

Memorandum



Date: November 18, 2015

Agenda Item No. 4(C)

To: Honorable Chairman Jean Monestime
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Subject: Resolution for Application No. 9 in the May 2015 Cycle Applications to Amend the
Comprehensive Development Master Plan

Resolution No. R-1052-15

The attached resolution addresses a Comprehensive Development Master Plan (CDMP) application that appears on the agenda pursuant to the Board of County Commissioners Resolution No. R-350-15, which directed the Mayor or Mayor's designee to file a CDMP amendment application to implement the results of the Ludlam Trail Corridor charrettes that were conducted in February and March of 2015. The staff analysis and fiscal impact statement for this application are discussed in a separate memorandum that appears on this agenda which, together with this resolution, were prepared by the Department of Regulatory and Economic Resources.

Jack Osterholt
Deputy Mayor



MEMORANDUM

(Revised)

TO: Honorable Chairman Jean Monestime
and Members, Board of County Commissioners

DATE: November 18, 2015

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Agenda Item No. 4(C)

Please note any items checked.

- ☐ "3-Day Rule" for committees applicable if raised
- ☐ 6 weeks required between first reading and public hearing
- ☐ 4 weeks notification to municipal officials required prior to public hearing
- ☐ Decreases revenues or increases expenditures without balancing budget
- ☐ Budget required
- ☐ Statement of fiscal impact required
- ☐ Statement of social equity required
- ☒ Ordinance creating a new board requires detailed County Mayor's report for public hearing
- ☐ No committee review
- ☐ Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous ____) to approve
- ☐ Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 4(C)
11-18-15

RESOLUTION NO. R-1052-15

RESOLUTION PERTAINING TO MAY 2015 CYCLE APPLICATIONS REQUESTING AMENDMENTS TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN; DIRECTING THE MAYOR OR DESIGNEE TO ACT IN ACCORDANCE WITH THE TRANSMITTAL INSTRUCTIONS INCLUDED IN THIS RESOLUTION RELATED TO APPLICATION NO. 9, A CORRIDOR GENERALLY 100 FEET WIDE ALONG SW/NW 69 AVENUE FROM SW 80 STREET TO ±400 FEET NORTH OF NW 7 STREET; REQUESTING STATE LAND PLANNING AGENCY TO REVIEW APPLICATION NO. 9; RESERVING THE RIGHT TO TAKE FINAL ACTION AT A LATER DATE; AND DECLARING INTENT TO CONDUCT ONE OR MORE SUBSEQUENT PUBLIC HEARINGS

WHEREAS, pursuant to Chapter 163, Part II, Florida Statutes, the Miami-Dade County Board of County Commissioners ("Board") adopted the Miami-Dade County Comprehensive Development Master Plan ("CDMP") in 1988; and

WHEREAS, the Board has provided a procedure, codified as Section 2-116.1 of the Code of Miami-Dade County, Florida, to amend, modify, add to, or change the CDMP; and

WHEREAS, Miami-Dade County's procedures reflect and comply with the procedures for adopting or amending local comprehensive plans as set forth in Chapter 163, Part II, Florida Statutes; and

WHEREAS, applications to amend the CDMP may be filed with the Planning Division of the Department of Regulatory and Economic Resources ("Department") by private parties or by the County; and

WHEREAS, the Board directed that two charrettes be conducted for the ±6-mile long and ±100 feet wide former Florida East Coast Industries railroad corridor between SW 80 Street and NW 7 Street generally along SW/NW 69 Avenue (the Ludlam Trail Corridor); and

WHEREAS, the said charrettes were conducted in County Commission Districts 6 and 7 in February and March of 2015, respectively, and the results are expressed in the Ludlam Trail Corridor Charrette Report; and

WHEREAS, on April 21, 2015 the Board adopted Resolution No. R-350-15 directing the Mayor or the Mayor's designee to file a CDMP amendment application to implement the results of the Ludlam Trail Corridor charrettes; and

WHEREAS, Application No. 9 was filed by the Department and included in the May 2015 Cycle of Applications to amend the CDMP ("May 2015 CDMP Amendment Cycle") pursuant to Resolution R-350-15 and in accordance with Section 2-116.1(3)(b), Code of Miami-Dade County; and

