statement is true and correct.

Signature: [Signature] Michael T. Kolodziejczyk, V.P.
 Print or Type Name and Title of Signatory: Michael T. Kolodziejczyk, V.P.
 Address of Surveyor: 2980 South 25th Street, Fort Pierce, FL
 Florida License Number: LS3864
 Telephone Number (including area code): 772-464-3537

UA1016 (Rev. 2-11) 67-48.004(1)(c); 67-21.003(1)(c), F.A.C.

Provide Behind a Tab Labeled "Exhibit 25"

This certification consists of 2 pages. This certification may not be signed by the Applicant, by any related parties of the Applicant, or by any Principals or Financial Beneficiaries of the Applicant. If the certification is inappropriately signed, the Application will not be eligible to receive proximity tie-breaker points. If this certification contains corrections or "white-out", or if it is scanned, imaged, altered, or re-typed, the Application will not be eligible to receive proximity tie-breaker points. The Application may still be eligible for automatic points. The certification may be photocopied. To be considered for scoring purposes, at least page 1 of this 2 page certification form must be provided by the Applicant.

2011 UNIVERSAL CYCLE - SURVEYOR CERTIFICATION FOR COMPETITIVE HC APPLICATIONS

Name of Development: Central Court Apartments

(Part III.A.1. of the 2011 Universal Cycle Application)

2510 N Central Ave, Tampa FL 33602

Development Location:

(As a minimum, provide the address assigned by the United States Postal Service, including the address number, street name and city, as if the address has not yet been assigned, provide (a) the street name, chosen designated intersection and city if located within a city or (b) the street name, chosen designated intersection and county if located in the unincorporated area of the county.) * If the Development consists of Scattered Sites, the Development Location stated above must reflect the Standard Site where the Tie-Breaker Measurement Point is located.)

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State the Tie-Breaker Measurement Point:	N <u>27</u> Degrees	<u>57</u> Minutes	<u>52.1</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>27</u> Minutes	<u>22.5</u> Seconds (truncated after 1 decimal place)
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If the Development consists of Scattered Sites, is a part of the boundary of each Scattered Site located within 1/2 mile of the Standard Site with the most units?
 Yes or No (When checked one if Development consists of Scattered Sites.)²

To be eligible for proximity tie-breaker points, Degrees and Minutes must be stated as whole numbers and Seconds must be truncated after 1 decimal place. The Corporation will utilize Street Atlas USA 2010, published by DeLorme, to determine the proximity of an eligible service to the proposed Development's Tie-Breaker Measurement Point.

Transit Service - State the latitude and longitude coordinates for the (1) Transit Service on the chart below.³

Public Bus Stop	Latitude			Longitude		
	N Degrees	Minutes	Seconds (truncated after 1 decimal place)	W Degrees	Minutes	Seconds (truncated after 1 decimal place)
Public Bus Transfer Stop or Public Bus Rapid Transit Stop	N <u>27</u> Degrees	<u>58</u> Minutes	<u>00.9</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>27</u> Minutes	<u>32.3</u> Seconds (truncated after 1 decimal place)
Public Rail Station	N _____ Degrees	_____ Minutes	_____ Seconds (truncated after 1 decimal place)	W _____ Degrees	_____ Minutes	_____ Seconds (truncated after 1 decimal place)

Tier 1 and Tier 2 Services - State the Name, Address and latitude and longitude coordinates of the closest service(s) on the chart below.³

Tier 1 Services:	Latitude			Longitude		
	N Degrees	Minutes	Seconds (truncated after 1 decimal place)	W Degrees	Minutes	Seconds (truncated after 1 decimal place)
Grocery Store: Name - <u>Oceanic Oriental Supermarket</u> Address - <u>1609 N Tampa St, Tampa FL</u>	N <u>27</u> Degrees	<u>57</u> Minutes	<u>27.4</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>27</u> Minutes	<u>38.3</u> Seconds (truncated after 1 decimal place)
Public School: Name - <u>Graham Elementary</u> Address - <u>2915 Massachusetts Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>12.3</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>27</u> Minutes	<u>56.1</u> Seconds (truncated after 1 decimal place)
Medical Facility: Name - <u>Tampa Family Health</u> Address - <u>1514 N. Florida Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>57</u> Minutes	<u>33.9</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>27</u> Minutes	<u>35.2</u> Seconds (truncated after 1 decimal place)
Senior Center: Name - _____ Address - _____	N _____ Degrees	_____ Minutes	_____ Seconds (truncated after 1 decimal place)	W _____ Degrees	_____ Minutes	_____ Seconds (truncated after 1 decimal place)
Tier 2 Services:	Latitude			Longitude		
Public Park: Name - <u>Robles Park</u> Address - <u>3305 N Avon Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>21.0</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>27</u> Minutes	<u>21.1</u> Seconds (truncated after 1 decimal place)
Community Center: Name - <u>Dr. Walter Lee Smith Community Center</u> Address - <u>1505 N. Nebraska Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>57</u> Minutes	<u>29.5</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>27</u> Minutes	<u>03.0</u> Seconds (truncated after 1 decimal place)
Pharmacy: Name - <u>William's Pharmacy</u> Address - <u>2808 N Tampa St, Tampa FL</u>	N <u>27</u> Degrees	<u>58</u> Minutes	<u>08.5</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>27</u> Minutes	<u>39.5</u> Seconds (truncated after 1 decimal place)
Public Library: Name - <u>Robert W Saunders Public Library</u> Address - <u>1503 N. Nebraska Ave, Tampa FL</u>	N <u>27</u> Degrees	<u>57</u> Minutes	<u>29.5</u> Seconds (truncated after 1 decimal place)	W <u>82</u> Degrees	<u>27</u> Minutes	<u>03.0</u> Seconds (truncated after 1 decimal place)

