

# Memorandum



**Date:** September 11, 2015  
**To:** Honorable Chairman Jean Monestime  
and Members, Board of County Commissioners  
**From:** Carlos A. Gimenez  
Mayor   
**Subject:** Ludlam Trail Corridor Charrette Report

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At the December 2014 Board of County Commissioners (Board) public hearing for the May 2014 cycle of applications to amend the CDMP, the Board directed the Department of Regulatory and Economic Resources (RER) to conduct two charrettes for the Ludlam Trail Corridor. Subsequently, on April 21, 2015, the Board adopted Resolution No. 350-15 directing that the Ludlam Trail Corridor Study area charrette results be reflected in a staff application to amend the Cycle of the Comprehensive Development Master Plan (CDMP).

The Ludlam Trail Corridor Study area is comprised of approximately 72 acres, is roughly six-miles long, generally one-hundred feet wide, and is a former Florida East Coast (FEC) railway spur-line that extends from just north of NW 7 Street to SW 80 Street, along theoretical NW and SW 69<sup>th</sup> Avenue. Boundary areas are situated in both Commission Districts 6 and 7.

RER organized two public charrette workshop events held on Saturday, February 28, 2015 and Monday, March 9, 2015 at West Miami Middle School and South Miami Senior High School, respectively. A brief overview of the study area was provided to participants together with aerial photos and drawing materials for workshop participants to gather into groups to discuss their community needs. During the days following the charrette workshops, planning staff remained in the study areas working at AD Barnes Park and Gibson Bethel Community Center. The public was again invited to visit and observe staff at work on planning concepts for the Ludlam Trail Corridor. Presentation of planning concepts were shown to the community for their review and comments at two subsequent public meetings held Thursday, April 23, 2015 at West Miami Middle School and Wednesday, April 29, 2015 at South Miami Senior High School.

As directed by the Board, the planning concepts incorporated in the attached Ludlam Trail Corridor Report will be reflected in the proposed CDMP amendment item anticipated to be considered by the Board November 18, 2015.

Should you have any questions, please do not hesitate to contact RER Deputy Director Lourdes Gomez, at 305 375-2886, or me directly.

## Attachment

c: Honorable Harvey Ruvin, Clerk, Circuit and County Courts  
R.A. Cuevas, Jr., County Attorney  
Office of the Mayor Senior Staff  
Jack Kardys, Director, Parks, Recreation, and Open Spaces Department (PROS)  
Alice Bravo, Director, Miami-Dade Transit  
Antonio Cotarelo, P.E., Deputy Director, Public Works and Waste Management Department  
RER Senior Staff  
Charles Anderson, Commission Auditor  
Christopher Agrippa, Clerk of the Board  
Eugene Love, Agenda Coordinator



# LUDLAM TRAIL CORRIDOR

## CHARRETTE REPORT



**MIAMI-DADE**  
**COUNTY**

**Miami-Dade County**  
Department of Regulatory and Economic Resources  
Development Services Division  
Urban Design Center  
**August 2015**



Carlos A. Gimenez, *Mayor*

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Jack Osterholt, *Director,  
Regulatory and Economic Resources  
Department*

**Miami-Dade County**  
Department of Regulatory and Economic Resources  
Development Services Division  
Urban Design Center  
**August 2015**

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# Introduction

In May 2014, Florida East Coast Industries, LLC filed an application to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) requesting that a new land use category, entitled “Ludlam Trail Corridor”, be created for their approximately six mile-long property.

At the December 4, 2014 public hearing for the May 2014 Cycle of applications to amend the CDMP, the Board of County Commissioners (BCC) determined that more time was needed for consideration of the Ludlam Trail corridor application and directed planning staff to conduct two charrettes for the Ludlam Trail corridor.

Charrettes were conducted for the portions of the corridor located in Commission Districts 6 and 7. The study area for District 6 included the Florida East Coast (FEC) railroad corridor from the Blue Lagoon area to SW 40th Street and the study area for District 7 included the remainder of the FEC railroad corridor from SW 40th Street to SW 80th Street. These two charrettes were open to the public and local residents shared their ideas for the future of the corridor.

On April 21, 2015, the Board of County Commissioners adopted resolution R-350-15 directing that the results of the charrettes conducted for the corridor be reflected in a staff application to amend the CDMP for the Ludlam Trail corridor.



1-8: Participants work together to draw ideas and discuss issues regarding their vision for the Ludlam Trail corridor during the February 28 and March 9, 2015 public charrette workshops

# Study Area

The Ludlam Trail corridor study area comprises approximately 72 acres and is a roughly six-mile long, generally one-hundred foot wide, former Florida East Coast (FEC) railway spur-line that extends from just north of NW 7th Street to SW 80th Street, generally along theoretical NW and SW 69th Avenue. It is primarily located in the central portion of unincorporated Miami-Dade County, except for a segment between the Tamiami Canal and SW 8th Street that is within the City of Miami. The corridor abuts a mix of uses including schools, parks, industrial, office, retail, as well as residential and it is situated within the County's Urban Infill Area, where infill development is prioritized and promoted.

The FEC railway was constructed in the early 1930s and used to provide rail service until 2004, when the corridor was temporarily closed to facilitate emergency repair work to the railroad bridge over the Tamiami Canal. After the repairs were completed the railroad corridor was re-opened, but rail service did not return to the corridor as businesses that then used the corridor for shipping goods switched to alternative shipping methods. Subsequently, the FEC filed an application for abandonment of an approximate five-mile segment of the corridor south of SW 12th Street in April 2005, which was approved by the US Surface Transportation

Board in August 2005. The FEC is seeking abandonment of the remaining portion of the corridor north of SW 12th Street.

Over the years, the Miami-Dade County Parks and Open Spaces Department and the Metropolitan Planning Organization have sponsored several studies that have identified the corridor as having potential for a regionally significant trail and greenway.

## Land Use and Zoning

The approximately six-mile long former FEC railroad corridor is currently designated 'Transportation' on the CDMP adopted 2020 and 2030 Land Use Plan map and is unutilized and predominantly vacant. The corridor has been divided into six roughly one-mile segments and land use, as well as zoning information are presented on pages 3-8.

**LUDLAM TRAIL CORRIDOR**  
CHARRETTE

**DISTRICT 6**  
DISTRITO 6

**Public Workshop**  
**Taller Público**  
District 6 residents are invited to discuss the future of the Ludlam Trail Corridor.  
Los residentes del Distrito 6 están invitados a participar en un taller acerca del futuro del Ludlam Trail Corridor.

**Join us:**  
**Acompáñenos:**  
District 6, Commissioner Rebeca Sosa  
Distrito 6, Comisionada Rebeca Sosa

**Saturday, February 28 at 9:30 am**  
**Sábado, febrero 28 a las 9:30 am**

West Miami Middle School  
7525 Coral Way • Miami, FL 33155

In addition, planning staff will be available to meet with the community March 2 - 4 from 2 pm - 8 pm at A.D. Barnes Park 3401 SW 72 Ave. • Miami, FL 33155 in the recreation room adjacent to the swimming pool.  
Adicionalmente, personal de planificación estará disponible para reunirse con la comunidad Marzo 2 al 4, de 2 pm a 8 pm en el parque A.D. Barnes 3401 SW 72 Ave. • Miami, FL 33155, en el salón de recreo junto a la piscina.