WHEREAS, as required by Section 2-116.1, the Department issued its initial recommendations addressing the May 2015 CDMP Amendment Cycle in a report titled "Initial Recommendations May 2015 Applications to Amend the Comprehensive Development Master Plan", dated August 2015, and kept on file with the Department; and

WHEREAS, the directly impacted Community Councils and the Planning Advisory Board, acting as the Local Planning Agency, have acted in accordance with the applicable State and County procedures and have conducted public hearings and issued recommendations for the disposition of Application No. 9; and

WHEREAS, the Department may issue final recommendations addressing the May 2015 CDMP Amendment Cycle Applications that are transmitted to the reviewing agencies; and

WHEREAS, this Board desires to further evaluate, without prejudice, Application No. 9 filed for review and action during the May 2015 CDMP Amendment Cycle, if hereby transmitted,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that:

Section 1. All matters set forth in the preamble are found to be true and are hereby incorporated by reference as if set forth verbatim and adopted.

Section 2. The Board, having considered the following application requesting amendments to the CDMP, hereby directs the Mayor or designee to act in accordance with the transmittal instructions set forth in this section for such application. Where the instruction is to transmit, pursuant to Section 2-116.1(3)(g), Miami-Dade County Code, the Board directs the Mayor or designee to transmit the application to the reviewing agencies, along with all other materials required pursuant to Section 163.3184, Florida Statutes.

Application Number	Applicant/Representative Location and Size Requested Amendments to the CDMP Land Use Plan Map or Text	Transmittal Instruction and/or Recommended Action
9	Miami-Dade County/Jack Osterholt, Deputy Mayor/Director Department of Regulatory and Economic Resources. A corridor generally 100 feet wide along SW/NW 69 Avenue extending from SW 80 Street to ±400 feet north of NW 7 Street. <u>Requested Amendment to CDMP Text and LUP Map:</u> 1. Add text within the Land Use Element to create a new CDMP Land Use category titled 'Special District'; 2. Create a subcategory under the Special District text titled "Ludlam Trail Corridor District" including the addition of Figure 3.1 to the map series; 3. Apply the new "Special District" designation to the former FEC railroad corridor on the CDMP Land Use Plan Map: From: "Transportation (ROW, Rail, Metrorail, Etc.)" To: "Special District" 4. Add a new policy within the Intergovernmental Coordination Element to coordinate with the City of Miami for those portions of the corridor that are located within the municipal boundaries of the City; and 5. Add a new policy within the Recreation and Open Space Element to encourage developers of residential uses within the Ludlam Trail Corridor District to dedicate park land, improvements, and maintenance or some combination that adequately meets the developer's obligation to provide local recreation open space. Standard Amendment	Transmit with Changes and Adopt <i>[changes include recommended language from Florida East Coast Industries and the Department of Regulatory and Economic Resources as presented in hearing Exhibit 9-A attached]</i>

Section 3. The Board hereby requests the reviewing agencies to review the transmitted application pursuant to Section 163.3184(3), Florida Statutes.

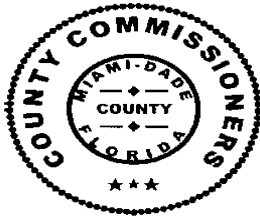
Section 4. The Board hereby reserves the right to take final action without prejudice at a later date to adopt, adopt with changes, or not adopt the pending application and proposals following receipt of comments by the reviewing agencies, and following one or more public hearings by this Board, all as authorized by Section 163.3184, Florida Statutes, and Section 2-116.1, Code of Miami-Dade County, Florida.

Section 5. The Board declares its intention to advertise and conduct one or more public hearings in calendar year 2016 to address the pending May 2015 CDMP Amendment Cycle Applications.

The foregoing resolution was offered by Commissioner **Rebeca Sosa**, who moved its adoption. The motion was seconded by Commissioner **Xavier L. Suarez** and upon being put to a vote, the vote was as follows:

	Jean Monestime, Chairman	absent	
	Esteban L. Bovo, Jr., Vice Chairman	aye	
Bruno A. Barreiro	aye	Daniella Levine Cava	aye
Jose "Pepe" Diaz	aye	Audrey M. Edmonson	aye
Sally A. Heyman	absent	Barbara J. Jordan	aye
Dennis C. Moss	aye	Rebeca Sosa	aye
Sen. Javier D. Souto	aye	Xavier L. Suarez	aye
Juan C. Zapata	aye		

The Chairperson thereupon declared the resolution duly passed and adopted this 18th day of November, 2016. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this Resolution and the filing of this approval with the Clerk of the Board.



MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: ***Christopher Agrippa***
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Dennis A. Kerbel

APPLICATION NUMBER 9
APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN

RECEIVED
By the Clerk for the record.

1. APPLICANT:

Miami-Dade County
111 NW 1st Street
Miami, Florida 33128-1972
(305) 375-2557

NOV 10 2015
Date 9
Exhibit 9-A
Meeting CDMP

2. APPLICANT'S REPRESENTATIVES:

Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources
111 NW 1st Street, 29th Floor
Miami, Florida 33128-1972

By: _____ September 10, 2015

3. DESCRIPTION OF REQUESTED CHANGES¹

- A. Revise the interpretive text of the CDMP Land Use Element to create a new Land Use Plan map category entitled "Special District" and create a new subcategory under the Special District text titled "Ludlam Trail Corridor District" and add new Figure 3.1 to the Land Use Element map series following Figure 3 on page I-50 as follows:

>>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.

Ludlam Trail Corridor District

¹ Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged.

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").

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.

The land use provisions of the Ludlam Trail Corridor District shall be implemented through the adoption of land development regulations addressing 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 ("LDRs"). ~~The land development regulations~~ 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 ~~minimizes~~ 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 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 ~~the~~ Miami-Dade Department of Regulatory and Economic Resources, Miami-Dade County Parks, Recreation and Open Spaces Department and Miami-Dade Transit (or their successor agencies) 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~~ The formal boundaries of the Development Areas and Recreational Trail Segments shall be established in the LDRs adopted to

implement this section. Following adoption of the LDRs, the Director of the Department of Regulatory and Economic Resources shall be responsible for interpreting and implementation of the precise boundaries of the Development Areas and Recreational Trail segments. 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 this portion of 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) 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 within the Ludlam Trail Corridor District is: (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. If a publicly-accessible trail is developed along the length of the Corridor, or a legally binding instrument is executed by the property owner(s) of the Corridor, demonstrating to the satisfaction of the County Director of RER 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. Building height limitations assume a combination of habitable and non-habitable stories. A non-habitable story is defined as a level of the building that dedicates seventy percent (70%) or more of the space on that level to common operational uses (such as trash rooms, maintenance closets), parking areas and trail amenities associated with the establishment and operation of a continuous trail. Habitable stories shall be those levels of structures that are not deemed non-habitable. There shall be no more than two (2) non-habitable stories per building in order to accommodate the design of a Recreational Trail overpass.

Land use provisions for each Development Area are:

Blue Lagoon Development Area: The Blue Lagoon Development Area includes those portions of the Corridor located between NW 7 Street and the Tamiami Canal. Uses permitted in the Blue Lagoon Development Area shall include the full range of sales and service activities. Residential uses, and mixing of residential use with commercial, office and hotels are also permitted. Development shall be limited as follows:

- ☐ Maximum Density: 125 dwelling units per gross acre
- ☐ Maximum Floor Area Ratio: 5.0
- ☐ Maximum Building Height: Twelve (12) or fewer habitable stories

Tamiami Trail Development Area: The Tamiami Trail Development Area includes those portions of the corridor located between SW 8th Street and SW 12th Street. Uses permitted in the Tamiami Trail Development Area shall include the full range of sales and service activities. Light industrial uses are also permitted where compatible with existing residential uses. Residential uses, and mixing of residential use with commercial, office and hotels are also permitted. ~~The land development regulations~~ LDRs shall provide for a notification process to inform prospective purchasers of residential units located in close proximity to an active industrial use that such industrial use may generate significant noise, dust, odor, vibration, or truck traffic. Development shall be limited as follows:

- ☐ Maximum Density: 125 dwelling units per gross acre
- ☐ Maximum Floor Area Ratio: 5.0
- ☐ Maximum Building Height: Twelve (12) or fewer habitable stories

