

**Miami-Dade County Department of Regulatory and Economic Resources
Staff Report to the Board of County Commissioners**

PH: Z18-052

January 24, 2019

Item No. 1

Recommendation Summary	
Commission District	6 and 7
Applicants	LR 13-18, LLC, & FECI LT 1, LLC
Summary of Requests	This application seeks to rezone approximately 59 acres of land running along a former rail corridor, from GU, EU-M, EU-1, RU-1, RU-2, IU-1, and IU-2 to Corridor District (CD) and to adopt the land use, building heights, designated open space and bike route regulating plans.
Location	Lying south of SW 8 Street to approximately SW 80 Street, along theoretical NW/SW 69 Avenue, Miami-Dade County, Florida
Property Size	59.8± acres
Existing Zoning District	GU, Interim District; EU-M, Estate Modified; EU-1, Estate 1-acre; RU-1, Single-family; RU-2, Two-Family; IU-1, Industrial Light Manufacturing; and IU-2, Industrial Heavy Manufacturing.
Existing Land Use	Rail corridor
2020 - 2030 CDMP Land Use Designation	Ludlam Trail Corridor District
Comprehensive Plan Consistency	Consistent with interpretative text of the CDMP
Applicable Zoning Code Section(s)	Section 33-311 District Boundary Change Article XLIV – Corridor District (CD)

DIC Recommendation

DIC November 28, 2018	Denial as the rezoning is inconsistent with the Comprehensive Development Master Plan (CDMP) due to the fact that the publicly-accessible trail has not been formally secured by the County. The Development Impact Committee (DIC) recognizes that upon the County securing the trail, the rezoning will be consistent with the CDMP.
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Staff Recommendation

Recommendation to the Board of County Commissioners	Approval , as the County formally secured the publicly-accessible trail after the DIC meeting.
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Timeline

1. On November 28, 2018, the Executive Council of the DIC recommended denial of the application, as the rezoning is inconsistent with the Comprehensive Development Master Plan (CDMP) because the publicly-accessible trail had not been formally secured by the County. The Development Impact Committee (DIC) recognized that, upon the County securing the trail, the rezoning would be consistent with the CDMP.

2. On December 21, 2018, the County closed on the purchase and sale transaction that the Board approved in Resolution No. R-939-18, and the County thereby secured the publicly-accessible trail.

STAFF ANALYSIS:

On December 21, 2018, the County secured the publicly-accessible recreational trail. As the Development Impact Committee recommended, upon the County securing the publicly-accessible trail, the requested District Boundary Change and Regulating Plans, as submitted, would be consistent with the maximum development thresholds set forth in the Comprehensive Development Master Plan (CDMP) and would satisfy the standards set forth in Chapter 33, Article XLIV, for a rezoning to Corridor District.

Therefore, staff opines that the proposed rezoning to Corridor District is **consistent** with the Comprehensive Development Master Plan (CDMP) and the development standards set forth in the Corridor District land development regulations set forth in Chapter 33, Article XLIV of the Code.

RECOMMENDATION: Approval.

NK:JB:AN:GL:CH



Nathan Kogon, AICP, Assistant Director
Development Services Division
Miami-Dade County
Department of Regulatory and Economic Resources

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Comprehensive Plan Consistency	Inconsistent with interpretative text of the CDMP
Applicable Zoning Code Section(s)	Section 33-311 District Boundary Change Article XLIV – Corridor District (CD)

DIC Action

DIC November 28, 2018	<u>Denial as the rezoning is inconsistent with the Comprehensive Development Master Plan (CDMP) due to the fact that the publicly-accessible trail has not been formally secured by the County. The Development Impact Committee (DIC) recognizes that upon the County securing the trail, the rezoning will be consistent with the CDMP.</u>
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Staff Recommendation

Recommendation to the Board of County Commissioners	<u>Denial as the rezoning is inconsistent with the Comprehensive Development Master Plan (CDMP) due to the fact that the publicly-accessible trail has not been formally secured by the County. The Development Impact Committee (DIC) recognizes that upon the County securing the trail, the rezoning will be consistent with the CDMP.</u>
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REQUESTS:

- (1) DISTRICT BOUNDARY CHANGE from GU, EU-M, EU-1, RU-1, RU-2, IU-1, and IU-2 and to Corridor District (CD).
- (2) Adoption of Land Use, Density and Building Heights Regulating Plan.
- (3) Adoption of Designated Open Space, Access and Bike Route Regulating Plan.

Given the nature of these requests and the Corridor District regulations, for evaluation and reporting purposes, these three requests are hereby collectively referred to as the “application”.

PROPERTY HISTORY/BACKGROUND:

The subject property consists of ± 59.8 acres of vacant land generally located south of SW 8th Street, west of SW 69th Avenue, north of SW 80th Street, and east of SW 70th Avenue, the subject property consists of a portion of the former Florida East Coast Railway corridor now known as the “Ludlam Trail Corridor (Corridor)”. Since the rail functions along said corridor ceased in the 1980s, portions of the same have been subject to the United States Surface Transportation Board’s rail abandonment process and have become eligible for non-rail uses, while other portions remain under an interim trail/linear park use until needed for rail purposes in the future (rail-banking).

On July 19, 2017, the Board of County Commissioners (Board) adopted a Comprehensive Development Master Plan (CDMP) amendment (Ordinance No. 17-54) designating the properties along the entire Ludlam Trail Corridor (from just north of NW 7th Street to SW 80th Street) as the “Ludlam Trail Corridor District”. In doing so, the Board designated segments of the Corridor as either “recreational trail segments” or “development areas” – see Figure 1 below. The amendment provides that “recreational trail segments” shall be developed solely with recreational uses, including a pedestrian and bicycle trail, while the “development areas” may be developed in a manner that is compatible with adjacent uses and in accordance with site specific standards delineated in the amendment. Regarding the latter, the amendment established four development areas along the Corridor – the Blue Lagoon, Tamiami Trail, Coral Way and Bird Road Development Areas – and provided specific development criteria for each one of them. Staff notes that the adopted amendment resulted from a consensus-driven, area planning/charrette effort with the surrounding community conducted by the Department of Regulatory and Economic Resources in 2014.

FIGURE 1
CDMP'S ADOPTED LUDLAM TRAIL CORRIDOR DISTRICT MAP DEPICTING
RECREATIONAL TRAIL SEGMENTS AND DEVELOPMENT AREAS

NORTHERN AND SOUTHERN PORTIONS OF THE LUDLAM TRAIL



Upon adoption of the CDMP amendment and in accordance with its policies, the Board adopted Ordinance No. 17-91 establishing the "Corridor District (CD)" zoning district and the regulatory framework for former rail/transportation corridors such as the Ludlam Trail Corridor. As previously stated, this application seeks, among other things, a district boundary change of the subject property from multiple zoning categories to the Corridor District (CD). The subject property encompasses both recreational trail segments and the following development areas: the southern portion of the Tamiami Trail development area, and the Coral Way and Bird Road development areas.

The CD regulations provide a two-step development approval process consisting of an "initial development plan review", which is the rezoning to CD after public hearing, and an administrative "final development plan review". This application constitutes the first step of the process, the initial development plan review. In accordance with the initial development plan review requirements, the applicant has submitted a set of regulating plans consisting of sixteen (16) sheets, dated stamped received October 16, 2018, which may be examined in the

Department of Regulatory and Economic Resources. The submitted plans combine the required Land Use and Building Heights regulating plans into one entitled “Land Use, Density, and Building Heights Plan” and the Designated Open Space and Bike Route regulating plans into one entitled “Designated Open Space, Access and Bike Route Plan” (See Exhibit A).

STAFF ANALYSIS:

I. Consistency with the Comprehensive Development Master Plan (CDMP).

In addition to the designation of segments of the Ludlam Trail Corridor as recreational trail or development areas and the establishment of the site-specific standards previously mentioned, the adopted 2017 CDMP amendment authorized said development or redevelopment only to the extent consistent with the following requirements:

- (1) *Development Areas shall be developed in a manner that is compatible with adjacent uses. Open space shall be provided in the form of a minimum 15-foot wide continuous trail within each Development Area.*
- (2) The maximum development allowed without a publicly accessible trail component, is a total of:
 - (i) 582 residential units and 256,132 square feet of industrial uses, or
 - (ii) a combination of 281 residential units, 256,132 square feet of industrial uses, 103,572 square feet of office uses, and 39,377 square feet of retail uses.
- (3) If a publicly-accessible trail is developed along the length of the Corridor, or a legally binding instrument or recordable agreement running with the land is executed by the property owner(s) of the Corridor, demonstrating to the satisfaction of the County Mayor or Mayor’s designee when and how the publicly-accessible trail will be accomplished, then development shall be permitted up to the maximum allowable density and/or floor area ratio and building heights specified for each Development Area as follows:

MAXIMUM CDMP ALLOWED DENSITY, INTENSITY AND HEIGHT UPON PUBLICLY-ACCESSIBLE TRAIL BEING SECURED ALONG THE CORRIDOR				
Development Area:	Maximum Density (Dwelling units per acre)	Maximum Area Ratio	Floor	Maximum Height (Stories) (*)
Tamiami Trail	125	5.0		12
Coral Way	60	2.5		6
Bird Road	90	1.5		6

(*) Up to two additional stories may be authorized when a grade-separated recreational trail connection through the building is provided.

In reviewing the applicant’s submittals for initial development plan review, including the proposed regulating plans, staff finds that the requested land use designations along the Corridor are consistent with those authorized in the CDMP for each of the development areas and the recreational trail segments. Similarly, staff finds the designation of an 18-foot wide, recreational trail easement through the development areas consistent with the CDMP.

However, while the requested densities, floor area ratio, and building heights are consistent with the maximum development thresholds set forth in the CDMP, the proffered regulating plans assume that the applicants have satisfied the condition precedent set forth in the CDMP to authorize those maximum development thresholds – namely, the development of a publicly-accessible recreational trail has been secured for the entire length of the Ludlam Trail Corridor from north of NW 7th Street to SW 80th Street. At this time, applicants have not satisfied that condition precedent. Staff notes that, through Resolution No. R-939-18, the County entered into a Contract for Sale and Purchase with the applicants for the recreational trail segments along the entire length of the Corridor and that said agreement also includes perpetual trail easements along the development areas. The closing of that transaction would satisfy the CDMP's condition precedent for the requested maximum densities, intensities, and heights. But the Contract for Sale and Purchase itself, without the closing of the transaction, neither assures the development of the publicly-accessible trail nor constitutes a recordable agreement running with the land for the entire length of the Corridor that would bind the owners to develop a publicly-accessible trail. Because a publicly-accessible recreational trail along the entire length of the Corridor has yet to be secured, the application in its current form is inconsistent with the CDMP.

II. Zoning Analysis:

As noted above, the CDMP amendment establishing the Ludlam Trail Corridor District resulted from the recommendations of the Ludlam Trail Area Plan/Charrette of 2014. The land use recommendations resulting from said consensus-driven effort dwelled heavily on compatibility with the surrounding neighborhoods, which led to the establishment of the recreational trail segments and the development areas shown in Figure 1 above. For instance, the portions of the Corridor that were adjacent to single-family homes or traversed single-family zoning districts were designated as recreational trail segments, while those portions that abutted other uses and were located at or near a major commercial corridor were designated as development areas. The maximum allowed densities, intensities, and heights in each of the development areas were also established during the same process. Given the prescriptive nature of the CDMP amendment, the Corridor District's regulatory framework also focused on insuring compatibility with surrounding areas and on establishing a publicly-accessible trail along the Corridor.

In reviewing the applicant's submittals for initial development plan review, including the proposed regulating plans, staff finds that said plans adhere to the CD zoning regulations and, if implemented, would result in development that is compatible with that of the surrounding areas. Staff further notes that the memoranda from the reviewing agencies (hereby incorporated) do not indicate that any potential impacts to public services or facilities would preclude development in accordance with the Corridor District regulations; but those memoranda note that a final determination of specific impacts to public services and facilities will be made when more specific development proposals consistent with the rezoning to Corridor District are presented for final review. Nevertheless, as provided in Section 33-468 of the Code and in the CDMP, a publicly-accessible trail along the length of the Corridor is required to allow the maximum densities, intensities and heights shown on the proposed regulating plans. Because a publicly accessible trail has not yet been secured, the proposed rezoning is inconsistent with the development standards set forth in the Corridor District land development regulations set forth in Chapter 33, Article XLIV of the Code.

RECOMMENDATION: Denial as the rezoning is inconsistent with the Comprehensive Development Master Plan (CDMP) due to the fact that the publicly-accessible trail has not been formally secured by the County. The Development Impact Committee (DIC) recognizes that upon the County securing the trail, the rezoning will be consistent with the CDMP.

NK:JB:AN:GL



Nathan Kogon, AICP, Assistant Director
Development Services Division
Miami-Dade County
Department of Regulatory and Economic Resources

DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES
2019 JAN 14 PM 12:11
KOGON, NATHAN
OFFICE

ZONING RECOMMENDATION ADDENDUM

LR 13-18, LLC, &
FECILT1, LLC
Z18-052

NEIGHBORHOOD SERVICES PROVIDER COMMENTS*	
Division of Environmental Resource Management (RER)	No objection
Platting and Traffic Review Section (RER)	No objection
Parks, Recreation and Open Spaces	No objection
Fire Rescue	No objection
Police	No objection
Schools	No objection
*Subject to conditions in their memorandum.	

COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

<p><i>Special Districts (PG I-51)</i></p>	<p><i>Special Districts. Land designated as "Special District" on the CDMP Land Use Plan Map comprises areas with unique characteristics where special land use provisions are warranted. Special Districts may be approved on properties that are located inside the UDB, and contain a minimum of 10 acres. The specific land use provisions for each Special District are defined herein.</i></p> <p>Ludlam Trail Corridor District</p> <p><i>The Ludlam Trail Corridor District ("District") applies to an approximately 5.8-mile segment of the former Florida East Coast Railway South Little River Branch spur-line that is generally 100 feet wide and extends from SW 80 Street to approximately 400 feet north of NW 7 Street and generally along theoretical NW/SW 69 Avenue ("Corridor") as depicted on Figure 3.1. Approximately 0.6 miles of the Corridor between SW 8 Street and the Tamiami Canal is located within the boundaries of the City of Miami ("Miami Segment").</i></p> <p><i>The purpose of the Ludlam Trail Corridor District is to enhance regional mobility, provide opportunities for physical activity, and improve the economic vitality of the area by facilitating the conversion of this former railway corridor into a continuous publicly-accessible primarily pedestrian and bicycle trail while ensuring that development along the Corridor occurs at appropriate locations, and in a manner that is sensitive to and compatible with adjacent uses. Several regional and local studies have identified an opportunity for a regionally significant trail and greenway along the Corridor that will connect to the County's greenway and trail network, link the surrounding communities, and provide vital neighborhood connections.</i></p> <p><i>The portion of the Ludlam Trail Corridor District within unincorporated Miami-Dade County, as indicated in Figure 3.1, is hereby designated as an Area or Facility of Countywide Significance, and for those portions located within the City of Miami, Miami-Dade County shall work collaboratively with the City of Miami to similarly designate those portions of the District.</i></p> <p><i>The land use provisions of the Ludlam Trail Corridor District shall be implemented through the adoption of Land Development Regulations ("LDRs"). LDRs shall be adopted for all portions of the District within unincorporated Miami-Dade County prior to the issuance of the first building permit for vertical construction within the Development Areas defined below. The LDRs shall define the urban form of development within the Corridor including flexible design standards and appropriate transitions to adjacent uses, as well as the configuration and design parameters of the recreational trail. Access to the Development Areas shall be provided in a manner that minimize negative impacts to adjacent residential neighborhoods. In addition, the Downtown Kendall Urban Center District regulations shall be amended to require the continuation of the trail to the M-Path/Underline. All portions of the Corridor shall</i></p>
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ZONING RECOMMENDATION ADDENDUM

LR 13-18, LLC, &
FECILT1, LLC
Z18-052

have received final abandonment approval from the U.S. Surface Transportation Board prior to the issuance of the first building permit for vertical construction within the Development Areas.

Development and trail standards shall be coordinated with Miami-Dade Department of Regulatory and Economic Resources, Parks, Recreation and Open Spaces Department and Department of Transportation and Public Works (or their successor departments) and shall emphasize convenient pedestrian and bicycle access to public transportation. The trail standards should incorporate Crime Prevention Through Environmental Design (CPTED) principles to enhance trail safety and security. Canal crossings shall conform to the Miami-Dade County Manatee Protection Plan.

Development Areas and Recreational Trail Segments are identified on Figure 3.1 and described below. The precise boundaries between the Development Areas and Recreational Trail Segments within the District shall be established in the LDRs in approximately the locations identified on Figure 3.1. Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of development regulations that provide for the seamless continuation of a recreational trail along the length of the Corridor. The specific location, density/intensity, and configuration of development within the Miami Segment of the Corridor shall be governed by the City of Miami.

Recreational Trail Segments. The Recreational Trail Segments shall generally include the following portions of the Corridor:

- ±400 feet north of the centerline of NW 7 Street to NW 7 Street
- SW 12 Street to ±270 feet north of the centerline of Coral Way
- ±240 feet south of the centerline of Coral Way to ±248 feet north of the centerline of Bird Road
- ±2,600 feet south of the centerline of Bird Road to SW 80 Street

Those portions of the Corridor that are designated for Recreational Trail use shall be developed solely with recreational uses, including but not limited to a pedestrian and bicycle trail, parks and associated amenities. Associated amenities may include but not be limited to above-grade pedestrian crossings, parking, restroom facilities, signage, benches, information and vending kiosks, recreational equipment and bicycle rental stations, and shelters, where appropriate. Recreational Trail Segments and associated amenities shall be designed in a manner sensitive to adjacent uses. Buffering should be considered in the design of the Recreational Trail Segments where adjacent to single-family residential.