For more information, please call: 305-375-2513  
Para más información, por favor llame al: 305-375-2513

Not all members of a district community council may be present. These events are free and open to the public. For sign language interpreter services and for wheelchair accessibility, please call Frank Galanteo at 305-375-2144 five days in advance. Puede estar presente más de un miembro de la comisión de comunidad (Community Council). Estos eventos son gratuitos y están abiertos al público. Para servicios de intérprete de lenguaje de señas o para personas con discapacidad, por favor llame a Frank Galanteo al 305-375-2144 con cinco días de anticipación.

9 DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES

**LUDLAM TRAIL CORRIDOR**  
CHARRETTE

**DISTRICT 7**  
DISTRITO 7

**Public Workshop**  
**Taller Público**  
District 7 residents are invited to discuss the future of the Ludlam Trail Corridor.  
Los residentes del Distrito 7 están invitados a participar en un taller acerca del futuro del Ludlam Trail Corridor.

**Join us:**  
**Acompáñenos:**  
District 7, Commissioner Xavier L. Suarez  
Distrito 7, Comisionado Xavier L. Suarez

**Monday, March 9 at 6:00 pm**  
**Lunes, marzo 9 a las 6:00 pm**

South Miami Senior High School  
6856 SW 53rd St. • Miami, FL 33155

In addition, planning staff will be available to meet with the community March 10 - 12 from 2 pm - 8 pm at Gibson Bethel Community Center 6701 SW 58th Place • South Miami, FL 33143  
Adicionalmente, personal de planificación estará disponible para reunirse con la comunidad Marzo 10 al 12, de 2 pm a 8 pm en Gibson Bethel Community Center 6701 SW 58th Place • South Miami, FL 33143

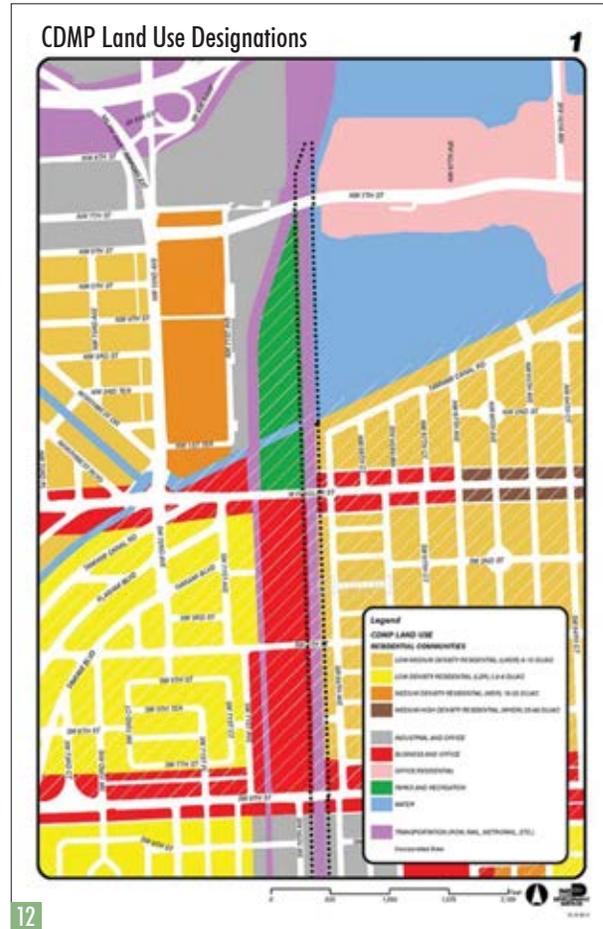
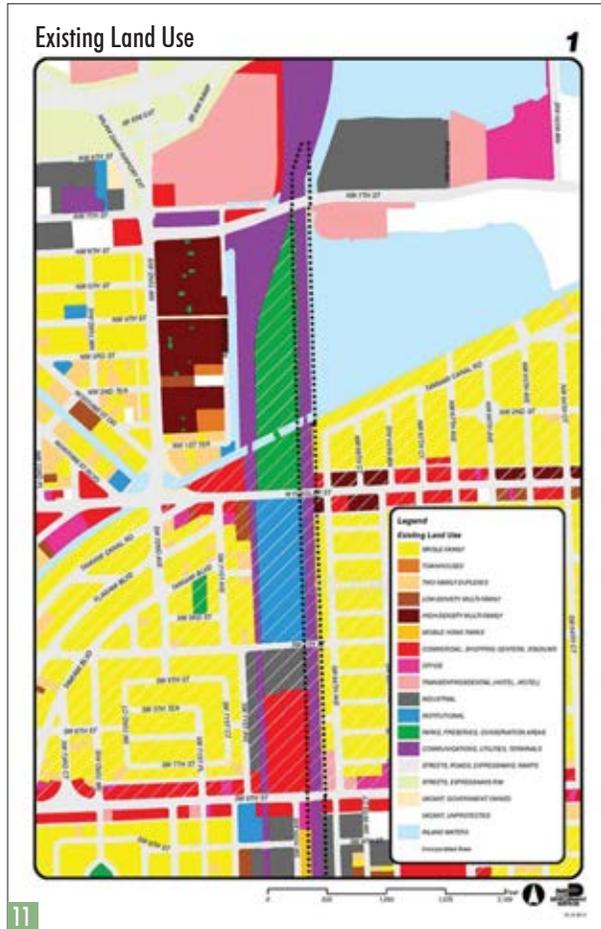
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10 DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES

9-10: Flyers that made up part of the public outreach campaign to maximize involvement leading up to the charrette events