Coral Way Development Area. The Coral Way Development Area includes those portions of the corridor located between 270 feet north of the centerline of

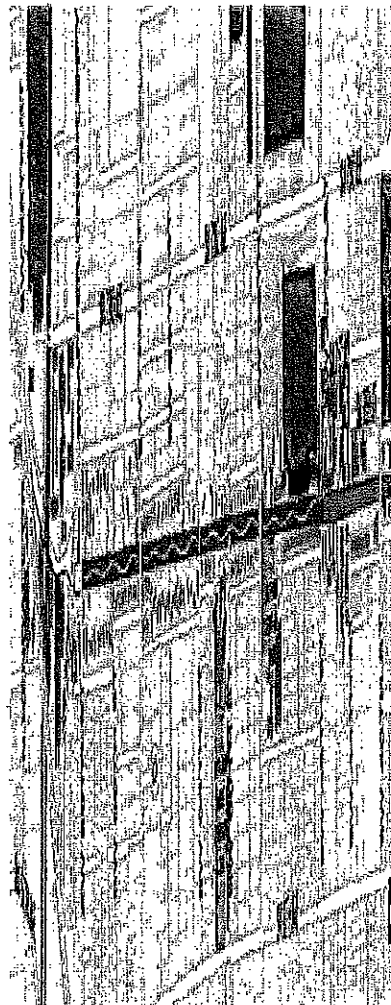
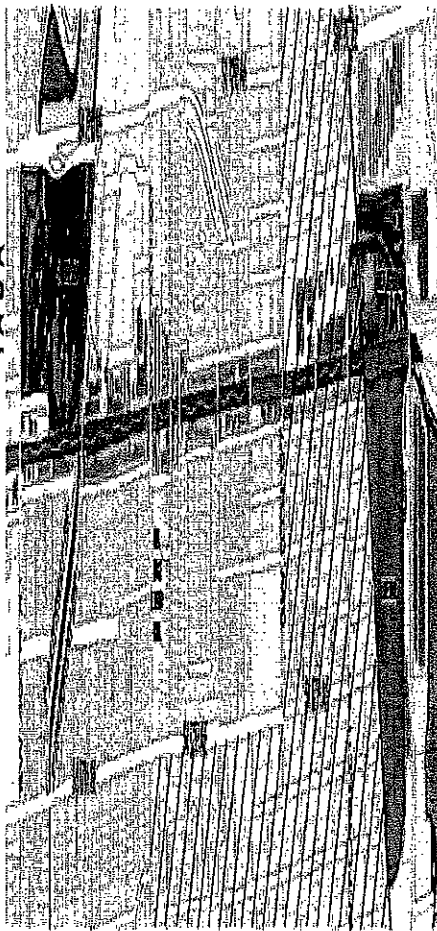
Coral Way and 240 feet south of the centerline of Coral Way. Uses permitted in the Coral Way Development Area shall include the full range of sales and service activities. ~~Residential~~ residential uses, and the mixing of residential use with commercial, office and hotels are also permitted. Development shall be limited as follows:

- ☐ ~~Maximum Density: 60 dwelling units per gross acre~~
- ☐ ~~Maximum Floor Area Ratio: 2.5~~
- ☐ ~~Maximum Building Height: Six (6) or fewer habitable stories~~

Bird Road Development Area. The Bird Road Development Area includes those portions of the corridor located between ±248 feet north of the centerline of Bird Road to ±2,600 feet south of the centerline of Bird Road. Uses permitted in the Bird Road Development Area shall include the full range of sales and service activities. ~~Residential~~ residential uses, and the mixing of residential use with commercial, office and hotels are also permitted. Development shall be limited as follows:

- ☐ ~~Maximum Density: 6090 dwelling units per gross acre~~
- ☐ ~~Maximum Floor Area Ratio: 2.5~~
- ☐ ~~Maximum Building Height: Six (6) or fewer habitable stories~~

FIG
LUD
CC
DIS



B. Amend the Land Use Element, Future Land Use Plan map to add the new "Special District" land use category and redesignate the ±68 gross acre subject property from "Transportation (ROW, Rail, Metrorail, Etc.)" to Ludlam Trail Corridor District "Special District".