Access roads may also be provided within the Recreational Trail Segments in the following circumstances: 1) to provide access to public recreational space; or 2) to provide limited ingress and egress to a Development Area for official vehicles providing emergency, municipal, or utility services; or 3) where necessary for access to development areas and where such access does not directly and detrimentally impact residential neighborhoods. Where provided, such access roadway(s) shall be the minimum reasonably necessary to meet the need.

Development Areas. Development Areas in unincorporated Miami-Dade County shall be limited to Blue Lagoon, Tamiami Trail, Coral Way and Bird Road as defined herein.

Development Areas shall be developed in a manner that is compatible with adjacent uses. Open space shall be provided in the form of a minimum 15-foot wide continuous trail within each Development Area. Building features oriented toward the recreational trail shall have a human scale, and design variations at short intervals to create interest for users of the trail. The maximum development allowed without a publicly accessible trail component, is a total of: (i) 582 residential units and 256,132 square feet of industrial uses, or (ii) a combination of

ZONING RECOMMENDATION ADDENDUM

LR 13-18, LLC, &
FECILT1, LLC
Z18-052

	<p>281 residential units, 256,132 square feet of industrial uses, 103,572 square feet of office uses, and 39,377 square feet of retail uses. If a publicly-accessible trail is developed along the length of the Corridor, or a legally binding instrument or recordable agreement running with the land is executed by the property owner(s) of the Corridor, demonstrating to the satisfaction of the County Mayor or Mayor's designee when and how the publicly-accessible trail will be accomplished, then development shall be permitted up to the maximum allowable density and/or floor area ratio and building heights specified for each Development Area below.</p> <p>If a building or site within a Development Area is designed to accommodate a grade-separated Recreational Trail connection, then, in addition to the number of stories permitted in the paragraphs below in each Development Area, there may be permitted up to two (2) additional stories above the maximum height allowed for the building or site in the applicable Development Area, where each such additional story has dedicated at least seventy percent (70%) of its square footage to trail, associated trail amenities as defined above, or to non-habitable areas such as common operational uses (such as trash rooms, maintenance closets) or parking areas.</p>
<p>Objective LU-4 (Pg. 1-9)</p>	<p>Miami-Dade County shall continue to reduce the number of land uses, which are inconsistent with the uses designated on the LUP map and interpretive text, or with the character of the surrounding community.</p>

PERTINENT ZONING REQUIREMENTS/STANDARDS

<p>Section 33-311 District Boundary Change</p>	<p>(A) <i>The Community Zoning Appeals Boards are advised that the purpose of zoning and regulations is to provide a comprehensive plan and design to lessen the congestion in the highways; to secure safety from fire, panic and other dangers, to promote health, safety, morals, convenience and the general welfare; to provide adequate light and air; to prevent the overcrowding of land and water; to avoid undue concentration of population; to facilitate the adequate provisions of transportation, water, sewerage, schools, parks and other public requirements, with the view of giving reasonable consideration among other things to the character of the district or area and its peculiar suitability for particular uses and with a view to conserving the value of buildings and property and encouraging the most appropriate use of land and water throughout the County.</i></p> <p>(F) Section 33-311 provides that the Board shall take into consideration, among other factors the extent to which:</p> <ol style="list-style-type: none"> (1) <i>The development permitted by the application, if granted, conforms to the Comprehensive Development Master Plan for Miami-Dade County, Florida; is consistent with applicable area or neighborhood studies or plans, and would serve a public benefit warranting the granting of the application at the time it is considered;</i> (2) <i>The development permitted by the application, if granted, will have a favorable or unfavorable impact on the environmental and natural resources of Miami-Dade County, including consideration of the means and estimated cost necessary to minimize the adverse impacts; the extent to which alternatives to alleviate adverse impacts may have a substantial impact on the natural and human environment; and whether any irreversible or irretrievable commitment of natural resources will occur as a result of the proposed development;</i> (3) <i>The development permitted by the application, if granted, will have a favorable or unfavorable impact on the economy of Miami-Dade County, Florida;</i>
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ZONING RECOMMENDATION ADDENDUM

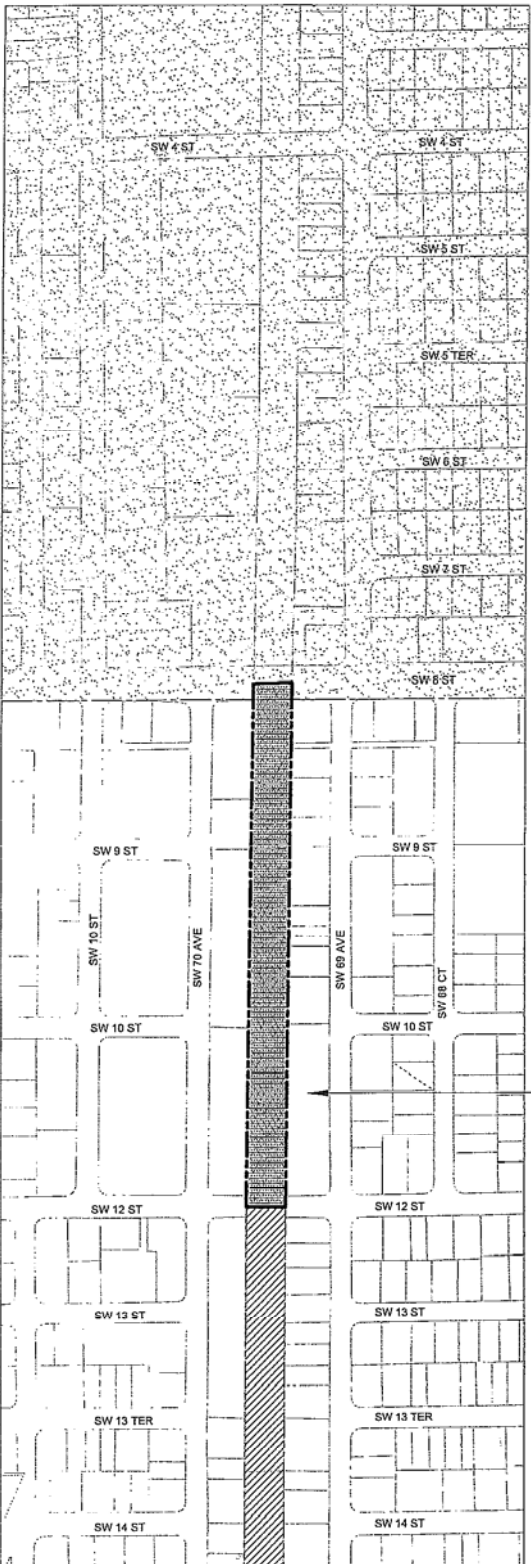
LR 13-18, LLC, &
FECILT1, LLC
Z18-052

	<p>(4) <i>The development permitted by the application, if granted, will efficiently use or unduly burden water, sewer, solid waste disposal, recreation, education or other necessary public facilities which have been constructed or planned and budgeted for construction;</i></p> <p>(5) <i>The development permitted by the application, if granted, will efficiently use or unduly burden or affect public transportation facilities, including mass transit, roads, streets and highways which have been constructed or planned and budgeted for construction, and if the development is or will be accessible by public or private roads, streets or highways.</i></p>
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DEPARTMENT OF REGULATION
ADMINISTRATIVE SERVICES
2019 JAN 14 PM 12:11
AUSTIN COORDINATORS
OFFICE


EXHIBIT A

RECEIVED
 2/18/2018
 OCT 16 2018
 MIAMI-DADE COUNTY
 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES




LAND USE AREAS

-  CORRIDOR-MIXED-USE (C-MC)
-  CORRIDOR-MIXED-USE INDUSTRIAL (C-MCI)
-  CORRIDOR-INDUSTRIAL (C-ID)
-  CORRIDOR-RESIDENTIAL MODIFIED (C-RM)
-  CORRIDOR-RECREATION-TRAIL (C-RT)

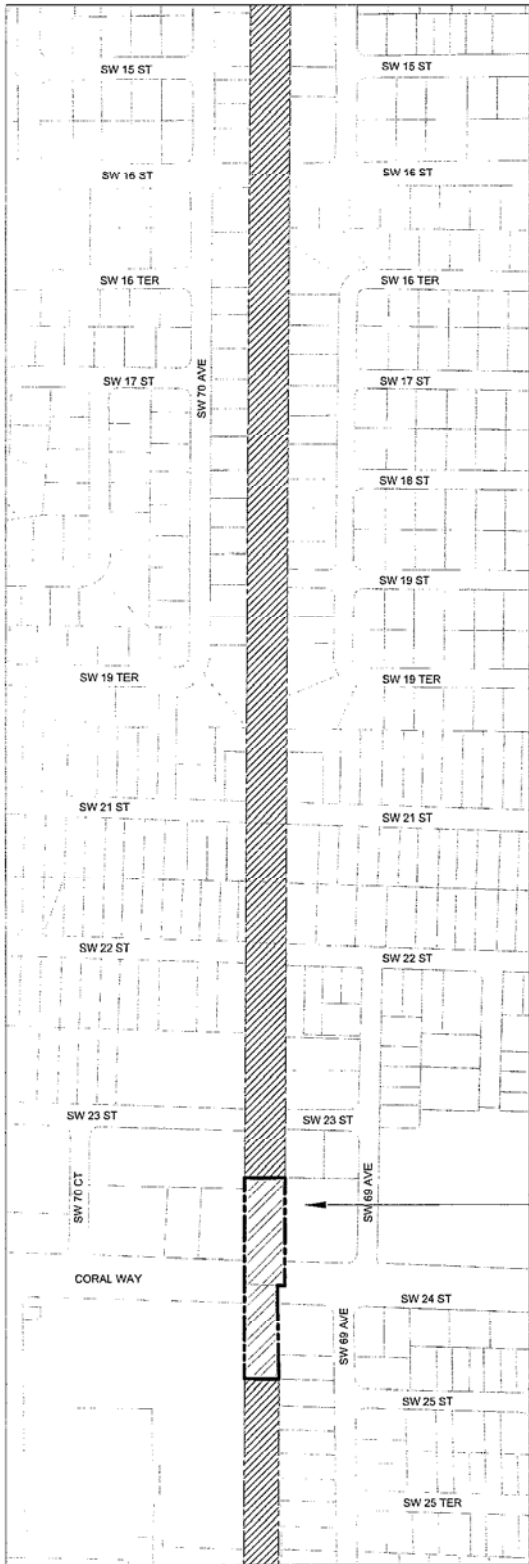
 CITY OF MIAMI

TAMIAMI TRAIL
 DEVELOPMENT AREA (C-MCI):
 DEVELOPMENT AREA: +/- 1.71 GROSS ACRES
 DENSITY: 125 DU / GROSS ACRE MAX.
 FLOOR AREA RATIO: 5.0 MAX.
 HEIGHT: 12 STORIES*





* UP TO 2 ADDITIONAL STORIES MAY BE ALLOWED
 WHEN A GRADE SEPARATED TRAIL COMPONENT
 IS PROVIDED IN ACCORDANCE WITH ARTICLE XLIV
 (CORRIDOR DISTRICT) OF THE ZONING CODE AND
 THE CDMP

APPLICANT: LR 13-18, LLC FECI LT1, LLC	LAND USE, DENSITY BUILDING HEIGHTS PLAN (SHEET 1 OF 7) LUDLAM TRAIL_INITIAL DEVELOPMENT PLAN REVIEW	SCALE: 1" = 300' DATE: 9/24/2018 
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 218-052
 OCT 16 2018
 MIAMI-DADE COUNTY
 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *cm2*



LAND USE AREAS

-  CORRIDOR-MIXED-USE (C-MC)
-  CORRIDOR-MIXED-USE INDUSTRIAL (C-MCI)
-  CORRIDOR-INDUSTRIAL (C-ID)
-  CORRIDOR-RESIDENTIAL MODIFIED (C-RM)
-  CORRIDOR-RECREATION-TRAIL (C-RT)

CORAL WAY
 DEVELOPMENT AREA (C-MC):
 DEVELOPMENT AREA: +/- 1.06 GROSS ACRES
 DENSITY: 60 DU / GROSS ACRE MAX.
 FLOOR AREA RATIO: 2.5 MAX.
 HEIGHT: 6 STORIES*

* UP TO 2 ADDITIONAL STORIES MAY BE ALLOWED
 WHEN A GRADE SEPARATED TRAIL COMPONENT
 IS PROVIDED IN ACCORDANCE WITH ARTICLE XLIV
 (CORRIDOR DISTRICT) OF THE ZONING CODE AND
 THE CDMP

APPLICANT:
 LR 13-18, LLC
 FECI LT1, LLC

LAND USE, DENSITY BUILDING HEIGHTS PLAN (SHEET 2 OF 7)

LUDLAM TRAIL_INITIAL DEVELOPMENT PLAN REVIEW

SCALE: 1" = 300'






DATE: 9/24/2018

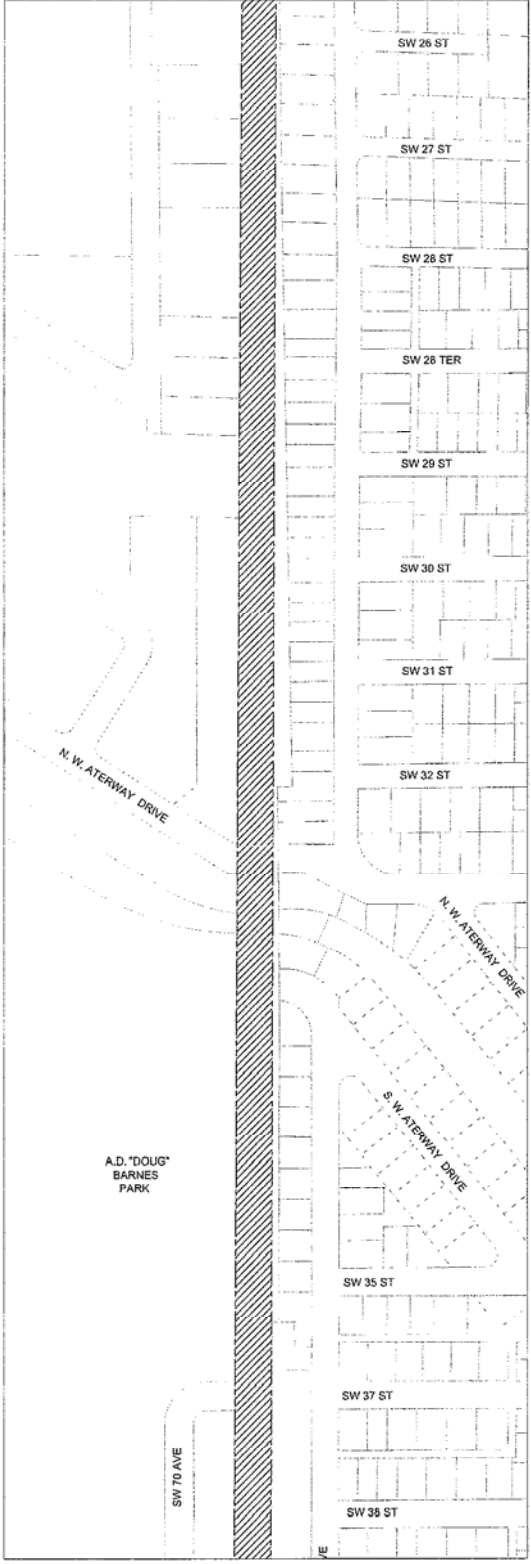


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 OCT 16 2018
 MIAMI-DADE COUNTY
 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *CHAL*

LAND USE AREAS

-  CORRIDOR-MIXED-USE (C-MC)
-  CORRIDOR-MIXED-USE INDUSTRIAL (C-MCI)
-  CORRIDOR-INDUSTRIAL (C-ID)
-  CORRIDOR-RESIDENTIAL MODIFIED (C-RM)
-  CORRIDOR-RECREATION-TRAIL (C-RT)



APPLICANT:
 LR 13-18, LLC
 FECI LT1, LLC

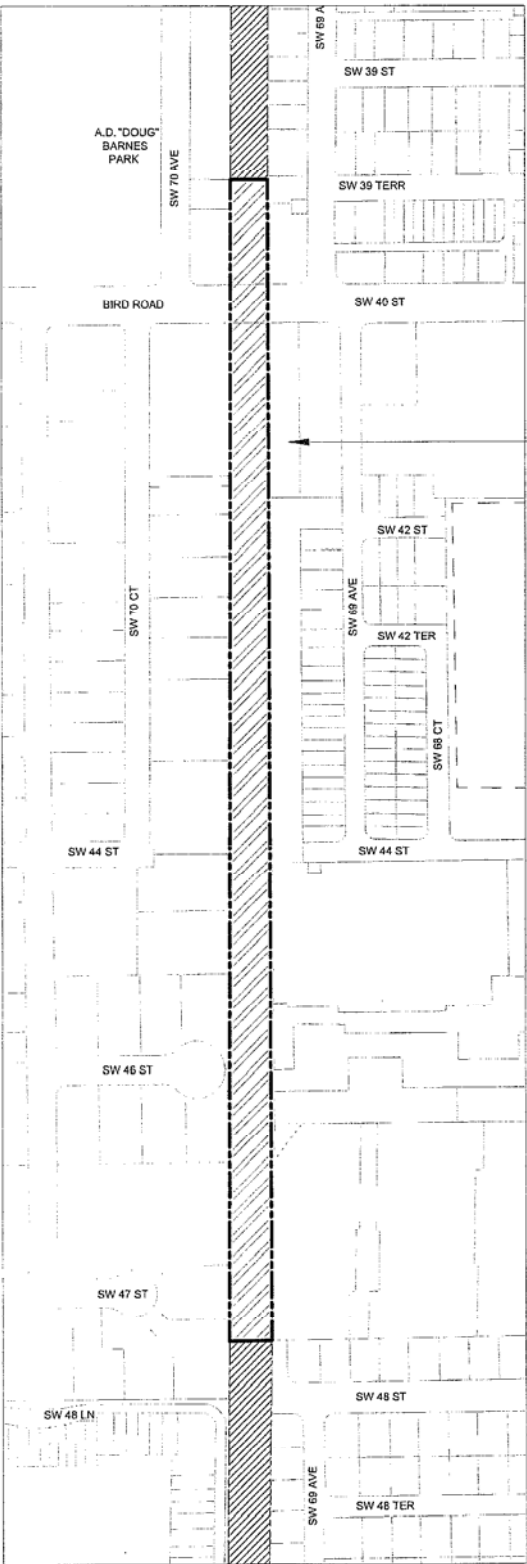
LAND USE, DENSITY BUILDING HEIGHTS PLAN (SHEET 3 OF 7)
 LUDLAM TRAIL_INITIAL DEVELOPMENT PLAN REVIEW