## Segment 1 Maps

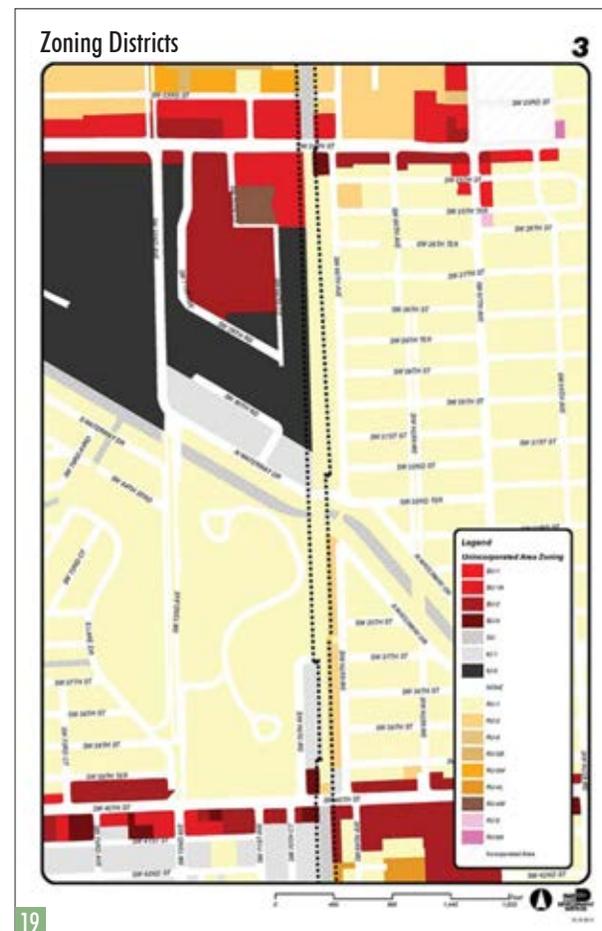
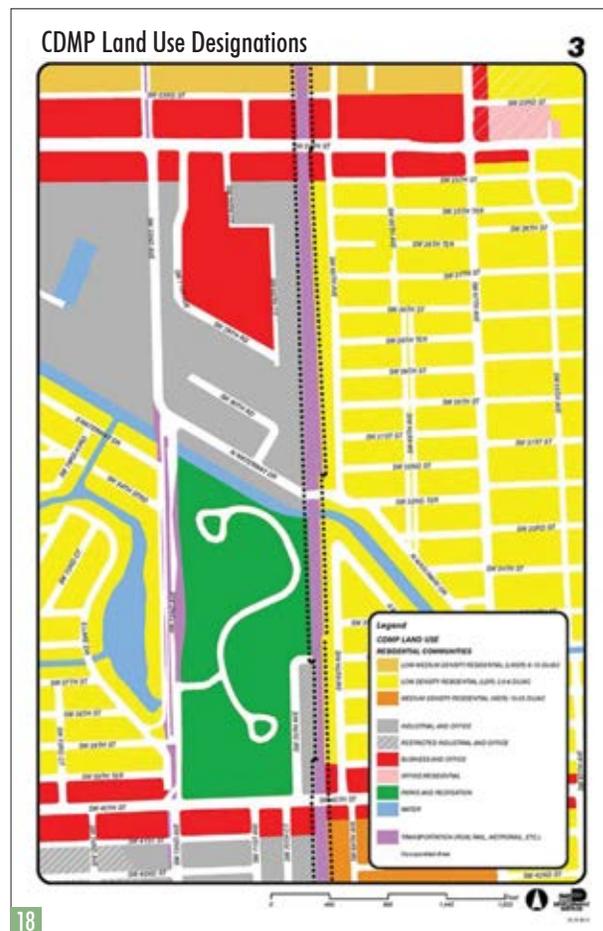
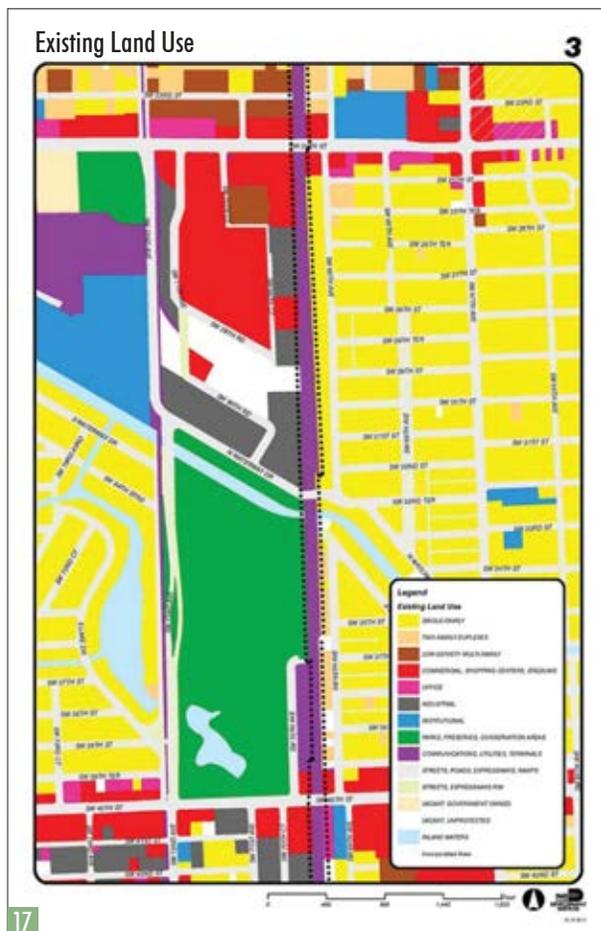


*Segment 1: North of NW 7th Street to SW 8th Street: This segment of the corridor has the FEC railroad tracks still in place. The portion of this segment north of the Tamiami Canal is within unincorporated Miami-Dade County and is zoned GU (Interim District) and IU-2 (Industrial, Heavy Manufacturing District). The southern portion of this segment is within the City of Miami and is zoned D1 (Work Place District), CS (Civic Space), T6-8-0 (Urban Core Zone) and T3-R (Sub-Urban Zone).*

11-13: Existing Land Use, CDMP Land Use Designations and Zoning District Maps for Segment 1



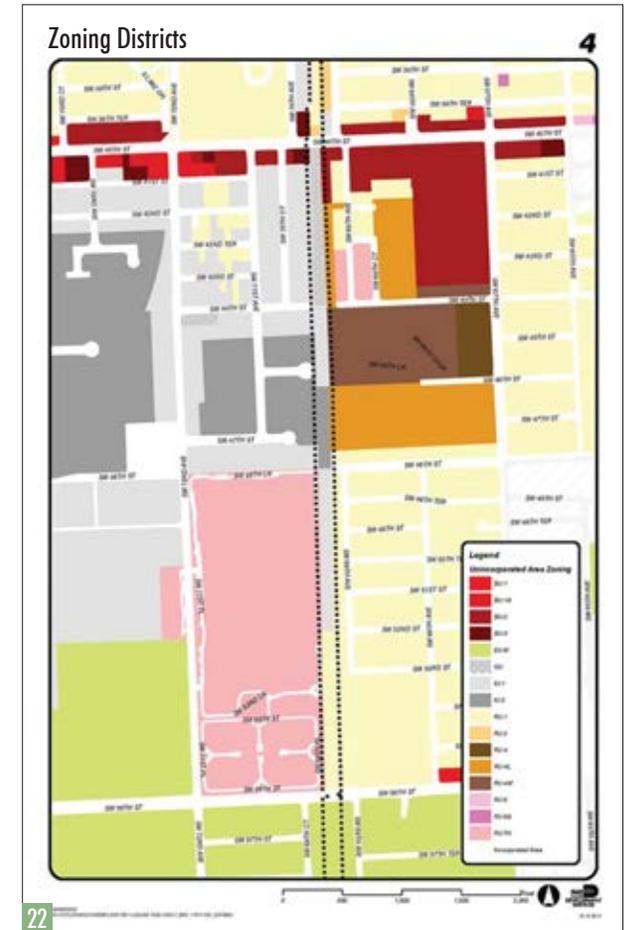
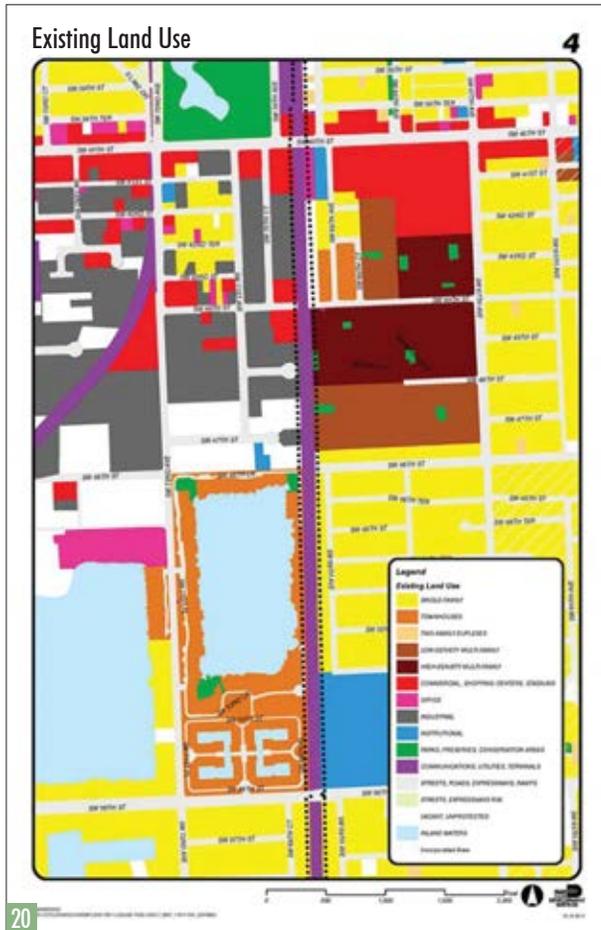
## Segment 3 Maps