C. Add a new policy to the CDMP Recreation and Open Space Element as follows:

>>ROS-2F. The County will work with developers of residential land uses within the Ludlam Trail Corridor District to encourage the dedication of park land, improvements, maintenance, or some combination thereof that adequately meets the developer's obligation to provide local recreation open space.<<

D. Add a new policy to the CDMP Intergovernmental Coordination Element as follows:

>>ICE-1U.Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of the Ludlam Trail Corridor District for those portions of the corridor located within the boundary of the City of Miami.<<

4. REASONS FOR THE REQUESTED AMENDMENT:

The Application proposes to create a new CDMP Land Use category titled "Special District" that can be applied to properties which, similar to the Ludlam Trail Corridor, have unique characteristics that warrant the creation of special land use provisions. To utilize the designation, the property must be located inside of the Urban Development Boundary, and contain a minimum of 10 acres. When properties are designated as "Special District" on the CDMP Land Use Plan map, text will be added to the CDMP Land Use Element outlining land use provisions for the designated property. To this end, the Application proposes to amend the interpretive text in the CDMP Land Use Element to create the "Ludlam Trail Corridor District".

The proposed Ludlam Trail Corridor District seeks to facilitate the conversion of the former Florida East Coast railroad corridor ("Corridor") into a continuous, publicly-accessible 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 link the surrounding communities and provide vital neighborhood connections. The Corridor is currently held in private ownership.

The property owner, Florida East Coast Industries (FECI), filed an application to amend the Comprehensive Development Master Plan (CDMP) in the May 2014 Amendment Cycle, requesting that a new land use category, entitled "Ludlam Trail Corridor," be created for the corridor. The application, as proposed by FECI, envisioned a continuous trail but would have also permitted development to occur throughout the corridor. At the public hearings for the application, residents expressed concerns about development occurring adjacent to existing single-family residences. In addition, the application did not specify a minimum trail width and residents were concerned that the proposed development would leave little room for a trail use in the narrow corridor. Amid opposition from the community, FECI withdrew its application at the December 4, 2014 CDMP hearing, and the Board of County Commissioners ("Board") expressed its desire that the County seek input from the community through a charrette process then file a CDMP amendment application to reflect the results.

The Board directed that two charrettes for the Ludlam Trail Corridor property be conducted in the affected area, with one charrette being conducted in Commission District 6 and one in Commission District 7. Staff from the Miami-Dade County Department of Regulatory and Economic Resources ("Department") conducted public charrettes in the vicinity of the application area on February 28, 2015 and March 9, 2015. The public charrettes presented an opportunity for participants to provide input into the future development of the

corridor. Following the charrettes, the Department conducted design studio sessions in the vicinity of the application site to combine the charrette drawings and comments into a Vision Plan for the corridor. These working sessions were open to the public. On April 21, 2015, the Board adopted Resolution No. 350-15 directing the County administration to file an application in the May 2015 CDMP Amendment Cycle to reflect the results of the Ludlam Trail Corridor charrettes.

The Vision Plan was presented to the community at two subsequent meetings held on April 23, 2015 and April 29, 2015. The results of the charrettes are presented in the Ludlam Trail Corridor Charrette Report. The final Vision Plan reflects key recommendations from the charrettes, most notably that no development, only recreational uses should be located behind single-family homes. As directed by Board Resolution No. 350-15, this application incorporates the results of the Ludlam Trail Corridor Charrette Report. Consistent with the Vision Plan, the application proposes to limit private development to four "Development Areas" comprising a total of ± 15 acres. The remaining portions of the Corridor, including all segments that abut single family residential neighborhoods, will be designated for "Recreational Trail Use". The land use provisions of the Ludlam Trail Corridor District will be implemented through the adoption of land development regulations which will define the urban form of development within the Development Areas, as well as the configuration and design parameters of the recreational trail.

5. DESCRIPTION OF THE SUBJECT PROPERTY

The subject property is an approximately 68.2-acre, 5.8-mile segment of the former Florida East Coast Railway South Little River Branch spur-line ("Corridor"). The Corridor 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.