SCALE: 1" = 300'
 DATE: 9/24/2018








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 218-052
 OCT 16 2018
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 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *CML*



LAND USE AREAS

-  CORRIDOR-MIXED-USE (C-MC)
-  CORRIDOR-MIXED-USE INDUSTRIAL (C-MCI)
-  CORRIDOR-INDUSTRIAL (C-ID)
-  CORRIDOR-RESIDENTIAL MODIFIED (C-RM)
-  CORRIDOR-RECREATION-TRAIL (C-RT)

BIRD ROAD DEVELOPMENT AREA (C-MC):
 DEVELOPMENT AREA: +/- 6.66 GROSS ACRES
 DENSITY: 90 DU / GROSS ACRE MAX.
 FLOOR AREA RATIO: 2.5 MAX.
 HEIGHT: 6 STORIES*

* UP TO 2 ADDITIONAL STORIES MAY BE ALLOWED WHEN A GRADE SEPARATED TRAIL COMPONENT IS PROVIDED IN ACCORDANCE WITH ARTICLE XLIV (CORRIDOR DISTRICT) OF THE ZONING CODE AND THE CDMP

APPLICANT:
 LR 13-18, LLC
 FECLT1, LLC

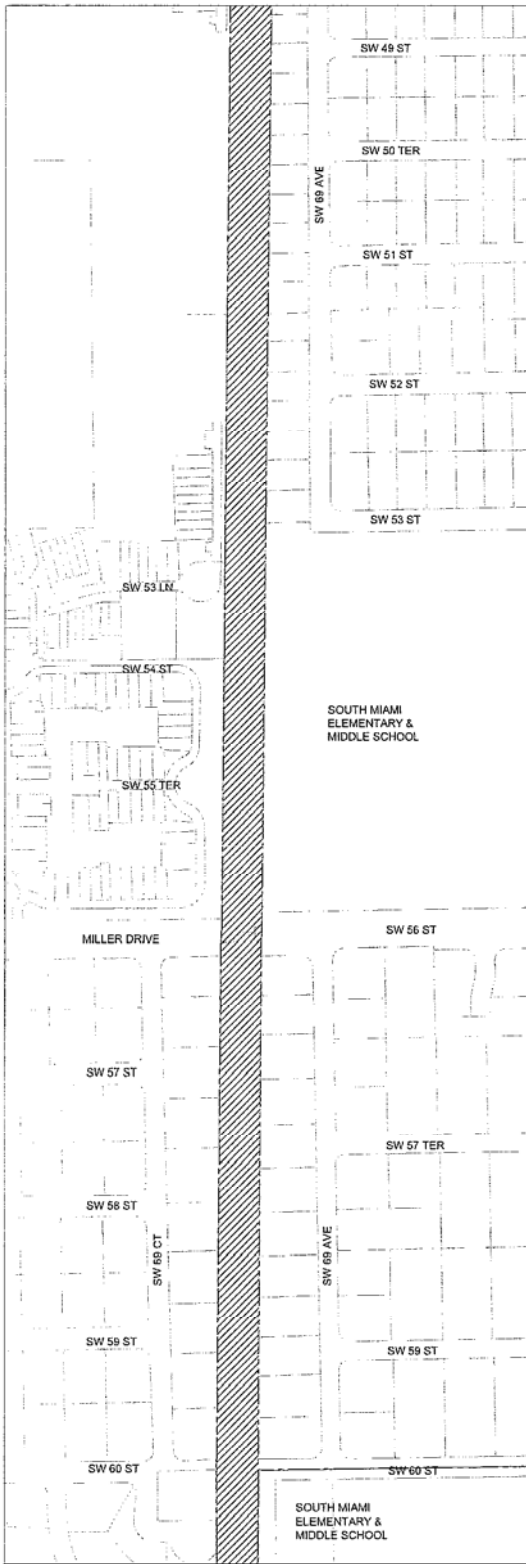
LAND USE, DENSITY BUILDING HEIGHTS PLAN (SHEET 4 OF 7)

LUDLAM TRAIL_INITIAL DEVELOPMENT PLAN REVIEW






SCALE: 1" = 300'


DATE: 9/24/2018





LAND USE AREAS

-  CORRIDOR-MIXED-USE (C-MC)
-  CORRIDOR-MIXED-USE INDUSTRIAL (C-MCI)
-  CORRIDOR-INDUSTRIAL (C-ID)
-  CORRIDOR-RESIDENTIAL MODIFIED (C-RM)
-  CORRIDOR-RECREATION-TRAIL (C-RT)

 CITY OF SOUTH MIAMI

218-052
CHNL

APPLICANT:
LR 13-18, LLC
FECI LT1, LLC

LAND USE, DENSITY BUILDING HEIGHTS PLAN (SHEET 5 OF 7)

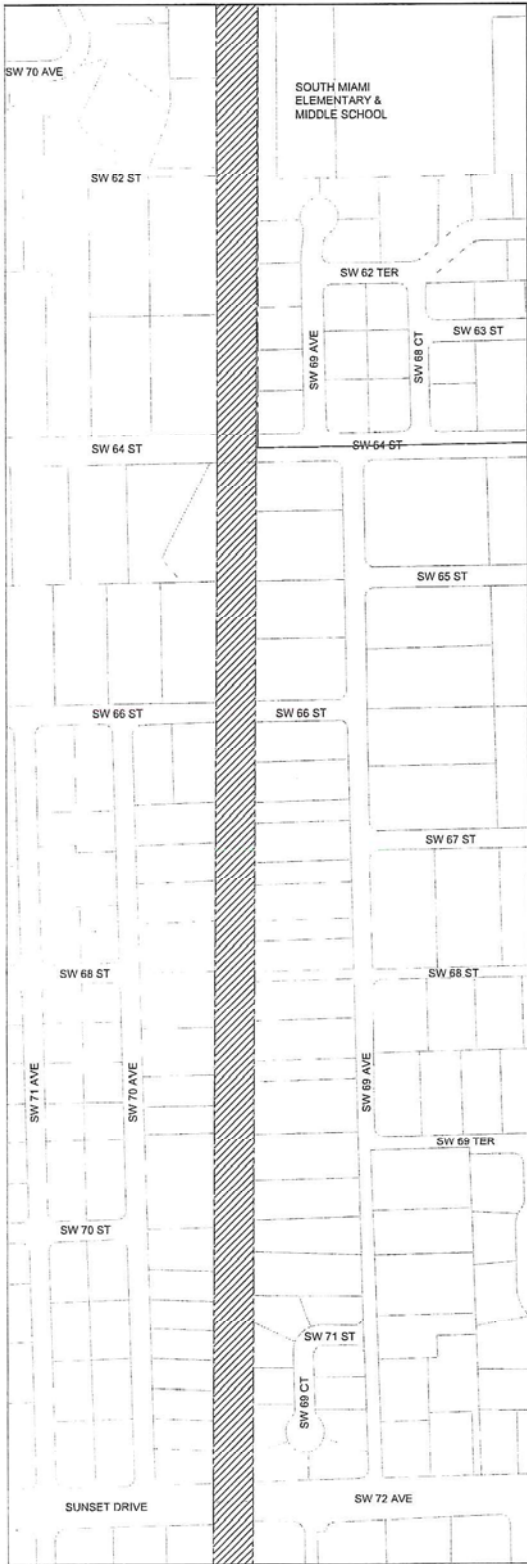
LUDLAM TRAIL_INITIAL DEVELOPMENT PLAN REVIEW

SCALE: 1" = 300'






DATE: 9/24/2018




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 218-052
 OCT 16 2018
 MIAMI-DADE COUNTY
 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *SMML*



LAND USE AREAS

-  CORRIDOR-MIXED-USE (C-MC)
-  CORRIDOR-MIXED-USE INDUSTRIAL (C-MCI)
-  CORRIDOR-INDUSTRIAL (C-ID)
-  CORRIDOR-RESIDENTIAL MODIFIED (C-RM)
-  CORRIDOR-RECREATION-TRAIL (C-RT)
-  CITY OF SOUTH MIAMI






DEPARTMENT OF REGULATION
 AND ECONOMIC RESOURCES
 2019 JAN 14 PM 12:10
 ARCHITECT COORDINATOR
 OFFICE

APPLICANT: LR 13-18, LLC FECI LT1, LLC	LAND USE, DENSITY BUILDING HEIGHTS PLAN (SHEET 6 OF 7)	SCALE: 1" = 300' 
	LUDLAM TRAIL_INITIAL DEVELOPMENT PLAN REVIEW	DATE: 9/24/2018


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 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *CHW*



LAND USE AREAS

-  CORRIDOR-MIXED-USE (C-MC)
-  CORRIDOR-MIXED-USE INDUSTRIAL (C-MCI)
-  CORRIDOR-INDUSTRIAL (C-ID)
-  CORRIDOR-RESIDENTIAL MODIFIED (C-RM)
-  CORRIDOR-RECREATION-TRAIL (C-RT)

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES
 APPLICATOR'S OFFICE
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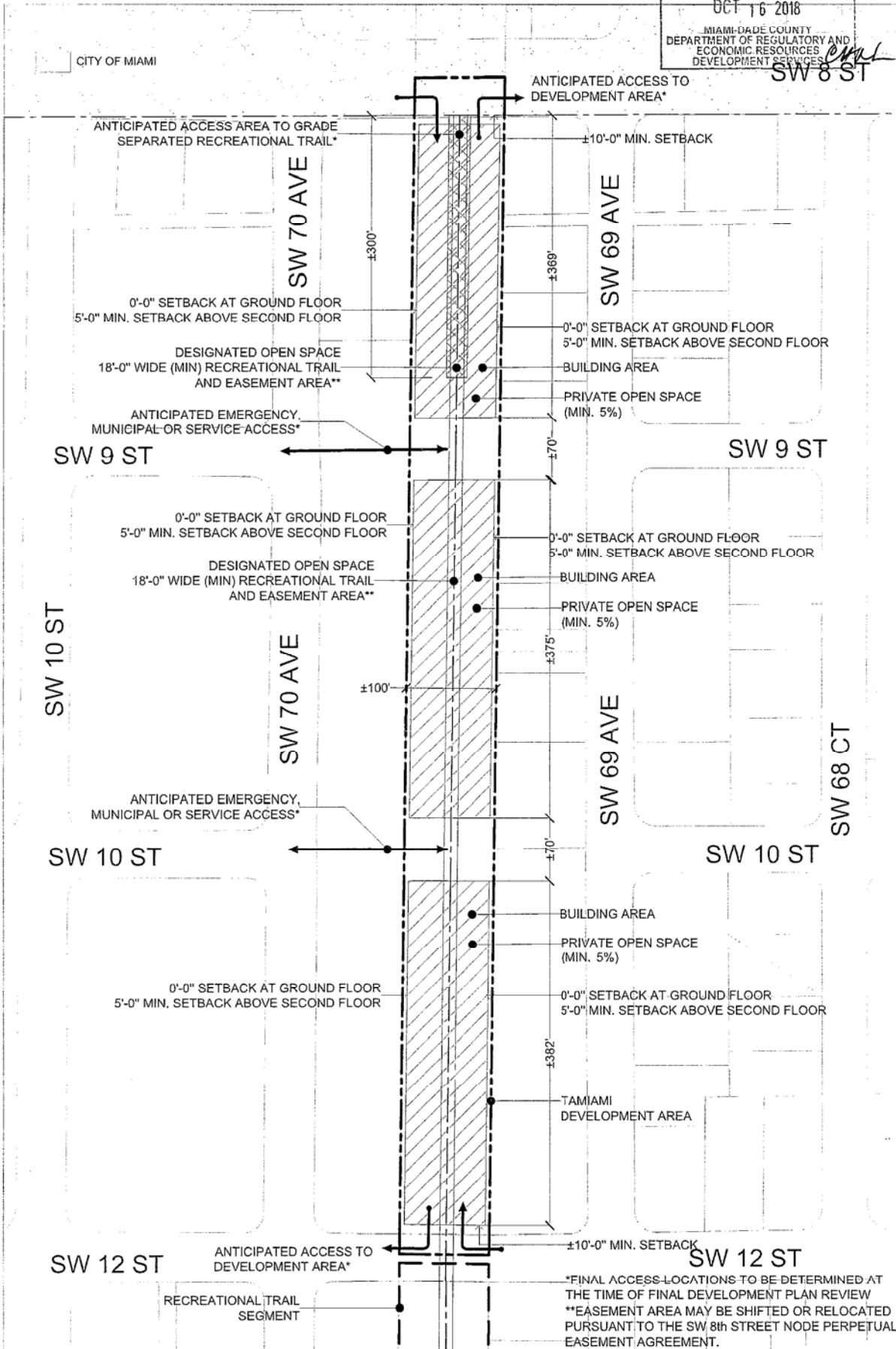
APPLICANT: LR 13-18, LLC FECI LT1, LLC	LAND USE, DENSITY BUILDING HEIGHTS PLAN (SHEET 7 OF 7) LUDLAM TRAIL_INITIAL DEVELOPMENT PLAN REVIEW	SCALE: 1" = 300' DATE: 9/24/2018 
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19

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 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES

CITY OF MIAMI

SW 8 ST



APPLICANT:
 LR 13-18, LLC
 FECI LT1, LLC

LUDLAM TRAIL TAMIAMI TRAIL DEVELOPMENT AREA (1 OF 1)
 ACCESS AND BIKE ROUTE PLAN

INITIAL DEVELOPMENT PLAN REVIEW

SCALE: 1" = 100'



DATE: 9/24/2018

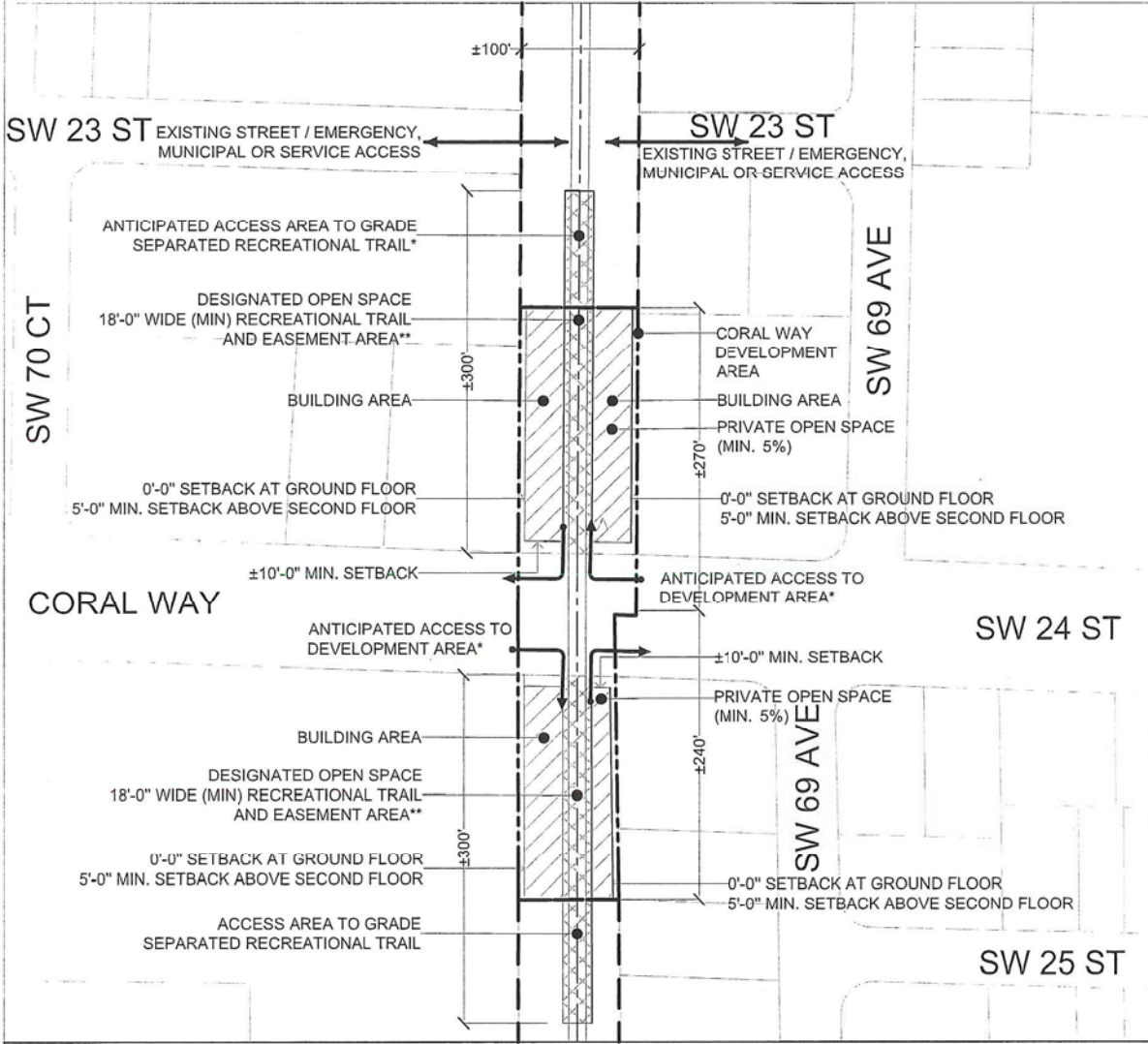
20

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 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *CMML*