*Segment 3: SW 24th Street to SW 40th Street: This segment of the corridor is vacant except for an approximately one-third of an acre portion between theoretical SW 26th Terrace and SW 27th Street that is used as parking for an industrial use abutting on the west side of the corridor. This segment is zoned RU-1 (Single-Family Residential District) and RU-2 (Two-Family Residential District) and the segment narrows from approximately 100 to roughly 50 feet wide between SW 37th and SW 39th Streets.*

17-19: Existing Land Use, CDMP Land Use Designations and Zoning District Maps for Segment 3

## Segment 4 Maps



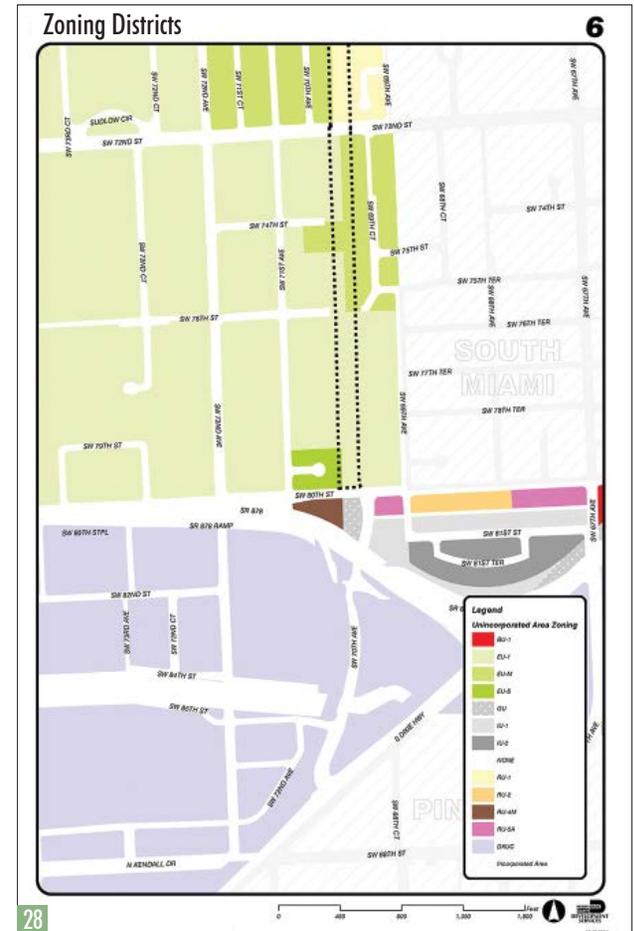
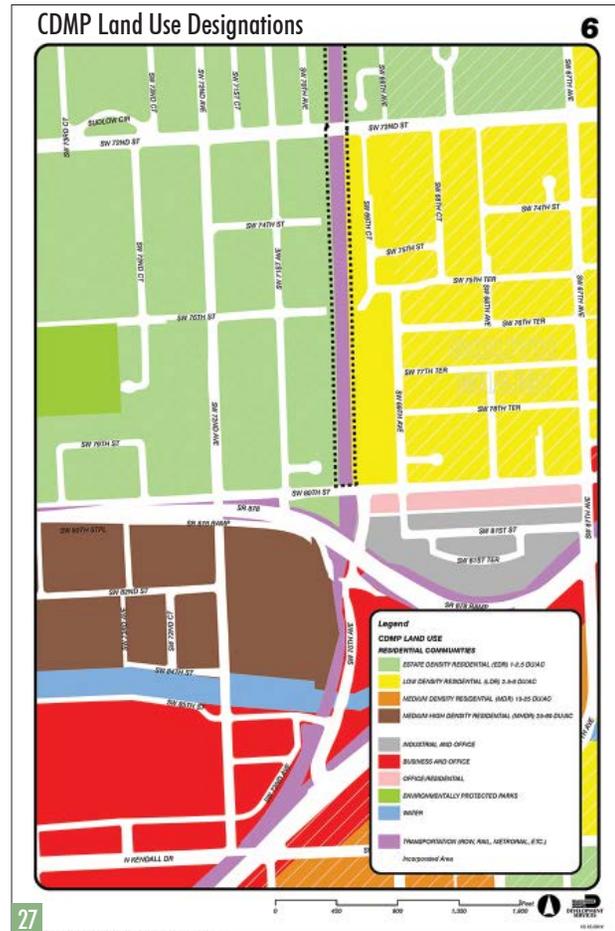
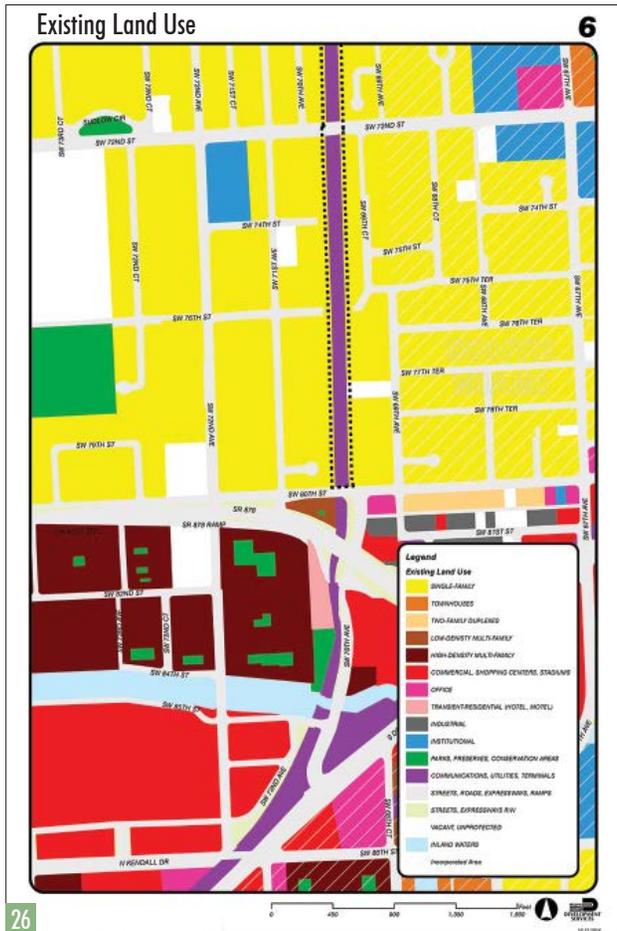
Segment 4: SW 40th Street to SW 56th Street: This segment is vacant and zoned GU, IU-1 (Industrial, Light Manufacturing District), IU-2 and RU-1.

## Segment 5 Maps



Segment 5: SW 56th Street to SW 72nd Street: This segment is vacant and zoned GU, EU-1 (Single-Family One Acre Estate District), EU-M (Estate Modified District) and RU-1.

# Segment 6 Maps



Segment 6: SW 72nd Street to SW 80th Street: This segment is vacant and zoned GU, EU-1 and EU-M.