6. DISCLOSURE OF INTEREST:

The ± 68.2 -acre real property is 100% privately owned by LR 13-18 LLC and Florida East Coast Railway. LR 13-18 LLC is ultimately wholly owned by Florida East Coast Industries, LLC, a Delaware limited liability company. Florida East Coast Industries, LLC, is majority owned by investment funds managed by affiliates of Fortress Investment Group, LLC, a publicly traded entity on the New York Stock Exchange (NYSE:FIG). The property encompasses the folios listed below:

10100
3346359001330
3346359001640
3346359000218
3346311000050
33463110190690
33463110191180
33463110180040
33463110000070
33463760000190
33463590004020
3346311003052
33463230000800
3346330000210
3346330001280
33463110187680
3346360000190

**LOCATION MAP FOR APPLICATION
TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN**

APPLICANT

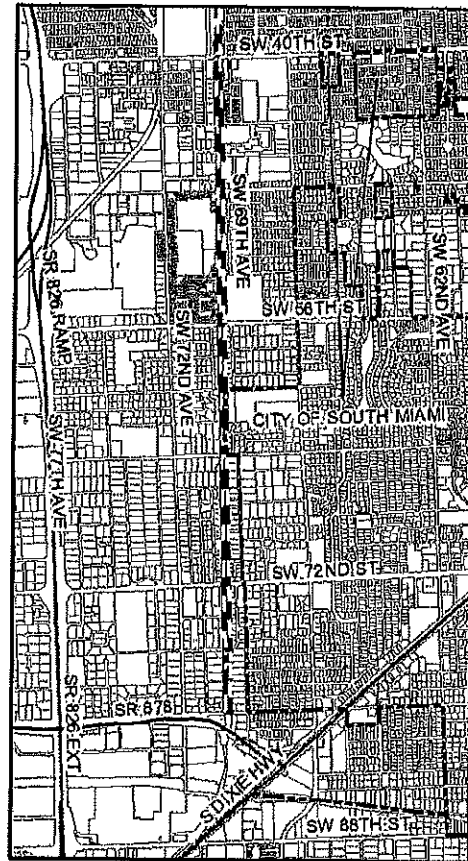
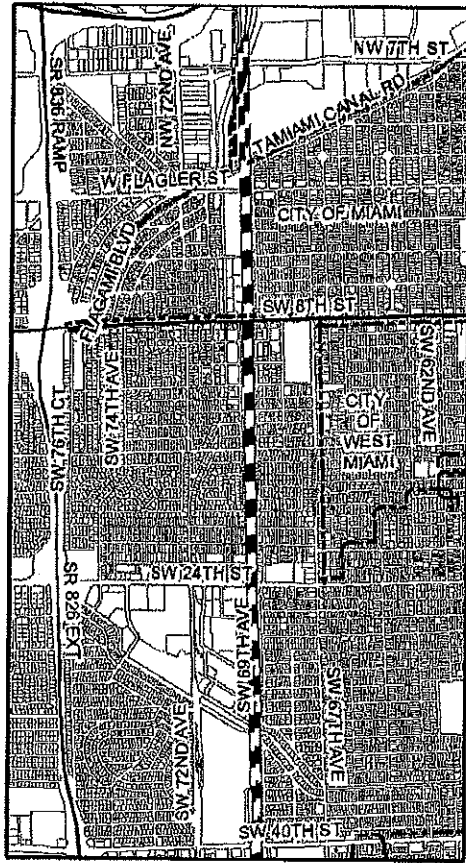
Miami-Dade County

APPLICANT REPRESENTATIVE(S)

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

DESCRIPTION OF SUBJECT AREA

The subject property is an approximately 68.2-acre, 5.8-mile segment of the former Florida East Coast Railway South Little River Branch spur-line ("Corridor"). The Corridor 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. The property is more accurately described as: (See list of folio numbers above).



APPLICATION AREA



MUNICIPAL BOUNDARY

0 0.5 1 Miles



Document comparison by Workshare Compare on Wednesday, November 18, 2015 1:21:28 PM

Input:	
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Rendering set	Standard

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Moved from	
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Moved deletion	
Inserted cell	
Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

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Deletions	45
Moved from	0
Moved to	0
Style change	0
Format changed	0
Total changes	97