DEPARTMENT OF REGULATORY
 AND ECONOMIC RESOURCES

2019 JAN 14 PM 12:10

AGENDA COORDINATORS
 OFFICE

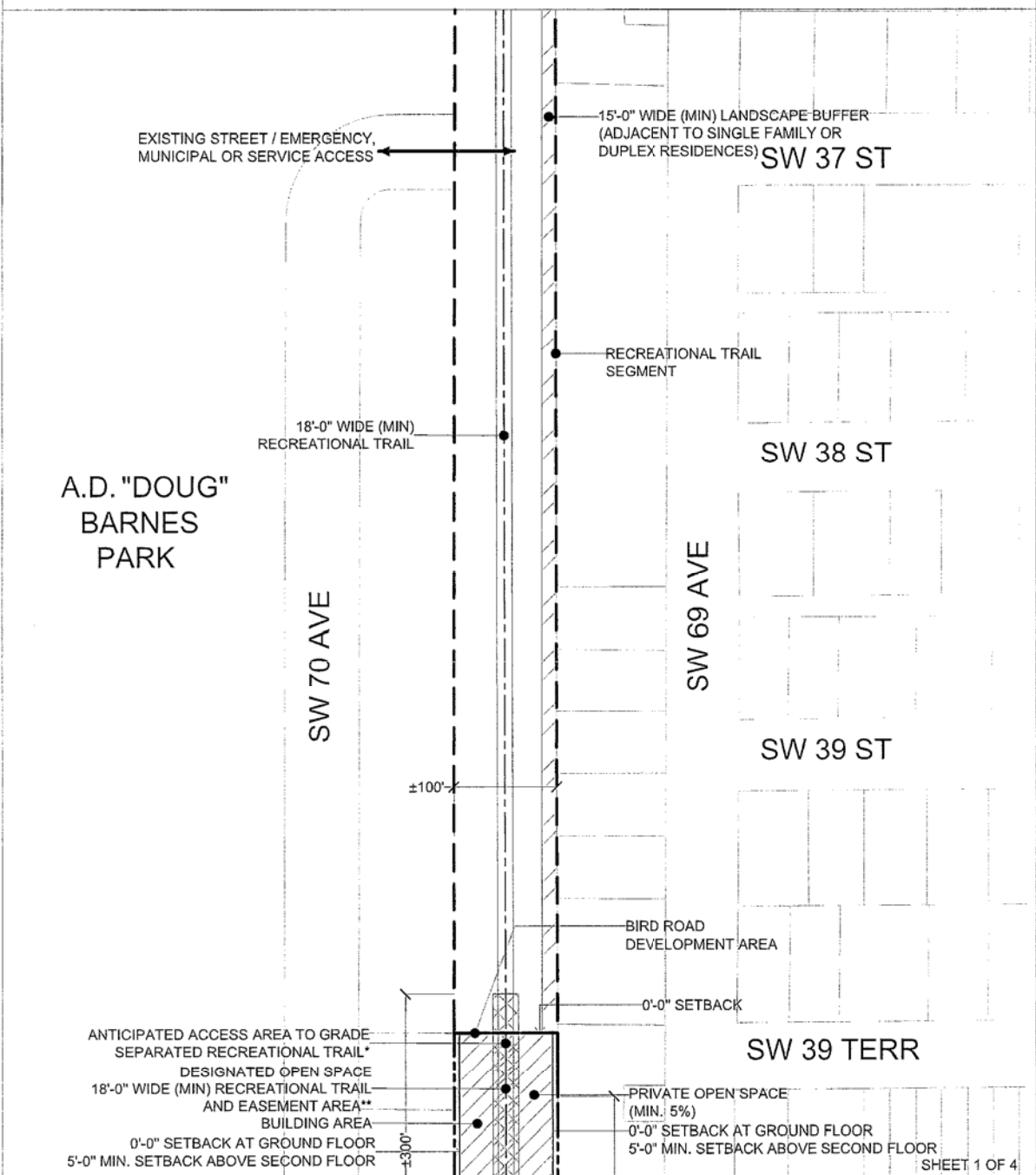


*FINAL ACCESS LOCATIONS TO BE DETERMINED AT THE TIME OF FINAL DEVELOPMENT PLAN REVIEW
 **EASEMENT AREA MAY BE SHIFTED OR RELOCATED PURSUANT TO THE CORAL WAY NODE PERPETUAL EASEMENT AGREEMENT.


APPLICANT: LR 13-18, LLC FECI LT1, LLC	LUDLAM TRAIL, CORAL WAY DEVELOPMENT AREA (1 OF 1) ACCESS AND BIKE ROUTE PLAN INITIAL DEVELOPMENT PLAN REVIEW	SCALE: 1" = 100' DATE: 9/24/2018 
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21

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 218-052
 OCT 16 2018
 MIAMI-DADE COUNTY
 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *Cam*



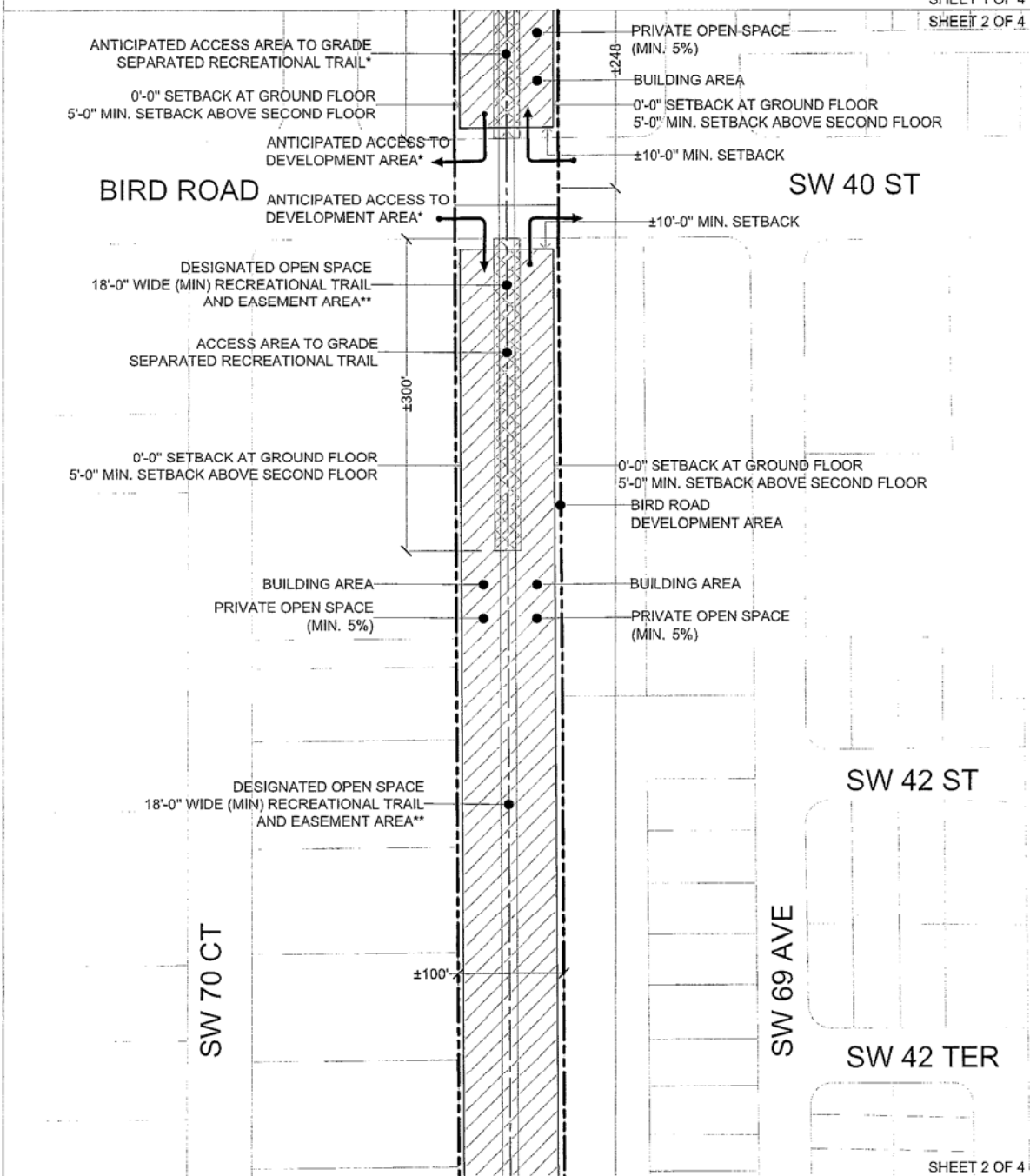
*FINAL ACCESS LOCATIONS TO BE DETERMINED AT THE TIME OF FINAL DEVELOPMENT PLAN REVIEW
 **EASEMENT AREA MAY BE SHIFTED OR RELOCATED PURSUANT TO THE BIRD ROAD NODE PERPETUAL EASEMENT AGREEMENT.

APPLICANT: LR 13-18, LLC FECI LT1, LLC	LUDLAM TRAIL_BIRD ROAD DEVELOPMENT AREA (1 OF 4) ACCESS AND BIKE ROUTE PLAN INITIAL DEVELOPMENT PLAN REVIEW	SCALE: 1" = 100' DATE: 9/24/2018 
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22


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 2/8-052
 OCT 16 2018
 MIAMI-DADE COUNTY
 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *CMR*

SHEET 1 OF 4
 SHEET 2 OF 4



SHEET 2 OF 4
 SHEET 3 OF 4

*FINAL ACCESS LOCATIONS TO BE DETERMINED AT THE TIME OF FINAL DEVELOPMENT PLAN REVIEW
 **EASEMENT AREA MAY BE SHIFTED OR RELOCATED PURSUANT TO THE BIRD ROAD NODE PERPETUAL EASEMENT AGREEMENT.

APPLICANT: LR 13-18, LLC FECI LT1, LLC	LUDLAM TRAIL_BIRD ROAD DEVELOPMENT AREA (2 OF 4) ACCESS AND BIKE ROUTE PLAN INITIAL DEVELOPMENT PLAN REVIEW	SCALE: 1" = 100' DATE: 9/24/2018 
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23

SW 68 CT

DESIGNATED OPEN SPACE
18'-0" WIDE (MIN) RECREATIONAL TRAIL
AND EASEMENT AREA**

BUILDING AREA
PRIVATE OPEN SPACE
(MIN. 5%)

BIRD ROAD
DEVELOPMENT AREA

0'-0" SETBACK AT GROUND FLOOR
5'-0" MIN. SETBACK ABOVE SECOND FLOOR

0'-0" SETBACK AT GROUND FLOOR
5'-0" MIN. SETBACK ABOVE SECOND FLOOR

SW 44 ST

SW 44 ST

ANTICIPATED ACCESS TO DEVELOPMENT AREA*

0'-0" SETBACK AT GROUND FLOOR
5'-0" MIN. SETBACK ABOVE SECOND FLOOR

0'-0" SETBACK AT GROUND FLOOR
5'-0" MIN. SETBACK ABOVE SECOND FLOOR

BUILDING AREA

DESIGNATED OPEN SPACE
18'-0" WIDE (MIN) RECREATIONAL TRAIL
AND EASEMENT AREA**

SW 45 LN

SW 46 ST

*FINAL ACCESS LOCATIONS TO BE DETERMINED AT
THE TIME OF FINAL DEVELOPMENT PLAN REVIEW
**EASEMENT AREA MAY BE SHIFTED OR RELOCATED
PURSUANT TO THE BIRD ROAD NODE PERPETUAL
EASEMENT AGREEMENT.

APPLICANT:
LR 13-18, LLC
FECI LT1, LLC

LUDLAM TRAIL_BIRD ROAD DEVELOPMENT AREA (3 OF 4)
ACCESS AND BIKE ROUTE PLAN

INITIAL DEVELOPMENT PLAN REVIEW

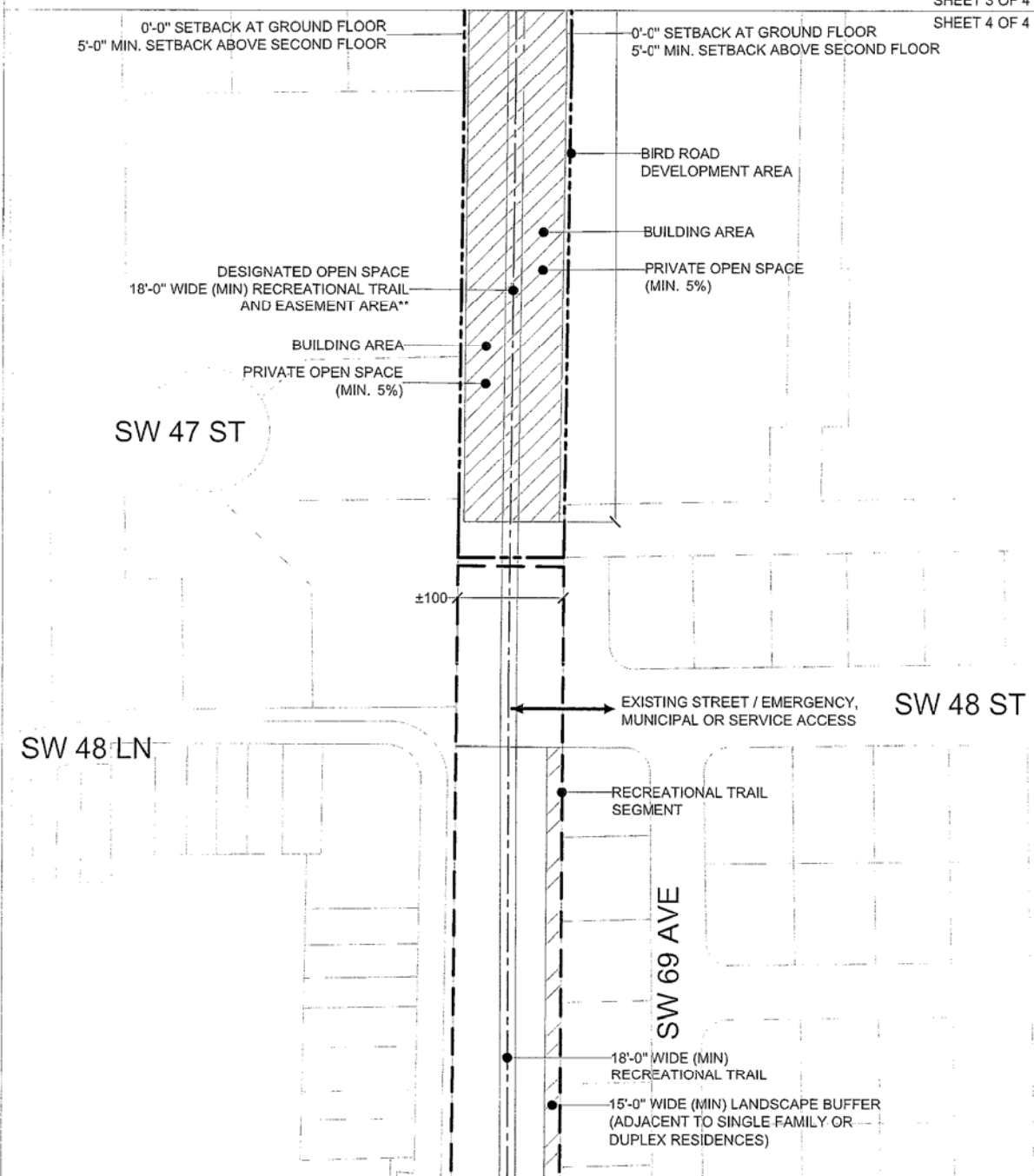
SCALE: 1" = 100'

DATE: 9/24/2018




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 2/8-052
 OCT 16 2018
 MIAMI-DADE COUNTY
 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *SM*