26-28: Existing Land Use, CDMP Land Use Designations and Zoning District Maps for Segment 6

# Planning Process

Since the late 1990s, the charrette workshop format has been the County's preferred method to encourage public participation and formulate recommendations for various planning studies. The term 'charrette' is derived from the French term 'little cart' and refers to a final intense work effort by 18th century architecture students to meet a project deadline and place their projects into this cart. The contemporary charrette is intended to foster a similar burst of creative ideas involving the public and is a valuable tool for identifying issues to be addressed in an area plan.

This planning process began in 2014 with the Board of County Commissioners (BCC) directing planning staff to conduct charrettes for the Ludlam Trail corridor. Additionally, on April 21, 2015, the BCC adopted resolution R-350-15 directing that the results of the charrettes conducted for the study area be reflected in a staff application to amend the CDMP.

Extensive effort was made so that the area residents and the local community were aware of the planning process. All meetings were advertised in the Miami Herald and mailings were sent to property owners within one-half mile of the corridor.

Public charrette workshop events took place on Saturday, February 28, 2015 and

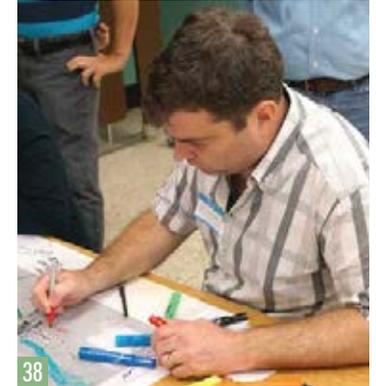


29-30: Commissioners Rebeca Sosa and Xavier Suarez welcome residents to the public charrette workshops for the portions of the corridor located in Commission Districts 6 and 7

on Monday, March 9, 2015 at West Miami Middle School and South Miami Senior High School, respectively. After brief overviews of the study area, workshop participants gathered into groups, with each provided an aerial photo of a one-mile section of the study area overlaid with trace paper. For each one-mile segment, groups of approximately ten participants discussed community issues and drew their ideas onto the trace paper, with the assistance of planning staff. By the end of the workshops, these drawings and concepts would become the 'Citizens' Plans'. Following several hours of drawing and discussion, the plans were displayed and representatives from each group presented the features of their plan. The concepts and issues identified in each presentation are outlined with each of the Citizens' Plans shown on pages 13-32. It is important to note that the concepts presented in this Report are only possible with the consensus provided by the participants of the two charrette workshops.

During the three days following the charrette workshops, planning staff remained in the study area, working at A.D. Barnes Park and Gibson Bethel Community Center where the public was invited to visit and observe staff at work on planning concepts for the Ludlam Trail Corridor. Presentation of these planning concepts were shown to the community for their review and comments

at two subsequent public meetings held on Thursday, April 23, 2015 and Wednesday, April 29, 2015 at West Miami Middle School and South Miami Senior High School, respectively.



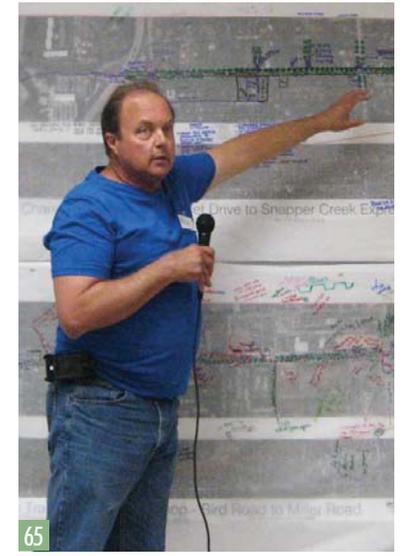
31-42: Participants were encouraged to draw and write their ideas on table maps over the course of several hours during the February 28 and March 9, 2015 public charrette workshops

## Table Map Presentations: District 6



43-60: Participants from District 6 present the ideas drawn and issues discussed at the table sessions

## Table Map Presentations: District 7

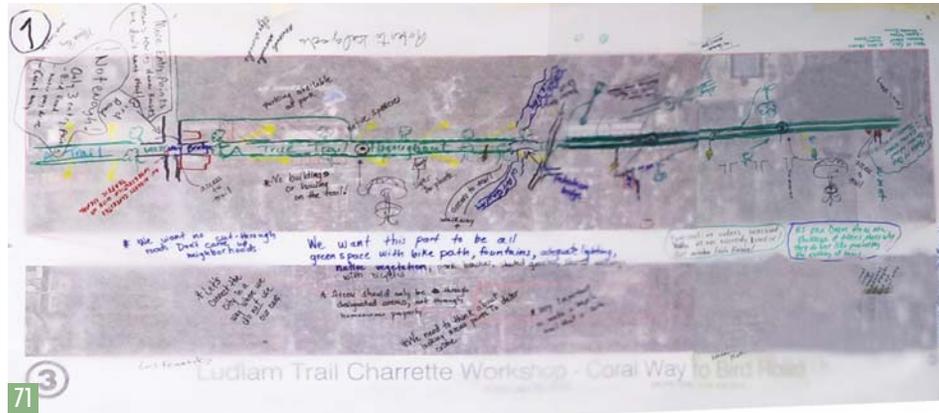


61-70: Participants from District 7 present the ideas drawn and issues discussed at the table sessions

## Citizens' Plans - District 6

The drawings on figures 71 through 110, the Citizen's Plans, were created on February 28, 2015 and March 9, 2015 during two public design workshops by groups of eight to twelve participants. These plans guided the design team in developing the concepts and recommendations within this report. The bulleted items next to each plan summarize concepts from plan drawings and presentations made by participants in each group.

Table 1



71

- No Building or housing on the trail
- Grow/use native species
- No 'Cut-thru' streets
- No more entry points other than the existing main intersections
- Okay to commercial buildings on main roads (Flagler, Bird OR Coral Way)
- Concerns: No outlets, increased traffic (we are essentially boxed in)
- All green space w/ bike path, fountains, adequate lighting, native vegetation

- Access only thru designated areas, not to cut thru homeowners property
- Very important to make a bike trail that is safe
- Connect the city in a way that we do not have to use cars

Table 2



72

- A green trail with bike/pedestrian paths (separated for easy use) and trees
- Elements to include Benches, fountains, lighting, landscaping (on both sides)
- Security presence at the intersections of the trail with major streets
- Include butterfly gardens and kids play areas
- Use of garbage cans, doggie bag holders
- Create 'fitness' stations at the intersections
- No buildings (houses, apartments or businesses)
- Elevated path for the bike/pedestrian trail over the major intersections

- Have many trees (Pines, Oaks, Native species)
- No trolleys, no bus lanes, no buildings, no parking spaces on the trail
- Decorative coral rock in some areas
- Have exercise signage along the trail for different physical exercises (Fitness stations)

## Citizens' Plans - District 6

Table 3



73

- Transit/trolley/Metromover service in the corridor
- No townhouses or apartments
- Safe crosswalks at intersections
- Residential uses below 6 units/acre
- Bicycle facilities for access to trail/Barnes park
- Buffers along business areas
- Safety-police, ambulance access to trail
- Connect the Ludlam Trail to other nearby parks/Barnes park
- Provide first aid stations
- Pedestrian overpass at Bird Road and Coral Way
- Limited commercial uses in segments 1 and 2 only
- Bicycle stations
- No more businesses or houses on the trail
- Cafe or snack bar for trail users
- Trail should be lighted and have security cameras
- Build a Barnes park entrance at the trail and Coral Gables canal
- No tall buildings/new development should have only one-story buildings
- Widen Waterway Drive across the trail
- Trail should have a buffer from adjacent houses