If the Corporation discovers that there are any false statements made in this certification, the Corporation will forward a copy to the State of Florida Department of Business and Professional Regulation for investigation.

CERTIFICATION - Under penalties of perjury, I declare that the foregoing statement is true and correct.

Catherine A. Bosen
Signature

Catherine A. Bosen, PSM
Professional Surveyor

Print or Type Name and Title of Signatory

1-5 6257

Florida License Number

George F. Young, Inc.

299 Dr. Martin Luther King Jr. Street N, St. Petersburg FL 33701

727-822-4317

Name of Surveyor

Address (street address, city, state)

Telephone Number (including area code)

WDJ16 (Rev. 2-11) 61-48.004(1)(a), 67-21.003(1)(a), F.A.C.

* Provide Behind a Tab Labeled "Exhibit 25"

This certification consists of 2 pages. This certification may not be signed by the Applicant, by any related parties of the Applicant, or by any Principals or Financial Beneficiaries of the Applicant. If the certification is inappropriately signed, the Application will not be eligible to receive proximity tie-breaker points. If this certification contains corrections or "white-out", or if it is scanned, imaged, altered, or retyped, the Application will not be eligible to receive proximity tie-breaker points. The Application may still be eligible for automatic points. The certification may be photocopied. To be considered for scoring purposes, at least page 1 of this 2 page certification form must be provided by the Applicant.

HART ROUTE 15 - WEEKDAY - WESTBOUND
Netp@rk Transfer Center to Westshore Plaza Transfer Center

	H	G	F	E	D	C	B	A
	LEAVE							ARRIVE
	4:40	4:53	5:01	5:10	5:16	5:21	5:30	5:40
	5:40	5:53	6:01	6:10	6:16	6:21	6:30	6:40
	6:10	6:23	6:31	6:40	6:46	6:51	7:00	7:10
	6:40	6:54	7:03	7:13	7:19	7:25	7:35	7:46
	7:10	7:24	7:33	7:43	7:49	7:55	8:05	8:16
	7:40	7:54	8:03	8:13	8:19	8:25	8:35	8:46
	8:10	8:24	8:33	8:43	8:49	8:55	9:05	9:16
	9:10	9:23	9:32	9:42	9:48	9:54	10:04	10:15
	10:10	10:23	10:32	10:42	10:48	10:54	11:04	11:15
	11:10	11:23	11:32	11:42	11:48	11:54	12:04	12:15
	12:10	12:23	12:32	12:42	12:48	12:54	1:04	1:15
	1:10	1:23	1:32	1:42	1:48	1:54	2:05	2:15
	2:10	2:23	2:32	2:42	2:48	2:54	3:05	3:15
	3:10	3:23	3:32	3:42	3:48	3:54	4:04	4:15
	3:40	3:54	4:03	4:13	4:19	4:25	4:35	4:46
	4:10	4:24	4:33	4:43	4:49	4:55	5:05	5:16
	4:40	4:54	5:03	5:13	5:19	5:25	5:35	5:46
	5:10	5:24	5:33	5:43	5:49	5:55	6:05	6:16
	5:40	5:54	6:03	6:13	6:19	6:25	6:35	6:46
	6:10	6:23	6:32	6:41	6:47	6:53	7:03	7:13
	7:10	7:23	7:32	7:41	7:47	7:53	8:03	8:13
	8:10	8:23	8:32	8:41	8:47	8:53	9:03	9:13

*P.M. times are in BOLD



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HART ROUTE 15 - SATURDAY - EASTBOUND
Westshore Plaza Transfer Center to netp@rk Transfer Center

	A	B	C	D	E	F	G	H
	LEAVE							ARRIVE
	7:00	7:09	7:19	7:25	7:32	7:41		7:57
	8:00	8:09	8:19	8:25	8:32	8:41		8:57
	9:00	9:10	9:20	9:26	9:33	9:42		9:58