SHEET 3 OF 4
 SHEET 4 OF 4

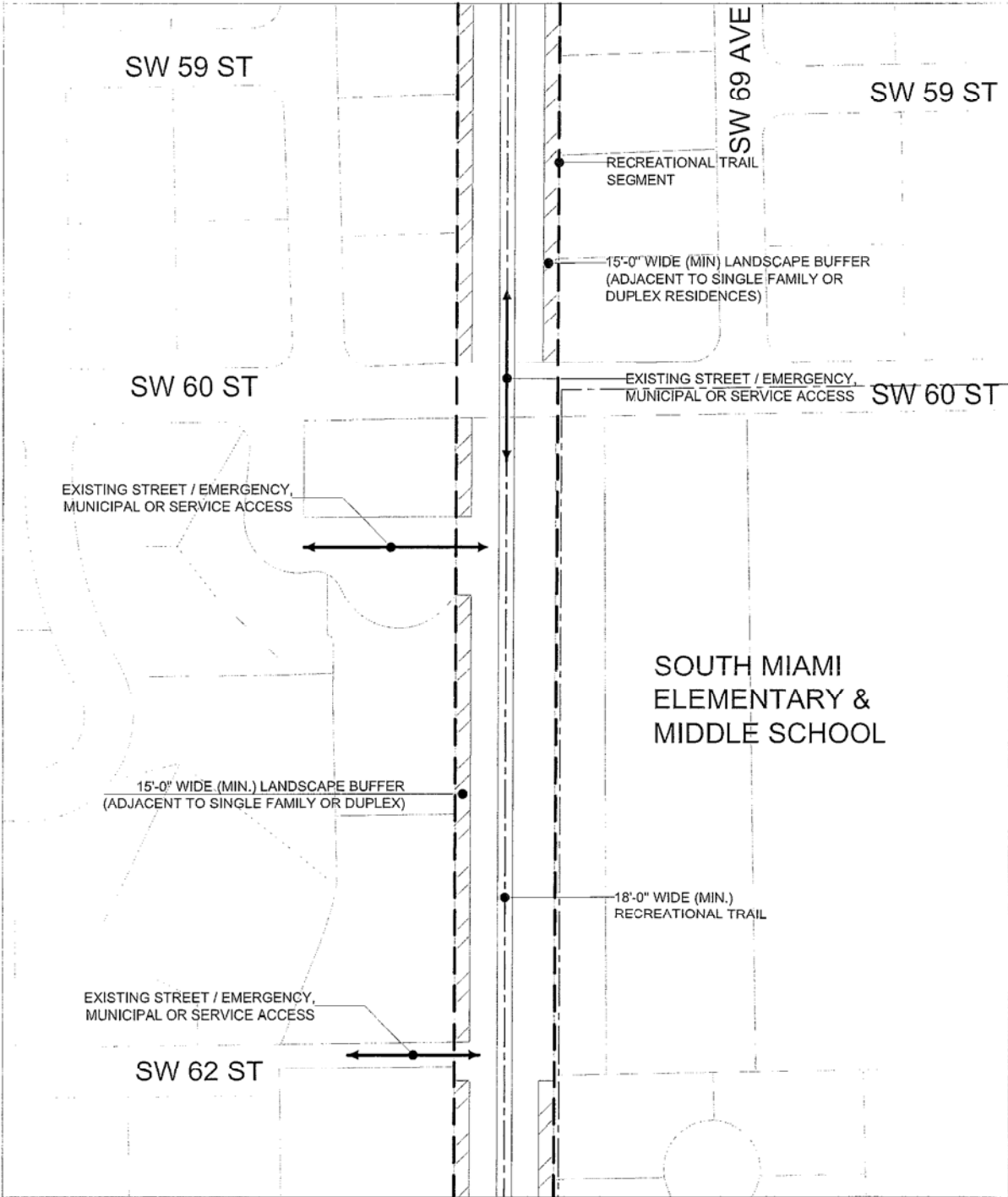


*FINAL ACCESS LOCATIONS TO BE DETERMINED AT
 THE TIME OF FINAL DEVELOPMENT PLAN REVIEW
 **EASEMENT AREA MAY BE SHIFTED OR RELOCATED
 PURSUANT TO THE BIRD ROAD NODE PERPETUAL
 EASEMENT AGREEMENT.

APPLICANT: LR 13-18, LLC FECI LT1, LLC	LUDLAM TRAIL_BIRD ROAD DEVELOPMENT AREA (4 OF 4) ACCESS AND BIKE ROUTE PLAN INITIAL DEVELOPMENT PLAN REVIEW	SCALE: 1" = 100' DATE: 9/24/2018 
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25

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 218-052
 OCT 16 2018
 MIAMI-DADE COUNTY
 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *CHL*



CITY OF SOUTH MIAMI

*FINAL ACCESS LOCATIONS TO BE DETERMINED AT THE TIME OF FINAL DEVELOPMENT PLAN REVIEW

APPLICANT:	LUDLAM TRAIL_RECREATIONAL TRAIL SEGMENT-TYPICAL (1 OF 2) ACCESS AND BIKE ROUTE PLAN	SCALE: 1" = 100'	
LR 13-18, LLC FEC1 LT1, LLC	INITIAL DEVELOPMENT PLAN REVIEW	DATE: 9/24/2018	

26

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 218-052
 OCT 16 2018
 MIAMI-DADE COUNTY
 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES

GANL

LAND USE AREAS

 CORRIDOR-RECREATION-TRAIL (C-RT)



APPLICANT:
 LR 13-18, LLC
 FECLT1, LLC

LUDLAM TRAIL_RECREATIONAL TRAIL SEGMENT-TYPICAL (2 OF 2)
 ACCESS AND BIKE ROUTE PLAN

LUDLAM TRAIL_INITIAL DEVELOPMENT PLAN REVIEW

SCALE: N.T.S.

DATE: 9/12/2018



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 218-052
 OCT 16 2018
 MIAMI-DADE COUNTY
 DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES
 DEVELOPMENT SERVICES *CHAL*

FECI [LR 13-18, LLC]

Quantitative Data Table

Development Area (gross acre) 1.71 1.06 6.66
 Development Area (net acre) 1.66 1.04 6.62
 Recreational Trail Segment (gross acre) 8.86 10.09 25.83
 Land Uses per Development Area
 C-MCI C-RT C-MC C-RT C-MC C-RT
 Residential Use (acre) 1.37 n/a 0.85 n/a 5.33 n/a
 Non-Residential Use (acre) 0.34 8.86 0.21 10.09 1.33 25.83
 Range of Densities (du/gross acre) 0-125 n/a 0-60 n/a 0-90 n/a
 max CDMP Density (du/gross acre) 125 n/a 60 n/a 90 n/a
 Range of Dwelling Units (up to) 214 n/a 64 n/a 599 n/a
 max. Proposed Height (stories) 12** n/a 6** n/a 6** n/a
 max. Proposed Floor Area Ratio 5.0 n/a 2.5 n/a 2.5 n/a
 Total Designated Open Space* (acre) 0.26 8.86 0.16 10.09 1.00 25.83
 Total Private Open Space (acre) 0.09 n/a 0.05 n/a 0.33 n/a

	Tamiami Trail Development Area	Recreational Trail (btwn Tamiami Trail and Coral Way)	Coral Way Development Area	Recreational Trail (btwn Coral Way & Bird Road)	Bird Road Development Area	Recreational Trail (south to SW 80 Ave)
Development Area (gross acre)	1.71		1.06		6.66	
Development Area (net acre)	1.66		1.04		6.62	
Recreational Trail Segment (gross acre)		8.86		10.09		25.83
Land Uses per Development Area	C-MCI	C-RT	C-MC	C-RT	C-MC	C-RT
Residential Use (acre)	1.37	n/a	0.85	n/a	5.33	n/a
Non-Residential Use (acre)	0.34	8.86	0.21	10.09	1.33	25.83
Range of Densities (du/gross acre)	0-125	n/a	0-60	n/a	0-90	n/a
max CDMP Density (du/gross acre)	125	n/a	60	n/a	90	n/a
Range of Dwelling Units (up to)	214	n/a	64	n/a	599	n/a
max. Proposed Height (stories)	12**	n/a	6**	n/a	6**	n/a
max. Proposed Floor Area Ratio	5.0	n/a	2.5	n/a	2.5	n/a
Total Designated Open Space* (acre)	0.26	8.86	0.16	10.09	1.00	25.83
Total Private Open Space (acre)	0.09	n/a	0.05	n/a	0.33	n/a

* Designated Open Space shall meet or exceed fifteen percent (15%) of the overall assemblage, which shall include a minimum 18-foot wide continuous trail.


** Maximum Building Heights shall be as provided in the Comprehensive Development Master Plan for the Ludlam Trail Corridor District.

Memorandum



Date: May 23, 2018

To: Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

From: Jose Gonzalez, P.E.
Department of Regulatory and Economic Resources 

Subject: Z2018000052-1st Revision
LR13-18, LLC and FECI LT 1, LLC
North of NW 7th Street to approximately SW 80th Street, generally
along theoretical NW/SW 69th Avenue
District Boundary Change to Special District – Ludlam Trail Corridor
(GU) (59.8 Acres)

The subject application has been reviewed by the Department of Regulatory and Economic Resources – Division of Environmental Resources Management (DERM) for compliance with the requirements of Chapter 24 of the Miami-Dade County Code (the Code). Accordingly, DERM offers the following comments:

Wellfield Protection

A portion of the proposed corridor, from SW 53rd Street to SW 72nd Street falls within the maximum the Maximum Day Pumpage Wellfield Protection Area for the Alexander Orr/Snapper Creek/Southwest Wellfield Complex. Development in this section of the corridor shall be in accordance with the regulations established in Section 24-43 of the Code of Miami-Dade County (the Code).

Potable Water Service

Public water can be made available along the proposed corridor. Therefore, connection of future development to the public water supply system shall be required in accordance with Code requirements.

Existing public water facilities and services meet the Level of Service (LOS) standards set forth in the Comprehensive Development Master Plan (CDMP). Furthermore, the proposed development order, if approved, will not result in a reduction in the LOS standards subject to compliance with the conditions required by DERM for this proposed development order.

Wastewater Disposal

Based on the information submitted, the requested district boundary change does not propose any construction at this time. According to DERM records public sanitary sewers are not currently abutting some sections of the proposed corridor. Please note, DERM will evaluate the feasibility of connecting to the public sanitary sewer system for any future development order that proposes construction on this property.

For those properties not within feasible distance to available public sewer lines DERM would not object to the interim use of a septic tank and drainfield provided that the following items are satisfied:

1. Any future development shall not exceed the maximum sewage loading allowed by Section 24-43.1(4)(b) of the Code.

2. Pursuant to Section 24-43.1(4)(a) of the Code, the property owner must record a a covenant running with the land in favor of Miami-Dade County which provides that the only liquid waste, less and except the exclusions contained therein, which shall be generated, disposed of, discharged or stored on the property shall be domestic sewage discharged into a septic tank.

Notwithstanding the foregoing, and in light of the fact that the County's sanitary sewer system has limited sewer collection, transmission, and treatment capacity, no new sewer service connections can be permitted, unless there is adequate capacity to handle the additional flows that this project would generate. Consequently, final development orders for this site may not be granted if adequate capacity in the system is not available at the point in time when the project will be contributing sewage to the system. Lack of adequate capacity in the system may require the approval of alternate means of sewage disposal. Use of an alternate means of sewage disposal may only be granted in accordance with Code requirements, and shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

Stormwater Management

Any development/redevelopment involving 2 acres or more of impervious area shall require a DERM Surface Water Management General Permit for the construction and operation of the required surface water management system. This permit shall be obtained prior to any future development order approval. The applicant is advised to contact the DERM Water Control Section (305-372-6681) for further information regarding permitting procedures and requirements.

Stormwater should be retained on site utilizing designed seepage or infiltration drainage system. Drainage plans shall provide for full on-site retention of the stormwater runoff generated by a 5-year/1-day storm event.

Site grading and development shall provide for the full retention of the 25-year/3-day storm event and shall also comply with the requirements of Section 11C of the Code, as well as with all State and Federal Criteria, and shall not cause flooding of adjacent properties.

If the site is contaminated the proposed surface water management system must be approved by DERM's Pollution Remediation Section (PRS). It is the applicant's responsibility to contact the PRS at (305)372-6700 for additional information.

Applicant is advised that a DERM Class VI Permit shall be required for the construction of the surface water management system.

Any work within the Canal Maintenance easement and within the Canal Right of Way will require a DERM Class III Permit from the Water Control Section.

Any proposed development shall comply with county and federal flood criteria requirements. The proposed development order, if approved, will not result in a reduction in the LOS standards for flood protection set forth in the CDMP subject to compliance with the conditions required for this proposed development order.

Trees

Section 24-49 of the Code and CON 8A of the CDMP provides for the preservation and protection of specimen tree resources. A Miami-Dade County Tree Permit is required prior to the removal and/or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code. An

inspection by DERM on May 18th, 2018 revealed the presence of tree resources, including specimen trees (trees with a trunk diameter at breast height of 18 inches or greater) and environmentally sensitive tree resources that contribute to the aesthetics of the project area. During the permit application process, a covenant will be required for all specimen size trees or environmentally sensitive tree resources preserved on-site, especially for the areas shown for recreational trail use. In addition, a tree survey with a tree disposition table may be required.

Though the folios identified in the proposed development do not contain Natural Forest Community (NFC), one of the folio numbers, 30-4014-000-0070, is adjacent to AD Barnes Park which contains NFC. As such, development on the subject parcels must avoid adverse impacts to the NFC properties. According to the landscape code for Miami-Dade County, controlled species may not be planted within 500 feet of the native plant community. Please refer to the Landscape Manual of the Department of Planning and Zoning for a list of these controlled landscaping plants.

Please be advised that the subject project site is located within the United States Fish & Wildlife consultation area for the federally endangered Florida Bonneted Bat. The area addressed provides a combination of land and open water that is similar to other sites in Miami-Dade County where foraging or roosting by bonneted bat has been documented. The applicant is advised to consult with the USFWS and any other necessary federal or state agencies before conducting any work or activities on the property. The Vero Beach office of the USFWS may be reached at (772) 562-3909. Please be aware that the federal government may require certain actions or protections on the property, and this may result in the need to modify the plans for the property. Therefore, it is recommended that the applicant consult with the USFWS at an early stage in the process.

The applicant is not authorized to commence any work or activities associated to the subject application until any and all approvals or permits have been obtained, if necessary, from the federal government pursuant to the Endangered Species Act and from the State of Florida pursuant to Florida law on endangered species. Please be advised that, even after work commences, if Miami-Dade County is advised by the federal government, the State of Florida, or a court that an activity on the subject properties is in violation of the Endangered Species Act, in violation of Florida law on endangered species, or in violation of a permit or approval granted by the federal government pursuant to the Endangered Species Act, such violation may result in an immediate stop work order.

Finally, in accordance with Section 24-49.9 of the Code and CON8I of the CDMP, all plants prohibited by Miami-Dade County shall be removed from all portions of the property prior to development, or redevelopment and developed parcels shall be maintained to prevent the growth or accumulation of prohibited species. The footprint of the Ludlam Trail does contain a large amount of prohibited trees, including Australian pine (*Casuarina equisetifolia*) and Brazilian pepper (*Schinus terebinthifolius*).

Please contact the Tree Permitting Program at 305-372-6574 for additional information regarding tree permitting procedures and requirements.

Pollution Remediation

The proposed corridor has records of current contamination issues under Ludlam Trail (DERM file HWR-836). The assessment results for the portions of the Ludlam Corridor Properties 'All Green Trail' indicate that soil contaminated with arsenic and polynuclear aromatic hydrocarbons (PAHs) are present across the site. Prior to the implementation of the planned development, DERM requires the submittal of a soil management plan, health and safety plan and air monitoring plan to be submitted to address the existing contamination. Furthermore, any construction, development, drainage, and dewatering at the subject site will also require DERM review and approval as it relates to environmental contamination issues.

Enforcement History

The subject property has no open and one (1) closed enforcement records for violations of Chapter 24 of the Code. Please contact the Enforcement Section if you require additional information.

Concurrency Review Summary

A concurrency review has been conducted for this application and has determined that the same meets all applicable LOS standards for an initial development order, as specified in the adopted CDMP for potable water supply, wastewater disposal, and flood protection. Therefore, the application has been approved for concurrency subject to the comments and conditions contained herein.

This concurrency approval does not constitute a final concurrency statement and is valid only for this initial development order, as provided for in the adopted methodology for concurrency review. Additionally, this approval does not constitute any assurance that the LOS standards would be met by any subsequent development order applications concerning the subject property.

This memorandum shall constitute written approval as required by Chapter 24 of the Code.

If you have any questions concerning the comments or wish to discuss this matter further, please contact Christine Velazquez at (305) 372-6764.

cc: Nathan Kogon, Department of Regulatory and Economic Resources

Memorandum



Date: March 20, 2018
To: Nathan Kogon
Assistant Director
Regulatory and Economic Resource Department
From: Darlene M. Fernandez, P.E.
Assistant Director
Department of Transportation and Public Works
Subject: DIC 18-052
Name: LR13-18, LLC and FECI LT 1, LLC
Section 11, 14, 23, 26 & 35 Township 54 South Range 40 East

I. PROJECT LOCATION:

The property is located from NW 7 Street to approximately SW 80 Street, generally along theoretical NW/SW 69 Avenue.

II. APPLICATION REQUEST:

This application is requesting the approval for a district boundary change from GU, EU-M, EU-1, RU-1, RU-2, IU-1, IU-2 and DKUC to a special district of Ludlam Trail Corridor District.

III. RECOMMENDATION:

Miami-Dade County Department of Transportation and Public Works (DTPW) Traffic Engineering Division (TED) has no objection to this application. This application does not generate any new additional daily peak hour trips, therefore no vehicle trips have been assigned. This application meets the traffic concurrency criteria set for an Initial Development Order.

IV. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

Will be evaluated at the time of site plan reviews.

V. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

Will be evaluated at the time of site plan reviews.

VI. TRAFFIC COMMENTS:

Traffic study will be required, will be determined based on the site plan reviews.

VII. SITE PLAN CRITIQUE:

1. This land **requires** platting in accordance with Chapter 28 of the Miami-Dade County Code. Any right-of-way dedications and/or improvements required will be accomplished thru the recording of a plat.

VIII. STANDARD CONDITIONS:

A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted as part of the paving and drainage plans: "I hereby certify that all of the roads for the subject project comply with all of the applicable portions of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) regarding: design speed, lane widths, horizontal alignment, vertical alignment, stopping sight distance, sight distance, horizontal clearance, vertical clearance, superelevation, shoulder widths, grades, bridge widths, etc."

c: Raul A. Pino, PLS, Department of Regulatory and Economic Resources

Memorandum



Date: April 10, 2018

To: Nathan Kogon, Assistant Director
Development Services
Department of Regulatory and Economic Resources (RER)

From: Maria A. Valdes, CSM, LEED® Green Associate
Chief, Planning & Water Certification Section
Water and Sewer Department (WASD)

A handwritten signature in black ink, appearing to read "Maria Valdes".