Table 4



74

- A bike/pedestrian walking trail with trees on both sides for the entire length (pedestrian and bike paths should be separated)
- No buildings (No houses, buildings OR townhomes)
- No tall buildings
- If houses — One story only
- Restore Pine Rockland habitat
- Create habitat for the endangered Bonneted Bat
- Protect our Pine Trees
- Plant Oak trees in the corridor
- Benches (that are comfortable for adults)
- Trees/Planting
- Gazebos/Resting areas
- Water fountains
- Playgrounds/Fitness equipment
- Pave the trails
- Create green open space/park in the trail

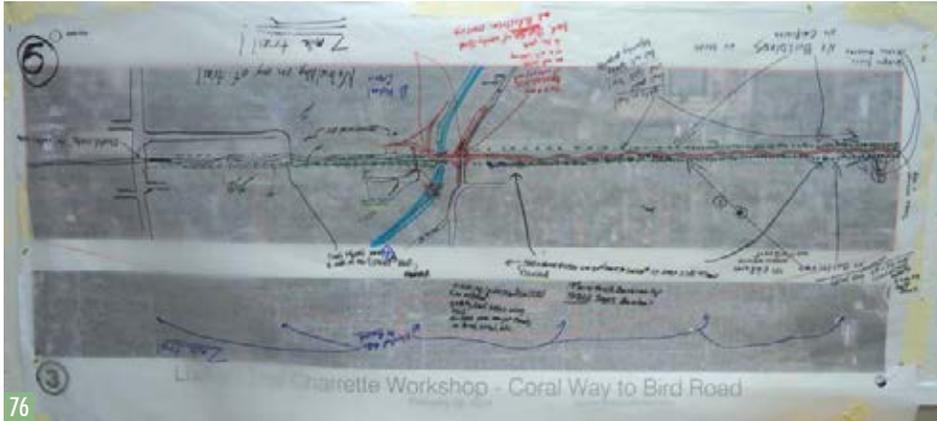
## Citizens' Plans - District 6

Table 5



- No Housing OR Commercial properties (No Houses, apartments OR townhomes)
- Bike trails, walking trails, green spaces (trees, bushes, flowers)
- Man-made lakes, ponds, lots of greenery
- Option to buy land behind the properties
- Add street lighting
- Add the trail to the park property
- Build a skate park/skateboard area
- Design destination points along the trail
- Include bike repair/rental shops
- Coffee, ice-cream, sandwich shops with outdoor seating
- Casual restaurant
- Lots of benches along the way

Table 6



- Continuous 7-mile trail
- No buildings on any part of the trail
- Bridges over major roads
- Safety/call boxes along trail
- Thick trees (bamboo)
- 14-foot min. fence with barbs
- Tree and fence buffer along east side for trail from 32nd Terrace to Coral Way
- Need stop sign and warning lights at Waterway Drive and trail
- Trail should be lighted

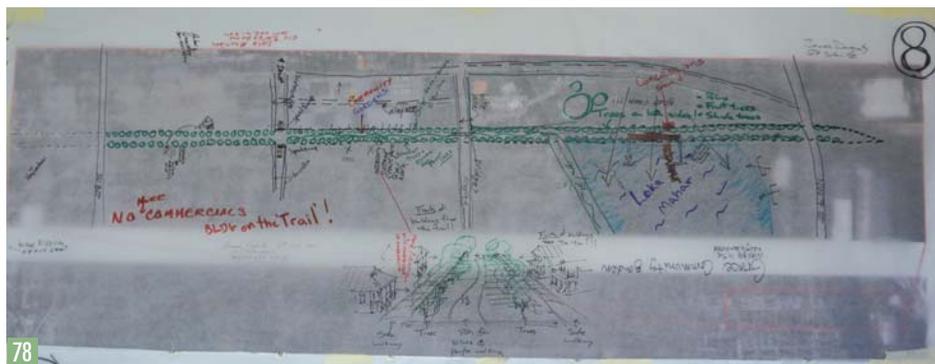
## Citizens' Plans - District 6

Table 7



- Shade trees on both sides of trail
- Connect trail to airport
- Connect trail to Blue Lagoon
- Splash fountain for kids, runners, bikers, walkers
- Pedestrian maps with points of interest, trail distances
- Trail with 4 lanes: 2 walking, 2 biking
- Use border walls for "wall ball"
- Footpath should be rubberized asphalt
- Have Wynwood-style art on sides of buildings bordering trail
- Provide off-street trail parking
- Provide tables and chairs/benches
- Provide shelters and drinking fountains
- Provide solar-powered dark-sky compatible trail lighting
- Allow food trucks at trail heads
- Need sidewalks along 4th Street between 69th and 71st Avenues
- Provide rail service along the corridor connecting to the airport and zoo
- Provide open spaces large enough for temporary uses such as art festivals, food trucks, pop-up art, etc.
- Provide opportunities for passive and active recreation
- Path should meander and have topography/change of elevation, straight and flat paths can be fatiguing

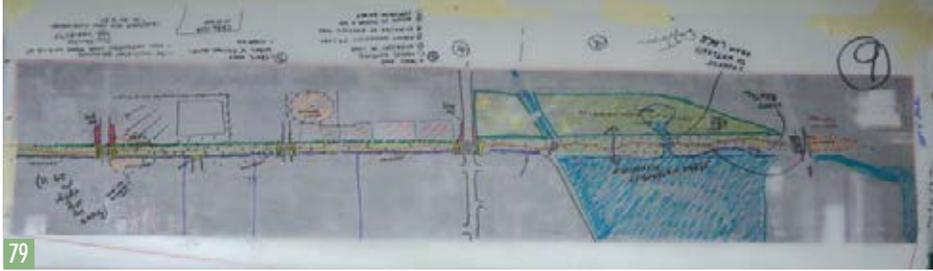
Table 8



- A green trail with paths for bikes and people walking
- No more commercial buildings on the trail
- Accessory cottages (live/work) fronting the green spaces (fronts of buildings facing the trail)
- Trees on both sides of the trail (Palms, fruit trees, shade trees)
- Concession stands along the trail
- Community gardens
- No powerlines on the trail
- Bridges over major cross streets
- Restaurant overlooking the lake 'Mahar' (?)

## Citizens' Plans - District 6

Table 9



79

- Trail only
- Consider better drainage when constructing trail or any other development
- Connect to wetland from lake
- Parking on area north of NW 7th Street
- Pursuit connection to lake. Expansion of existing park
- Access on Flagler and NW 7th Street
- Pedestrian Bridge
- Lighting
- No multi-story residences
- Full landscaped area from SW 4th Street to SW 8th Street
- Bike/walk path from Fontainebleau to SW 8th Street

Table 10

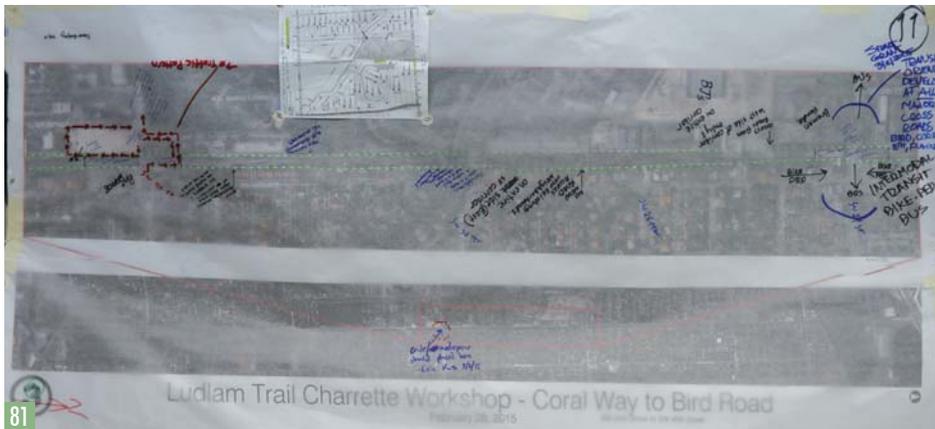


80

- Want a trail
- Use corridor for park or road, no houses or apartments
- Sell portions of trail to adjoining homeowners to extend backyards
- No buildings in residential areas
- Connect trail to the airport to attract tourists; could allow the use of tourist taxes
- Any new buildings should be limited to one story
- Trail should be a safe route for cyclists and be a neighborhood destination
- Need lights for safety
- Bridges over 8th Street and Coral Way
- Adjacent properties should not be reduced in area for future construction
- No more apartments on 67th Avenue
- Trail or road in corridor would help the congestion on 67th Avenue between Coral Way and 8th Street
- The Ludlam Trail should be a comparable attraction to High Line in New York City
- Provide parking for the trail at Coral Way

## Citizens' Plans - District 6

Table 11



- No new roads thru the trail to access into existing neighborhoods
- Only bike/pedestrian trail (it is too narrow for development)
- Access roads from the west side of corridor only
- Nothing from the 'east' side- only pedestrian access
- Transit oriented development at all major cross roads (bird, coral way, 8th, Flagler)
- These developments to be intermodal transit stops (bike/pedestrian/buses)
- Access from the trail to A.D. Barnes Park

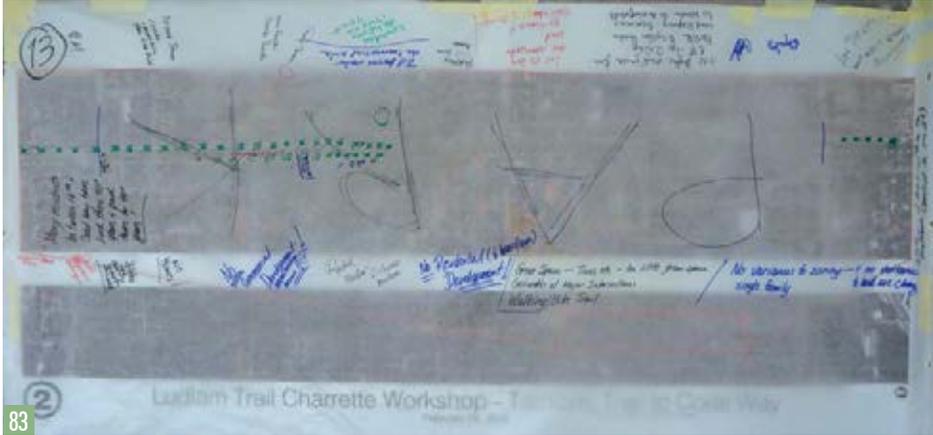
Table 12



- Entire corridor should be a park
- Use only native plants to recreate native habitat for wildlife
- Restore pinelands
- Provide birdhouses and owl boxes
- No lights, close trail at sunset
- No lights on poles, low lights all along trail
- Solar powered lights
- Safe crossings
- No access/entrances in District 7
- Provide playgrounds and picnic areas
- No playgrounds or picnic areas
- Trail head shops at 80th street
- No stores
- Connect to Underline
- Buffer of plants for privacy between trail and neighbors
- No congregating areas in residential neighborhoods
- No party cabanas
- Pit-stops with "eco-systems"
- Free electric bus trolley
- No trolley
- No more residential or commercial
- Provide bat houses for bonneted bat; research opportunity for schools along trail
- Path should be a permeable surface
- Provide pavilion shelters
- No shelters
- Provide a dog walk
- No huge high rise on old "Ace" lot (at Bird Road)

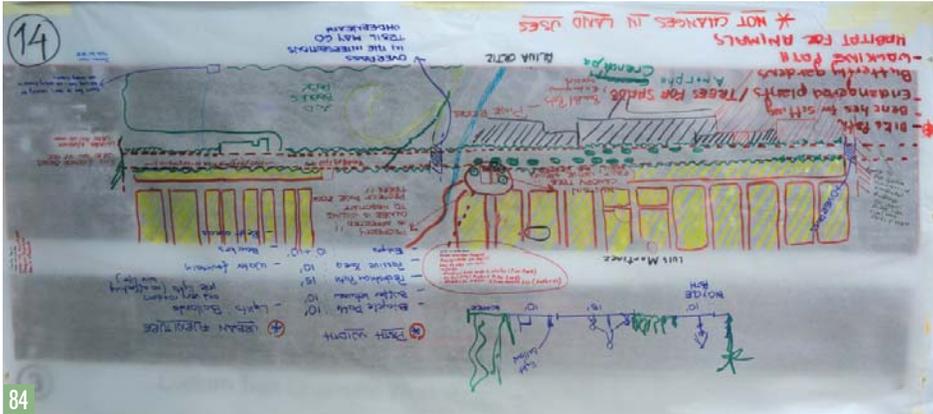
## Citizens' Plans - District 6

Table 13



- Park, bicycle lanes, landscaping and greenway
- No houses/no residential development
- Bus stops
- No commercial development behind existing houses
- Crosswalks at major intersections
- Walking/bike trail
- No variances to zoning
- No land use change
- Let homeowners buy ten or twenty feet of land
- No transit
- Ten foot buffer wall/fence

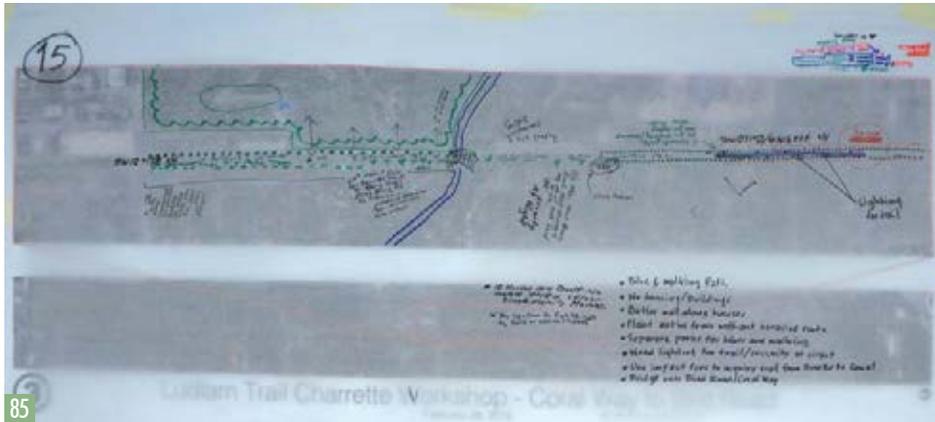
Table 14



- Provide separate 15-foot pedestrian and 10-foot bike paths
- Provide bollard lights, water fountains, benches, rest areas
- Provide an overpass at Coral Way and Waterway Drive
- Use endangered plants/trees for shade
- Provide butterfly gardens
- No changes in land use
- If there is development in the corridor, limit to one story
- Commercial and residential buildings acceptable at main roads like Coral Way, Bird Road and Flagler Street
- No new taxes

## Citizens' Plans - District 6

Table 15



- Special tax would be ok, since trail would increase the value of the properties in the area
- Native trees, lighting and benches with middle section to prevent homeless
- Bike trail
- Allow residents easier access to A.D. Barnes Park
- No buildings, houses and construction in the area
- If houses are built, no more than 1 floor single family homes
- No section of the park should be used for streets
- Buffer wall along houses
- Plant native trees
- Separate paths for bikes and walking
- Need lighting for trail/security at night
- Bridge over Bird Road and Coral Way
- More area to the park
- Bat boxes
- No wall along properties. Open up to the trail for security.