Subject: Zoning Application Comments - LR 13-18, LLC & FECI LT 1, LLC
Application No. Z2018000052

The Water and Sewer Department (WASD) has reviewed the zoning application for the proposed development. Below, please find the comments for the subject application. The information provided below is preliminary and it does not affect the Zoning Process.

Application Name: LR 13-18, LLC & FECI LT 1, LLC.

Location: Generally located north of NW 7 Street to approximately SW 80 Street, generally along theoretical NW/SW 69 Avenue with Folios No. (30-3052-000-0020, 30-4002-000-0111, and 30-4011-000-0052- FWCI LTC) and Folios No. (30-4011-000-0050, 30-4011-018-0040, 30-4011-018-0080, 30-4011-019-0690, 30-4011-019-1100, 30-4014-000-0070, 30-4023-000-0500, 30-4026-000-0190, 30-4035-000-0210, 30-4035-000-1330, 30-4035-000-1440 and 30-4035-000-1280 – LR 13-18 LLC)

Proposed Development: District boundary change from GU, EU-M, EU-1, RU-1, RU-2, IU-1, IU-2 and DKUC/ Predominantly abandoned railroad Right-of- Way to Special District - Ludlam Trail Corridor District.

Water/Sewer: The proposed development is located within WASD's water and sewer service area. There are water and sewer mains in the vicinity of the subject corridor and the required water/sewer infrastructure needed for the future developments within the corridor will be determined at the time of development, on a one to one basis.

Should you have any questions, please call me at (786) 552-8198 or Alfredo Sanchez at (786) 552-8237.

Memorandum



Date: April 25, 2018

To: Nathan Kogon, Assistant Director
Regulatory and Economic Resources Department

From: Mike Fernandez, Deputy Director, Waste Operations
Department of Solid Waste Management

A handwritten signature in black ink, appearing to read "Mike Fernandez". The signature is written in a cursive style with a large, sweeping flourish at the end.

Subject: FECl (#Z18_052)

The Department of Solid Waste Management, Waste Operations, review of the above-referenced item is provided below. Additional comments will be provided as needed. **The DSWM has no objections to the proposed application.**

Application: FECl LT1,LLC and LR13-18, LLC are requesting a Zoning District Boundary change from GU (General Use), EU-M (Modified Single Family Estates, 15,000 square feet), EU-1 (Single Family Estates, 1 acre), RU-1 (Single Family, 7500 square feet), RU-2 (Two Family, 7,500 square feet), IU-1 (Industrial Light Manufacturing District), and DKUC (Downtown Kendall Urban Center District) to Ludlam Trail Corridor District. The Corridor District is a new zoning category created to facilitate the redevelopment of former railroad corridors and other linear pathways into recreational trails and mixed-use development. Designated development nodes referred to as Development Areas along the trail occur at Blue Lagoon, Tamiami Trail, Coral Way, and Bird Road.

Size: The subject property is approximately 59.8 acres in size.

Location: The property is configured in a 100-foot wide strip of land extending from SW 80th Street on the south to approximately NW 7th Street on the north, and running between SW 69th Avenue on the east and SW 70th Avenue on the west.

Analysis:

1. Solid Waste Disposal

The Miami-Dade County Solid Waste Management System consists of both County facilities and private facilities under contract as follows: three Class I landfills (two owned by Waste Management Inc., of Florida) a Class III landfill, a Resources Recovery Facility waste to energy plant and associated ash monofill, and three regional transfer facilities. The Department of Solid Waste Management (DSWM) does not assess or adjust estimated capacity requirements based on the impacts of individual developments. Instead, the Department maintains sufficient disposal capacity to accommodate five years of waste flows committed to the system through long-term interlocal agreements or contracts with municipalities and private waste haulers and anticipated non-committed waste flows. The latest Concurrency Status Determination issued on September 29, 2017, which is valid for one year, shows sufficient disposal system capacity to exceed the County's adopted level of service (five years of capacity). This determination, which is on file with the Regulatory and Economic Resources Department (formerly the Department of Planning and Zoning) is contingent upon the continued ability of the County to obtain and renew disposal facility operating permits from the Florida Department of Environmental Protection, as needed.

2. Garbage and Trash Collection Services

Should the Zoning District Boundary Change be approved, permitted uses for designated Development Areas along the trail that are located in unincorporated Miami-Dade County would include commercial and multi-family establishments as defined in Chapter 15 of the Miami-Dade County Code. Chapter 15, entitled Solid Waste Management, requires the following of commercial and multi-family developments located in unincorporated Miami-Dade County:

"Every commercial and multi-family residential establishment shall utilize the solid waste collection services of either the proper governmental agency able to provide such services, or that of a licensed solid waste hauler authorized to perform such services by the Director of the Department." Because the DSWM typically does not service commercial or multifamily establishments located in unincorporated Miami-Dade County, the landlord or property owner is required to contact a private hauler to provide waste and recycling collection service.

3. Recycling: Multifamily Residential Units

Section 15-2.2a of the Code requires that "every multi-family residential establishment shall provide for a recycling program which shall be serviced by a permitted hauler or the appropriate governmental agency and shall include, at a minimum, the five (5) materials listed below."

- 1) Newspaper
- 2) Glass (flint, emerald, amber)
- 3) Aluminum cans
- 4) Steel cans
- 5) Plastics (PETE, HDPE-natural, HDPE-colored)

Section 15-2.2b of the Code states that the failure of a multi-family residential establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 of the Code shall constitute a violation of this section for which the property owner(s) shall be liable, provided, however, that in the case of a condominium or cooperative apartment having a condominium association or cooperative apartment association, said association, rather than individual unit owners, shall be liable for any such violation.

Applicants are **strongly** advised to incorporate adequate space and facilities in their building plans to accommodate the required recycling program (i.e., somewhere for residents to store and set out their recycling carts or bins or, in the case of centralized waste collection with dumpster containers, a permanent space for recycling carts or larger receptacles).

Requests for approval of modified recycling programs must be made directly to the Department. The application for modified recycling programs may be found on the website at <http://www.miamidade.gov/solidwaste/multifamily-recycling.asp>.

4. Recycling: Commercial Establishments

Section 15-2.3a of the Code requires commercial establishments "to provide for a recycling program, which shall be serviced by a permitted hauler or the appropriate governmental agency. The recycling program for commercial establishments must include a minimum of three (3) materials chosen from the following:

- | | |
|----------------------------------|------------------------------------------------|
| 1) High grade office paper | 6) Steel (cans, scrap) |
| 2) Mixed paper | 7) other metals/scrap production materials |
| 3) Corrugated cardboard | 8) Plastics (PETE, HDPE-natural, HDPE-colored) |
| 4) Glass (flint, emerald, amber) | 9) Textiles |
| 5) Aluminum (cans, scrap) | 10) Wood |

Section 15-2.3b of the Code states that the failure of a commercial establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 of the Code shall constitute a violation of this section for which the property owner and the owner(s) and operator(s) of the commercial establishment shall be jointly and severally liable.

5. Waste Storage/Setout Considerations

Section 15-4 of the Code requires that plans for storage and collection of recycling and solid waste be adequate before a building permit may be issued. Site plans must address location, accessibility, number and adequacy of recycling and solid waste collection and storage facilities. The site plan legend must contain the following statement: "Facilities for the collection and storage of solid waste are shown in accordance with Section 15-4 of the Miami-Dade County Code."

6. Site Circulation Considerations

It is required that development plans associated with this project incorporate at least one of the following traffic circulation criteria to minimize the reversing of waste vehicles and hence, provide for the safe circulation of service vehicles:

- a. Cul-de-sac with a minimum 49 foot turning radius (no "dead-ends")
- b. "T" shaped turnaround 60 feet long by 10 feet wide
- c. Paved throughway of adequate width (minimum 15 feet)

In addition, any and all alleyways designed with utilities, including waste collection, provided at the rear of the property should be planned in accordance with standard street specifications with sufficient width and turning radii to permit large vehicle access. There should be no "dead-end" alleyways developed. A sufficient waste set-out zone should be preserved (between the edge of the pavement and any possible obstructions such as parked cars, fencing, etc.,) that would interrupt or preclude waste collection.

Memorandum



Date: April 2, 2018

To: Nathan M. Kogon, AICP
Development Services Division
Assistant Director, Regulatory and Economic Resources Department

From: Alejandro Zizold, PROS Master Plan Manager *AZ*
Planning and Design Excellence Division
Parks, Recreation and Open Spaces Department

Subject: Z2018-052– LR 13-18, LLC and FECI LT 1, LLC

Applicant Name: LR 13-18, LLC and FECI LT 1, LLC

Project Location: The site is located on approximately 5.1-mile-long, 59.8 Acres segment of the former Florida East Coast Railroad right of way and south of SW 44th Street in unincorporated Miami-Dade County. The property extends from SW 80th Street to approximately 400 feet north of NW 7th Street and along theoretical NW/SW 69th Avenue (The Ludlam Corridor)

Application: The Parcels along the corridor are currently zoned IU-1 and IU-2 (Industrial, Light Manufacturing and Industrial Heavy Manufacturing Districts) with Bird Road Design and Industrial (BRDI) Overlay District, and have a land use designation of Industrial and Office. The application is for rezoning the entire site "Corridor District" in accordance with regulations adopted by the Board of County Commissioners pursuant to Ordinance 17-91.

Current Park Benefit District Area Conditions: County owned park and recreation facilities (both Areawide and Local) serving Park Benefit District 2 are shown in Figure 1. County-owned local parks that are within three miles of the subject application are described in Table A.

**Table A - County Parks (Local)
Within a 3 Mile Radius of Application Area.**

PARK NAME	ADDRESS	CLASSIFICATION	ACREAGE	TYPE
Sunset Heights Park	960 SW 73 Court	MINI-PARK	0.32	Local
Schenley Park	2750 SW 57 Avenue	NEIGHBORHOOD PARK	2.00	Local
Humble Mini Park	7580 SW 39 Terrace	MINI-PARK	0.50	Local
Brothers To The Rescue Memorial Park	2420 SW 72th AVE	SINGLE PURPOSE PARK	5.70	Local
Banyan Park	SW 30 ST / SW 87 AVE	NEIGHBORHOOD PARK	3.14	Local
Rockway Park	9460 SW 27TH DR	COMMUNITY PARK	2.52	Local
Miller Drive Park	5510 SW 94TH CT	COMMUNITY PARK	4.07	Local
Blue Lakes Park	4225 SW 92 Avenue	NEIGHBORHOOD PARK	6.00	Local
Sudlow Park	7281 SW 72 Street	MINI-PARK	1.12	Local
Sunkist Park	8401 SW 64 Street	NEIGHBORHOOD PARK	0.77	Local
Francisco Human Rights Park	9445 SW 24 ST	MINI-PARK	3.78	Local
Coral Villas Park	6398 SW 35 ST	MINI-PARK	0.37	Local

Impact and Demand: The potential for residential development under the proposed Corridor District land use designation is estimated at 1,746 dwelling units with an estimated population of 3,946 persons. The analysis for this scenario results in an impact of 10.85 acres based on the minimum Level of Service standard for the provision of local recreation open space. By Ordinance the total designated open space for the entire corridor is required to be no less than 25.83 acres. There is a surplus capacity of 473.18 local recreation open space within the overall area of PBD 2. The code provides for density bonuses for the provision of workforce housing units if the maximum height authorized in the Comprehensive Development Master Plan is not exceeded. Our analysis does not consider potential density bonuses.

Recreation and Open Space Element policies ROS-2a (i); (ii); (iii); (iv); and (v) provide for the establishment of Miami-Dade County's minimum Level of Service standard for the provision of local recreation open space. The site is located in Park Benefit District (PBD) 2 which has a surplus of 401.52 acres of local parkland and therefore the project meets concurrency when analyzed in terms of (2.75) acres per 1,000 unincorporated areas residents within this Park Benefits District.

Recommendation: Based on the proposed development proposal and our findings described herein **PROS HAS NO OBJECTION TO THIS APPLICATION.**

If you need additional information or clarification on this matter, please contact Zafar Ahmed at (305) 755-7997

AZ:za



LR13-18, LLC and FECL1, LLC
Zoning Application Z2018-052
Corridor District LUDLUM TRAIL


15

Memorandum



DATE: March 8, 2018

TO: Jorge Vital
DIC Coordinator
Department of Regulatory and Economic Resources (RER)

FROM: Matthew Vinke, AICP 
Transit Planner II
Department of Transportation and Public Works (DTPW)

SUBJECT: Review of DIC Project No. Z2018000052
LR 13-18, LLC and FECI LT 1, LLC
DTPW Project No. OSP173
FSC No. 41.04

Project Description

The applicants, LR 13-18, LLC and FECI LT 1, LLC, has submitted a request to rezone property that is approximately 100 feet wide and 5.1 miles long extending along theoretical NW/SW 69th Avenue between NW 7th Street and SW 80th Street to "Corridor District" in accordance with Ordinance No. 17-91. In July 2017, the subject property's land use designation was amended on the Comprehensive Development Master Plan (CDMP) text and Land Use Map from "Transportation" to the newly created "Special District" category and "Ludlam Trail Corridor District" sub-category. Therefore, this rezoning request is consistent with the recently adopted "Ludlam Trail Corridor District" sub-category and the newly created Corridor District.

Current Transit Service

The subject area traverses many major arterials that are served by Metrobus routes. The southern limit of the subject area is also within a reasonable distance to the Dadeland North Metrorail Station. The table below details the service headways (in minutes) for the transit services that the subject area traverses:

Metrobus Route Service Summary DIC Project No. Z2018000052							
Route	Service Headways (in minutes)						Type of Service
	Weekday				Weekend		
	Peak (AM/PM)	Off-Peak (midday)	Evenings (after 8pm)	Overnight (OVN)	Saturday	Sunday	
7	30	40	60	n/a	40	40	L/F
8	15	20	30	n/a	20	30	L/F
11	10	15	20	60	15	20	L/F
24 (Coral Way Limited)	20	20	30	n/a	30	30	L/F
40	15	30	50	n/a	60	60	L/F
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a	E/F
52	30	45	60	n/a	45	60	L/F
56	60	60	n/a	n/a	n/a	n/a	L
72	30	30	40	n/a	60	60	L/F
73	30	40	60	n/a	60	60	L/F
87	30	45	60	n/a	45	60	L/F
88	20	30	30	n/a	30	30	L/F
104	30	45	60	n/a	60	60	L/F
204 (Killian KAT)	8.5	n/a	30	n/a	n/a	n/a	E/F
238 (East-West Connection)	45	60	n/a	n/a	n/a	n/a	L/F
272 (Sunset KAT)	20	n/a	n/a	n/a	n/a	n/a	E/F
288 (Kendall Cruiser)	7.5	n/a	n/a	n/a	n/a	n/a	E/F
500 (Midnight Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn	L
Orange Line Metrorail	5-10*	15	15	n/a	15	15	HRT
Green Line Metrorail	5-10*	15	15	n/a	30	30	HRT

Notes:

- L means Metrobus local route service
- F means Metrobus feeder service to Metrorail or Tri-Rail
- E means Metrobus Express or Limited-Stop service
- ovn overnight service only
- HRT Heavy Rail Transit (train)

August 2017 Line Up

** 5-minute combined headway (Orange Line and Green Line) during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. The Green Line Metrorail Service operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and the Dadeland South Station.*

Recent Transportation/Transit Improvements

As described in the 2017 Transit Development Plan (TDP), the following service changes were implemented in 2017.

Route	Improvement/Adjustment
7	Add new regular service to Dolphin Station
8	Reduce weekday frequency up to 5 min peak and off-peak
	Reduce Saturday frequency up to 10 min
	Reduce Sunday frequency up to 10 min
11	Reduce weekday frequency up to 4 min peak and 5 min off-peak
	Reduce Saturday frequency up to 10 min
	Reduce Sunday frequency up to 5 min
52	Reroute to use Transitway between SW 112 th Avenue and Caribbean Blvd
	Weekday running time adjustments
56	Peak frequency reduced from 40 to 60 minutes
	Span shortened to 6:00am – 6:00pm
73	Weekday running time adjustments and adjust PM northbound headway from 30 to 35 minutes
87	Relocate weekend short-turn layover location
238 (East-West Connection)	Extend route to Dolphin Station Monday-Friday
272 (Sunset KAT)	Contract out service
288 (Kendall Cruiser)	Add new service to Park-and-Ride lot on SW 127 Ave and adjust frequency on existing alignment for a 7.5 min effective headway east of SW 127 Ave
500 (Midnight Owl)	Increase service to cover rail reduction

DTPW Comments/Recommendations

The proposed rezoning request will allow for the Ludlam Trail Corridor to be redeveloped from an abandoned railway corridor to an urban corridor with the potential for new housing, supportive community features, bicycle and pedestrian mobility options, and a unique greenway trail that provides direct access to local parks, schools, employment and transit service.

DTPW opines that the proposed project will improve bicycle and pedestrian mobility and access to the multitude of existing transit services that traverse the subject site at major intersections. Therefore, DTPW has **no objections** to this application.

- c: Monica D. Cejas, P.E., Chief, System Planning and Development, DTPW
- Gerald Bryan, Section Chief, Service Planning and Scheduling, DTPW
- Eric Zahn, Transit Planning Section Supervisor, DTPW
- Jie Bian, Principal Planner, DTPW
- Nilia Cartaya, Principal Planner, DTPW



Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Alberto M. Carvalho

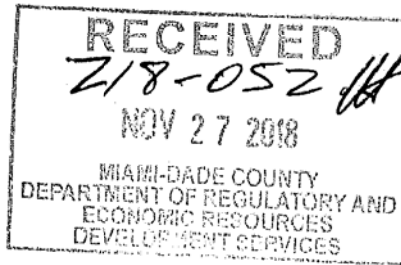
Miami-Dade County School Board

- Perla Tabares Hantman, Chair
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- Dr. Lawrence S. Feldman
- Dr. Steve Gallon III
- Lubby Navarro
- Dr. Marta Pérez
- Mari Tere Rojas

November 26, 2018

VIA ELECTRONIC MAIL

Mr. Joseph Goldstein
 Holland & Knight
 701 Brickell Avenue, Suite 3300
 Miami, Florida 33131
joseph.goldstein@hklaw.com



RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS

LR13-18 AND FECI LT 1, LLC - Z208000052

LOCATED BETWEEN SW 9 STREET AND SW 24 STREET AND SW 69 AVENUE AND SW 70 AVENUE

**PH3018112107542 - FOLIO Nos.: 3040110000050, 3040110000052, 3040110180040, 3040110180080,
 3040110190690, 3040110191100, 3040140000070, 3040230000500, 3040260000190,
 3040350000210, 3040350001330, 3040350001440, 3040350001280**

Dear Applicant:

Pursuant to State Statutes and the Interlocal Agreements for Public School Facility Planning in Miami-Dade County, the above-referenced application was reviewed for compliance with Public School Concurrency. Accordingly, enclosed please find the School District's Preliminary Concurrency Analysis (Schools Planning Level Review).

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 2328 multifamily units which generate 229 students; 104 elementary, 57 middle and 68 senior high students. At this time, all school levels have sufficient capacity available to serve the application. However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent, notwithstanding any additional information that may surface after further departmental research. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-7287.

Best regards,

Nathaly Simoh
Supervisor

NS:ns

L-184

Enclosure

cc: Ms. Ana Rijo-Conde, AICP
 Mr. Michael A. Levine
 School Concurrency Master File

Mr. Ivan M. Rodriguez
 Miami-Dade County

Planning, Design & Sustainability

Ms. Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer

1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132

305-995-7285 • 305-995-4760 (FAX) • arijo@dadeschools.net

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Concurrency Management System (CMS)

Miami Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: PH3018112107542 Local Government (LG): Miami-Dade
 Date Application Received: 11/21/2018 2:41:03 PM LG Application Number: Z208000052
 Type of Application: Public Hearing Sub Type: Zoning

Applicant's Name: LR13-18 and FECLT 1, LLC
 Address/Location: 2855 LeJeune Road, 4th Floor, Coral Gables FL 33134
 Master Folio Number: 304011000050
 Additional Folio Number(s): 304011000052, 3040110180040, 3040110180080, 3040110190690, 3040110191100, 3040140000070, 3040230000500, 3040260000190, 3040350000210, 3040350001330, 3040350001440, 3040350001280,

PROPOSED # OF UNITS 2328

SINGLE-FAMILY DETACHED UNITS: 0

SINGLE-FAMILY ATTACHED UNITS: 0

MULTIFAMILY UNITS: 2328

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
1841	FLAGAMI ELEMENTARY	96	104	96	NO	Current CSA
1841	FLAGAMI ELEMENTARY	0	8	0	NO	Current CSA Five Year Plan
6961	WEST MIAMI MIDDLE	389	57	57	YES	Current CSA
7721	SOUTH MIAMI SENIOR	95	68	68	YES	Current CSA
ADJACENT SERVICE AREA SCHOOLS						
5441	SYLVANIA HEIGHTS ELEMENTARY	314	8	8	YES	Adjacent CSA
*An Impact reduction of <u>25.28%</u> Included for charter and magnet schools (Schools of Choice).						

MDCPS has conducted a preliminary public school concurrency review of this application; please see results above. A final determination of public school concurrency and capacity reservation will be made at the time of approval of plat, site plan or functional equivalent. **THIS ANALYSIS DOES NOT CONSTITUTE PUBLIC SCHOOL CONCURRENCY APPROVAL.**

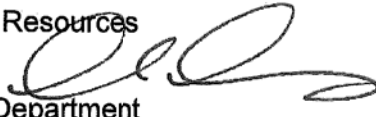
1450 NE 2 Avenue, Room 525, Miami, Florida 33132 / 305-995-7634 / 305-995-4760 fax / concurrency@dadeschools.net

Memorandum



Date: March 16, 2018

To: Jack Osterholt, Director
Regulatory and Economic Resources

From: Dave Downey, Fire Chief 
Miami-Dade Fire Rescue Department

Subject: DIC Z2018000052 – LR 13-18, LLC and FECI LT 1, LLC (Ludlam Trail Corridor)

According to the letter of intent dated February 28, 2018, the applicants are seeking to rezone the Property, a former railway identified as the Ludlam Trail Corridor, to "Corridor District" in accordance with the Corridor District regulations adopted by the Board of County Commissioners pursuant to Ordinance No. 17-91.

The Property extends from SW 80 Street to approximately 400 feet north of NW 7 Street and generally along theoretical NW/SW 69 Avenue (the "Ludlam Trail Corridor"). In July 2017, the Comprehensive Development Master Plan (CDMP) and Land Use Plan were amended to re-designate the Property from "Transportation" to the newly created "Special District" category and more specifically "Ludlam Trail Corridor District" sub-category.

During the preliminary analysis of the CDMP amendment, RER provided the Miami-Dade Fire Rescue Department (MDFR) a development table and illustrations identifying development nodes along this segment of the Corridor. MDFR identified several fire stations along the Corridor and utilized the development table provided by RER to determine the impact each development program will have on those existing fire stations.

Although the applicant is seeking to rezone the Property to "Corridor District" it is pertinent to recognize the impact each development program will have on existing fire stations along the Corridor. Prior to the approval of any development program along the Corridor including Site Plans, Tentative Plats, Final Plats and Building Permit Applications, the Owner or Developer shall coordinate with MDFR to ensure the adequate provision and accessibility of fire protection and rescue service for each development program.

MDFR has **no objections** to the applicant's request to rezone the property to "Corridor District." However, MDFR is requesting that at the appropriate time a detailed site plan be provided for each development program identifying but not limited to all driveway dimensions, lane widths, turning radii, signage location, accessibility, emergency vehicle access, set-up sites, access gates, and all other pertinent requirements as stipulated by the Florida Fire Prevention Code (FFPC) and National Fire Protection Association (NFPA) standards.

Unless the applicant has modified the original development program, the following identifies the impact each proposed development node along the Corridor will have on existing fire rescue service.

Node 1 is currently served by Miami-Dade Fire Rescue Station No. 40 (West Miami) located at 975 SW 62 Avenue. The station is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week.

The development program for Node 1 will allow a proposed potential development anticipated to generate a total of 154 annual alarms for the residential component and 211 annual alarms for the office component. Either development program under Node 1 will result in a moderate to severe impact to existing fire rescue service.

Under normal circumstances, the anticipated number of alarms would not have a moderate to severe impact to existing fire rescue service. However, Node 1 lies within the territory of a moderately busy fire station (Station No. 40) and surrounded by some of the busiest fire stations in Miami-Dade County.

Additional stations include Station No. 17 (Virginia Gardens) located at 7050 NW 36 Street; Station No. 48 (Fontainebleau) located at 8825 NW 18 Terrace; Station No. 29 located at 351 SW 107 Avenue; and Station No. 3 located at 3911 SW 82 Avenue. There are no planned stations in the vicinity of the subject application. However, the Miami-Dade Fire Rescue Department continues searching for a suitable parcel of land in the vicinity of Node 1 to construct a fire station.

Presently, fire and rescue service in the vicinity of Node 1 is adequate. The adequacy has been achieved by the strategic placement of specific or specialized emergency units at certain fire stations surrounding Node 1. Furthermore, the implementation of an effective dispatch system capable of dispatching the closest unit to an emergency has significantly reduced emergency response times.

Based on the current call volume for Station No. 40 as well as those stations in close proximity to Node 1, all stations combined can mitigate the additional number of alarms generated by development for Node 1. However, it should be noted that emergency response times may be impacted by unforeseen construction or additional developments in or surrounding Node 1.

Please note that Node 1 lies in close proximity to the boundary line between Miami-Dade County and the City of Miami. The City of Miami operates its own fire rescue department and in the event of a major disaster or fire, either fire department will provide mutual aid accordingly.

Node 2 is currently served by Miami-Dade Fire Rescue Station No. 40 (West Miami) located at 975 SW 62 Avenue. The station is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week.

The development program for Node 2 will allow a proposed potential development anticipated to generate a total of 111 annual alarms for the residential component and 152 annual alarms for the office component. Either development program under Node 2 will result in a moderate impact to existing fire rescue service.

The reason that Node 2 will result in a moderate impact to existing service (Station No. 40) is due to its proximity to Station No. 40. The centralized location of Node 2 will allow it to be better served by fire stations within proximity to the area and affords MDFR a variety of roadway networks that would allow for adequate response times. Station No. 40 is located close to the boundary line between Miami-Dade County and the City of Coral Gables. The City of Coral Gables operates its own fire rescue department. As such, the primary response area for Station No. 40 is west of SW 57 Avenue allowing the ability to adequately serve the area of Node 2.

Another factor is the current type of development in Node 2. MDFR recognizes that the area is predominantly industrial with a mixed use of commercial uses along the perimeter roads; primarily SW 8 Street and SW 67 Avenue. The balance of Node 2 is comprised of a small group of single family homes including a mobile home development. Presently, call volume in the vicinity of Node 2 is minimal and the build out of Node 2 will not significantly impact response times.

Additional stations include Station No. 47 (Westchester) located at 9361 SW 24 Street; Station No. 29 located at 351 SW 107 Avenue; Station No. 3 located at 3911 SW 82 Avenue; and Station No. 48 (Fontainebleau) located at 8825 NW 18 Terrace. There are no planned stations in the vicinity of the subject application.

Presently, fire and rescue service in the vicinity of Node 2 is adequate. The adequacy has been achieved by the strategic placement of specific or specialized emergency units at certain fire stations surrounding Node 2. Furthermore, the implementation of an effective dispatch system capable of dispatching the closest unit to an emergency has significantly reduced emergency response times.

Based on the current call volume for Station No. 40 as well as those stations in close proximity to Node 2, all stations combined can mitigate the additional number of alarms generated by development for Node 2. However, it should be noted emergency response times may be impacted by unforeseen construction or additional developments in or surrounding Node 2.

Node 3 is currently served by Miami-Dade Fire Rescue Station No. 40 (West Miami) located at 975 SW 62 Avenue. The station is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week.

The analysis for Node 3 mirrors the analysis for Node 2 except that the proposed potential development will result in a minimal impact to existing fire rescue service.

The development program for Node 3 will allow a proposed potential development anticipated to generate a total of 15 annual alarms for the residential component and 22 annual alarms for the office component. Either development program under Node 3 will result in a minimal impact to existing fire rescue service.

The reason that Node 3 will result in a minimal impact to existing service (Station No. 40) is due to the low number of annual alarms the node will generate and its proximity to Station No. 40. The centralized location of Node 3 will allow it to be better served by fire stations within proximity and affords MDFR a variety of roadway networks that would allow for adequate response times. Station No. 40 is located close to the boundary line between Miami-Dade County and the City of Coral Gables. The City of Coral Gables operates its own fire rescue department. As such, the primary response area for Station No. 40 is west of SW 57 Avenue allowing for availability to adequately serve the area of Node 3.

Another factor is the current type of development in Node 3. MDFR recognizes that the area is predominantly residential with commercial uses along the perimeter roads; primarily SW 24 Street and SW 67 Avenue.

Additional stations include Station No. 47 (Westchester) located at 9361 SW 24 Street; Station No. 29 located at 351 SW 107 Avenue; Station No. 3 located at 3911 SW 82 Avenue; Station No. 13 (East Kendall) located at 6000 SW 87 Avenue; and Station No. 48 (Fontainebleau) located at 8825 NW 18 Terrace. There are no planned stations in the vicinity of the subject application.

Presently, fire and rescue service in the vicinity of Node 3 is adequate. The adequacy has been achieved by the strategic placement of specific or specialized emergency units at certain fire stations surrounding Node 3. Furthermore, the implementation of an effective dispatch system capable of dispatching the closest unit to an emergency has significantly reduced emergency response times.

Based on the current call volume for Station No. 40 as well as those stations in close proximity to Node 3, all stations combined can mitigate the additional number of alarms generated by development for Node 3. However, it should be noted emergency response times may be impacted by unforeseen construction or additional developments in or surrounding Node 3.

Node 4 is currently served by Miami-Dade Fire Rescue Station No. 3 (Tropical Park) located at 3911 SW 82 Avenue. The station is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week.

The analysis for Node 4 mirrors some of the analysis for Node 1 and Node 2 including the fact that the proposed potential development will result in a moderate to severe impact to existing fire rescue service.

The development program for Node 4 will allow a proposed potential development anticipated to generate a total of 103 annual alarms for the residential component and 147 annual alarms for the office component. Either development program under Node 4 will result in a moderate to severe impact to existing fire rescue service.

Under normal circumstances, the number of alarms would not have a moderate to severe impact to existing fire rescue service. However, Node 4 lies within the territory of a moderately busy fire station (Station No. 3) and surrounded by some of the busiest fire stations in Miami-Dade County. In the past years, traffic accidents have increased along the corridor of SW 40 Street (Bird Road) between SW 57 Avenue and the Florida Turnpike. The location of Station No. 3 along Bird Road makes it the ideal station to respond to traffic accidents along the corridor including the Florida Turnpike. In addition to traffic accidents, Station No. 3 lies in a very populated area surrounded by residences and high volume commercial uses.

Additional stations include Station No. 13 (East Kendall) located at 6000 SW 87 Avenue; Station No. 40 (West Miami) located at 975 SW 62 Avenue; Station No. 47 (Westchester) located at 9361 SW 24 Street; and Station No. 29 located at 351 SW 107 Avenue.

Presently, and considered top priority, the most intense search being conducted by MDRF is for land in the vicinity of Bird Road and the Turnpike. Unfortunately, vacant land in the area is scarce and those available are slated for development. At one point MDRF came close to reaching an agreement with FDOT to utilize part of the off ramp at the intersection of Bird Road and the Turnpike. However, FDOT discontinued further negotiations with MDRF announcing their plans to use the land surrounding the off ramp for improvements and widening of the Florida Turnpike.

Presently, fire and rescue service in the vicinity of Node 4 is adequate but very borderline. The adequacy so far has been achieved by the strategic placement of specific or specialized emergency units at certain fire stations surrounding Node 4. Furthermore, the implementation of an effective dispatch system capable of dispatching the closest unit to an emergency has significantly reduced emergency response times. Additionally, existing station lies south of Bird Road have been able to absorb the additional number of alarms.

Based on the current call volume for Station No. 40 as well as those stations in close proximity to Node 4, all stations combined may can mitigate the additional number of alarms generated by development for Node 4. However, it should be noted emergency response times may be impacted by unforeseen construction or additional developments in or surrounding Node 4.

Another factor in this area is the increase in traffic volume and new commercial developments along Bird Road. In the event MDR can secure a parcel of land in the area of Bird Road and the Turnpike, the build out of Node 4 may not have such a severe impact on existing fire rescue service.

For additional information, please contact Mr. Carlos Heredia, Planning Section Supervisor, at 786-331-4544.

Building and Neighborhood Compliance

ENFORCEMENT HISTORY

LR 13-18, LLC AND FECI LT 1, LLC

N/A
MIAMI-DADE COUNTY, FLORIDA.

APPLICANT

ADDRESS

Pending

Z2018000052

DATE

HEARING NUMBER

FOLIO: 30-4011-000-0050

REVIEW DATE OF CURRENT ENFORCEMENT HISTORY:

March 15, 2018

NEIGHBORHOOD REGULATIONS:

There are no open/closed cases in CMS.

BUILDING SUPPORT REGULATIONS:

There are no open/closed cases in BSS.

VIOLATOR:

LR 13-18, LLC and FECI LT 1, LLC

OUTSTANDING LIENS AND FINES:

There are no outstanding liens or fines.

Memorandum



Date: March 20, 2018

To: Nathan Kogon, Assistant Director
Development Services Division
Department of Regulatory and Economic Resources

From: Juan J. Perez, Director
Miami-Dade Police Department

Subject: Review - Zoning Application - Case: No. Z2018000052
LR 13-18, LLC and FECI LT 1, LLC

APPLICATION

The applicants, LR 13-18, LLC and FECI LT 1, LLC, are requesting a district boundary change of property zoned as the Ludlam Trail Railway to Corridor District. The applicants plan to develop the property into an urban corridor with new housing, supportive community features and services, mobility options, and a greenway and trail with safe and direct access to parks, schools, work, shopping, and transit for residents, trail riders, cyclists, and pedestrians. The 100 foot wide property is located from SW 80 Street to approximately 400 feet north of NW 7 Street, generally running along theoretical SW/NW 69 Avenue, in Miami-Dade County, Florida.

CURRENT POLICE SERVICES

The project is located in unincorporated Miami-Dade County and serviced by our Kendall and Midwest Districts. Our current staffing allows for an average emergency response time of eight minutes or less.

APPLICATION REVIEW

A review of the application and related documents was conducted to predict the impact on the Miami-Dade Police Department's resources, and the impact that the location could have on the proposed zoning modification changes. A police check of crimes/calls for service of the area was completed and has been provided in the attached documents.

Current data of police staffing, population, and crimes/calls for service was examined to project any increase in calls for service. Current staffing should accommodate any slight increase in the volume of calls for service. Should demand for police services increase beyond current levels, additional sworn personnel, support staff, and equipment may be required.

The Miami-Dade Police Department does not object to the proposed zoning modifications to complete this project at this time.

Should you require additional information, please contact Sergeant Keith Hedrick, of our Strategic Planning and Development Section, at 305-471-1990.

JJP/kh
Attachment

DISCLOSURE OF INTEREST*

If a CORPORATION owns or leases the subject property, list principal stockholders and percent of stock owned by each. [Note: Where principal officers or stockholders consist of other corporation(s), trust(s), partnership(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

CORPORATION NAME: LR13-18, LLC

<u>NAME AND ADDRESS</u>	<u>Percentage of Stock</u>
<u>FDG Mezzanine II LLC, its sole member</u>	<u>100% membership interests</u>
_____	_____
_____	_____
_____	_____

If a TRUST or ESTATE owns or leases the subject property, list the trust beneficiaries and the percent of interest held by each. [Note: Where beneficiaries are other than natural persons, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

TRUST/ESTATE NAME Pancho Menendez Land Trust II

<u>NAME AND ADDRESS</u>	<u>Percentage of Interest</u>
_____	<div data-bbox="1023 961 1421 1207" data-label="Image"> </div>

If a PARTNERSHIP owns or leases the subject property, list the principals including general and limited partners. [Note: Where the partner(s) consist of another partnership(s), corporation(s), trust(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: _____

<u>NAME AND ADDRESS</u>	<u>Percentage of Ownership</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

If there is a CONTRACT FOR PURCHASE, by a Corporation, Trust or Partnership list purchasers below, including principal officers, stockholders, beneficiaries or partners. [Note: Where principal officers, stockholders, beneficiaries or partners consist of other corporations, trusts, partnerships or other similar entities, further disclosure shall be made to identify natural persons having the ultimate ownership interests].

NAME OF PURCHASER: _____

NAME, ADDRESS AND OFFICE (if applicable)

Percentage of Interest



Date of contract: _____

If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership or trust.

NOTICE: For any changes of ownership or changes in purchase contracts after the date of the application, but prior to the date of final public hearing, a supplemental disclosure of interest is required.

The above is a full disclosure of all parties of interest in this application to the best of my knowledge and belief.

Signature By: Marshall Bruce Snyder LR13-18, LLC
(Applicant) (Print Applicant name)

Sworn to and subscribed before me this 27th day of Feb, 2018. Affiant is personally know to me or has produced _____ as identification.

[Signature]
(Notary Public)

My commission expires: _____ Seal

*Disclosure shall not be required of: 1) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or 2) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or 3) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership and where no one (1) person or entity holds more than a total of five per cent (5%) of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

DISCLOSURE OF INTEREST*

If a CORPORATION owns or leases the subject property, list principal stockholders and percent of stock owned by each. [Note: Where principal officers or stockholders consist of other corporation(s), trust(s), partnership(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

CORPORATION NAME: FECILT 1, LLC

<u>NAME AND ADDRESS</u>	<u>Percentage of Stock</u>
<u>Florida East Coast Industries, LLC, its sole member</u>	<u>100% membership interests</u>
_____	_____
_____	_____

If a TRUST or ESTATE owns or leases the subject property, list the trust beneficiaries and the percent of interest held by each. [Note: Where beneficiaries are other than natural persons, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

TRUST/ESTATE NAME Pancho Menendez Land Trust II

<u>NAME AND ADDRESS</u>	<u>Percentage of Interest</u>
_____	<div style="border: 1px solid red; padding: 5px; text-align: center;"> <p>RECEIVED</p> <p><i>218-052</i></p> <p>FEB 28 2018</p> <p><small>MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES DEVELOPMENT SERVICES</small></p> <p>By <i>mas</i></p> </div>

If a PARTNERSHIP owns or leases the subject property, list the principals including general and limited partners. [Note: Where the partner(s) consist of another partnership(s), corporation(s), trust(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: _____

<u>NAME AND ADDRESS</u>	<u>Percentage of Ownership</u>
_____	_____
_____	_____
_____	_____
_____	_____

If there is a **CONTRACT FOR PURCHASE**, by a Corporation, Trust or Partnership list purchasers below, including principal officers, stockholders, beneficiaries or partners. [Note: Where principal officers, stockholders, beneficiaries or partners consist of other corporations, trusts, partnerships or other similar entities, further disclosure shall be made to identify natural persons having the ultimate ownership interests].

NAME OF PURCHASER: _____

NAME, ADDRESS AND OFFICE (if applicable)

Percentage of Interest



Date of contract: _____

If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership or trust.

NOTICE: For any changes of ownership or changes in purchase contracts after the date of the application, but prior to the date of final public hearing, a supplemental disclosure of interest is required.

The above is a full disclosure of all parties of interest in this application to the best of my knowledge and belief.

Signature By: FECI LT1 LLC Marshall Bruce Snyder FECI LT 1, LLC
(Applicant) (Print Applicant name)

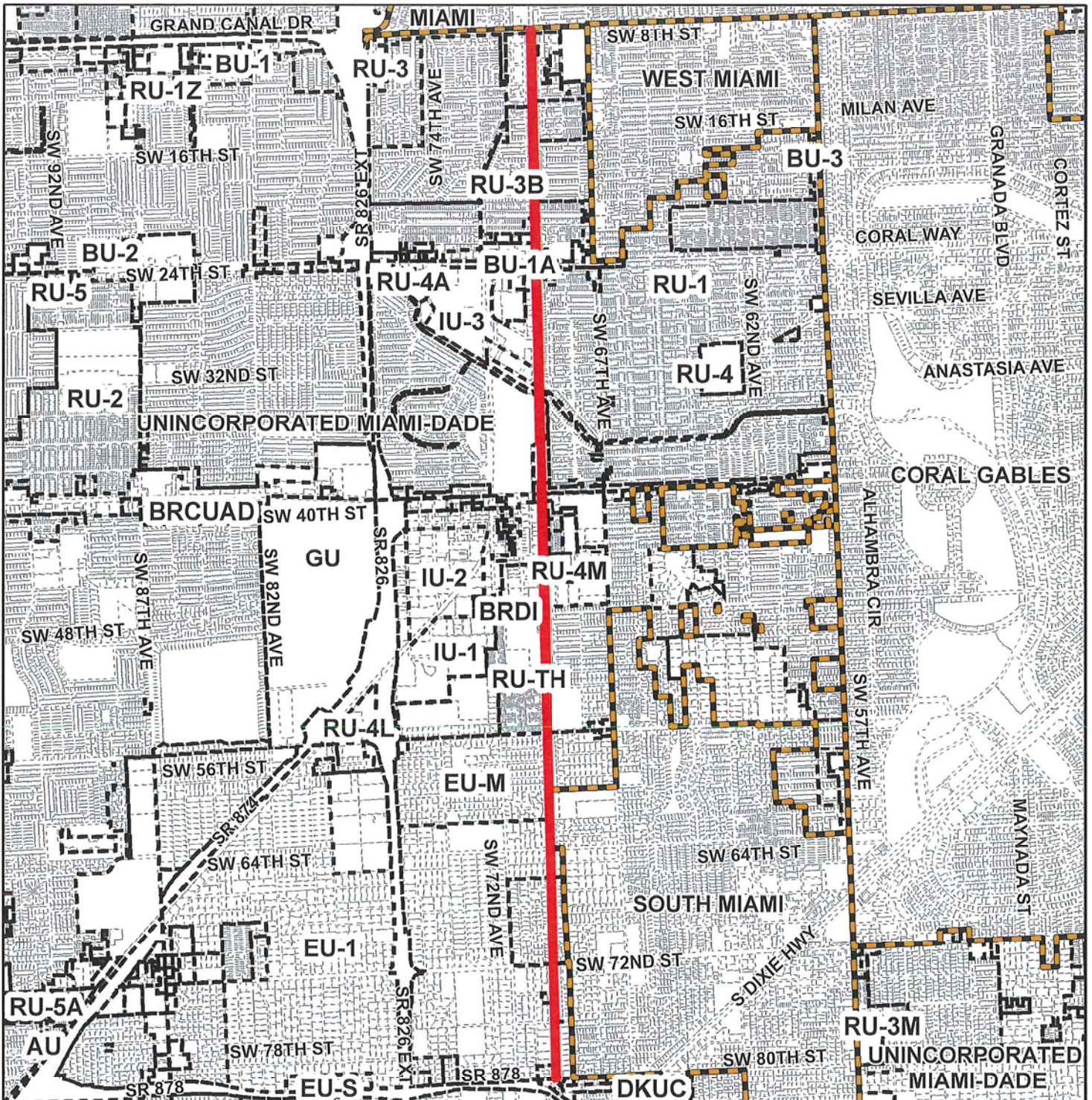
Sworn to and subscribed before me this 27th day of Feb, 2018. Affiant is personally know to me or has produced _____ as identification.

[Signature]
(Notary Public)

My commission expires: _____

Seal

*Disclosure shall not be required of: 1) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or 2) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or 3) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership and where no one (1) person or entity holds more than a total of five per cent (5%) of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.



MIAMI-DADE COUNTY

HEARING MAP

Process Number

Z2018000052

Section: 11/14/23/26/35 Township: 54 Range: 40

Applicant: LR 13-18, LLC and FECI LT 1, LLC

Zoning Board: Board of County Commissioners

Commission District: 6/7

Drafter ID: EDUARDO CESPEDES

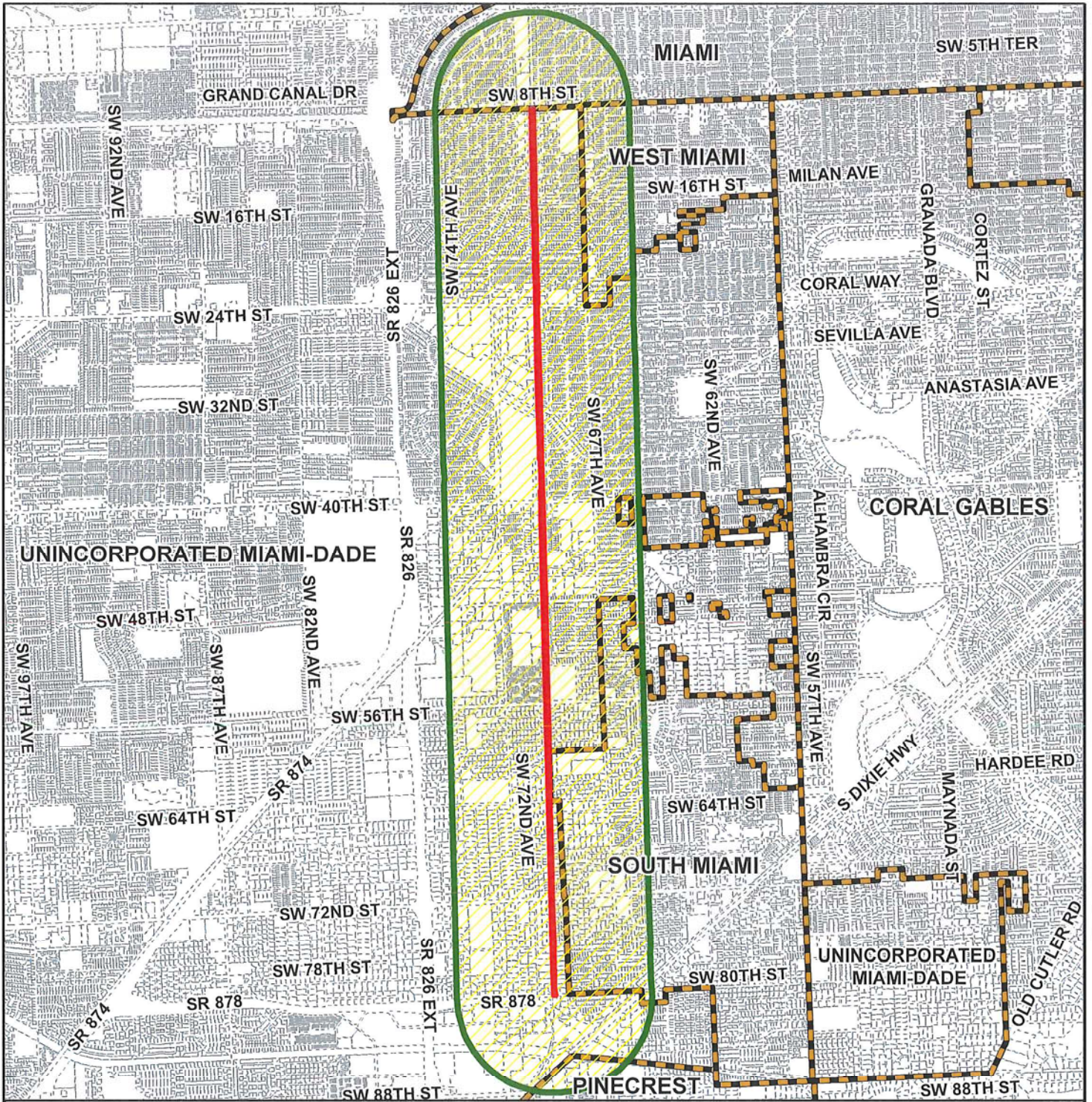
Scale: NTS

Legend

-  Subject Property Case
-  Zoning







REVISION	DATE	BY
	5/8	



**MIAMI-DADE COUNTY
RADIUS MAP**

Process Number
Z2018000052
RADIUS: 2640

- Legend**
-  Subject Property
 -  Buffer
 -  Municipalities
 -  Property Boundaries

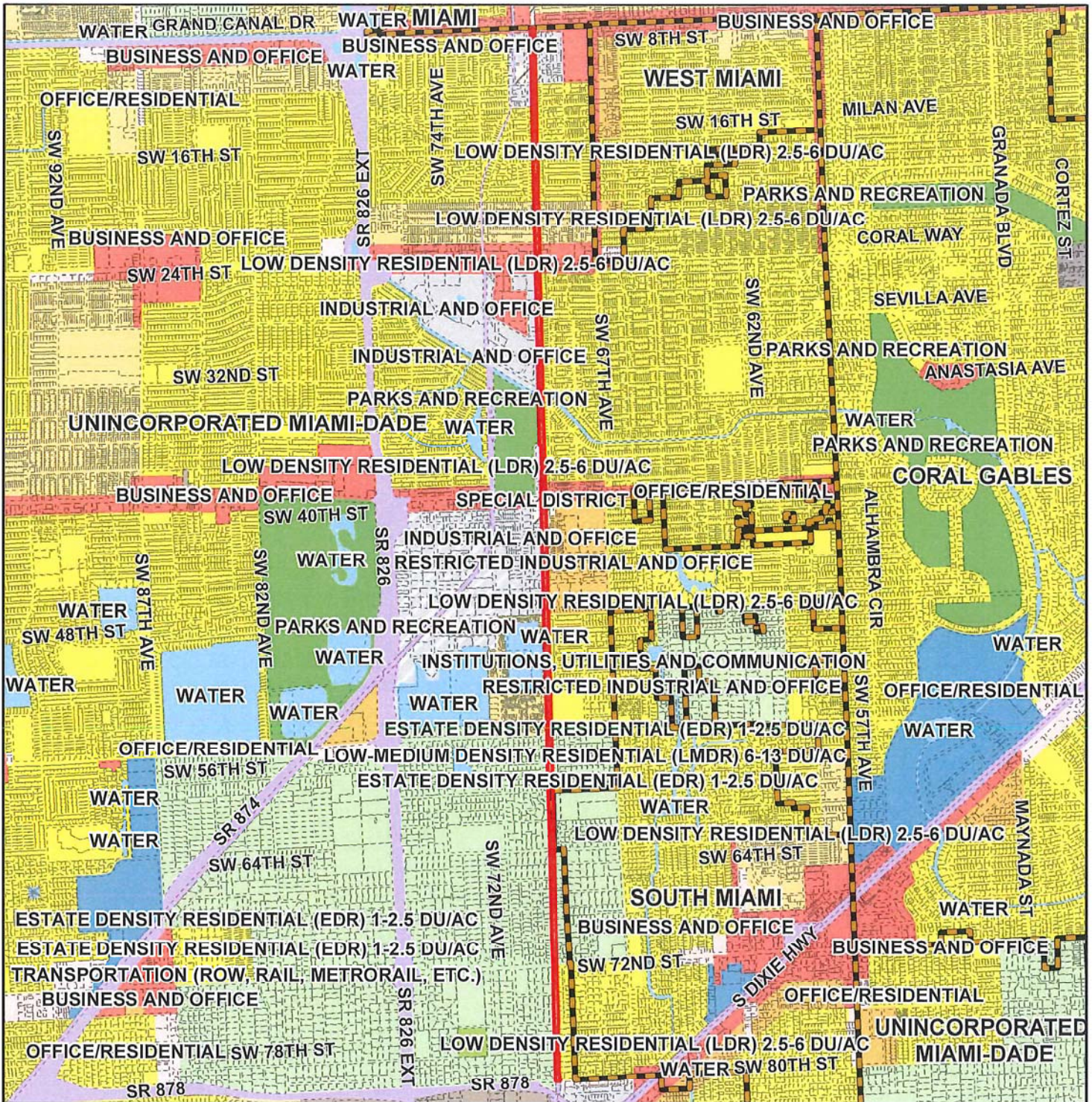


Section: 11/14/23/26/35 Township: 54 Range: 40
 Applicant: LR 13-18, LLC and FECLT 1, LLC
 Zoning Board: Board of County Commissioners
 Commission District: 6/7
 Drafter ID: EDUARDO CESPEDES
 Scale: NTS



SKETCH CREATED ON: Wednesday, October 31, 2018

REVISION	DATE	BY
	60	



MIAMI-DADE COUNTY

CDMP MAP

Process Number

Z2018000052



Legend

Subject Property Case

Section: 11/14/23/26/35 Township: 54 Range: 40
 Applicant: LR 13-18, LLC and FECI LT 1, LLC
 Zoning Board: Board of County Commissioners
 Commission District: 6/7
 Drafter ID: EDUARDO CESPEDES
 Scale: NTS



SKETCH CREATED ON: Wednesday, October 31, 2018

REVISION	DATE	BY