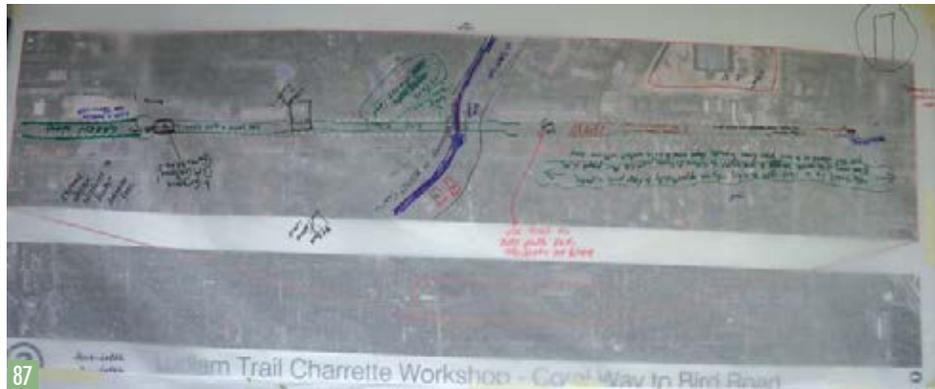
Table 16



- No houses
- Safe routes for students to walk to school
- Fitness zones
- Benches, Arboretum and community garden
- Bonneted bat houses
- Dog park/dog friendly
- Night lighting for safety
- Security cameras
- No high density housing or townhomes
- Play areas for kids
- Create a consistent fence area along the corridor
- Provide more space for home owners
- Unified look/fence
- Use trees and bushes to create fence
- Safety bike patrol
- Pine rocklands walking park
- Native trees
- Educational signs

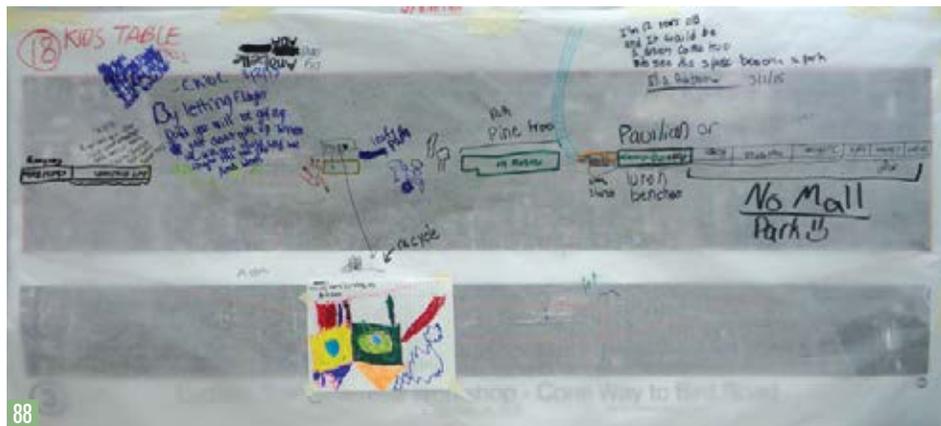
## Citizens' Plans - District 6

Table 17



- Use trail as bike path for students
- The trail is a rare gift to a big city
- Expand design district to foster bohemian feel
- Kiosk and parking for trail use at Bird Road
- A gorgeous art gallery for the Bird Road Art District
- Keep green with bike trail
- Library in park
- Expand pine rockland
- Bike rental
- Food trucks and kiosk along the existing trail
- Outdoor fitness circuit and classes
- Police stations
- Overpass at Bird Road
- Pedestrian/bike bridge at Coral Way

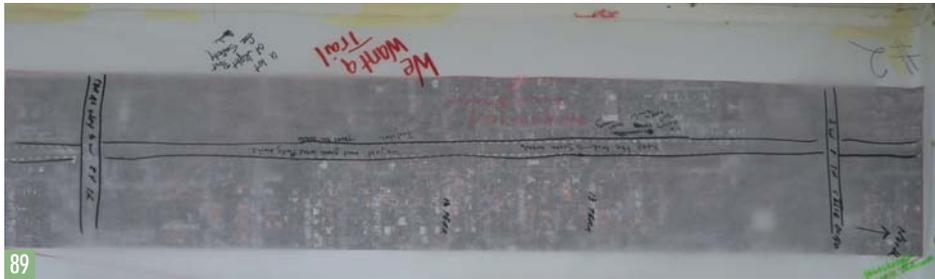
Table 18 - Kids Table



- A park
- Recycle Area
- Pine Trees
- Path
- Lunch benches
- Little stands
- A Mall (with stores: Target, Chili's, Loft, Justice, Toys R Us)
- Baseball Field, Soccer Field, and Basketball Courts
- Garage/Parking Lot
- Art Museum
- Cheesecake Factory

## Citizens' Plans - District 6

Table 19



- Keep the trail. Just green areas and park
- No housing
- Trees for shade
- Lot of light posts for safety

Table 20 - FECl Option\*



\*Plan drawing created by FECl architect during the three-day design studio following the charrette workshop.

## Citizens' Plans - District 7

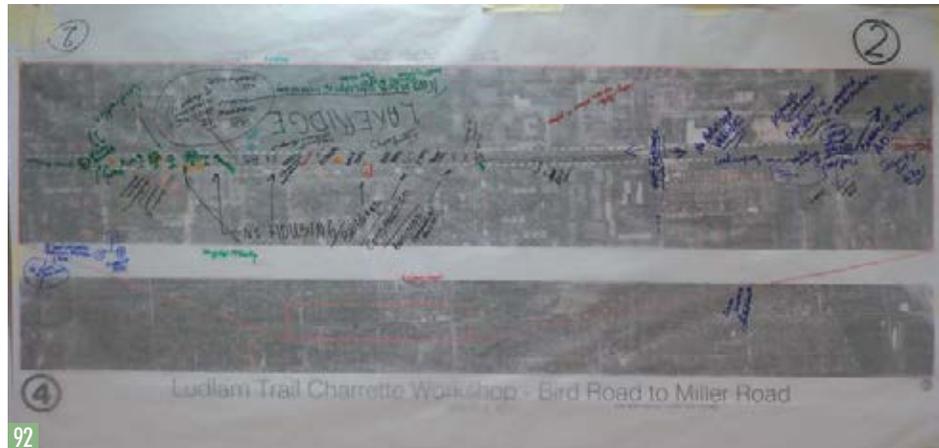
Table 1



91

- Bike trail
- No Metrorail
- Walking path separated from biking path
- Green space for people and plants - trees, shade trails
- No development other than path and bathrooms between Miller Road and SW 46th Street
- Picnic space and benches
- Very limited parking
- Bike path only
- Overpass at Bird Road and Miller Road
- Path lighting. No light pollution for adjacent homes
- Air station for bike tires
- Tree buffering on both sides
- Benches for pedestrians
- It should be a true linear park
- Access between Bird Road and Miller Road at dead-end streets
- Park for kids
- No motorized vehicles allowed
- Security on bikes, nighttime security
- Upscale eco-development
- Connection from SW 44th Street
- Decorative sound barriers
- Dog waste bags

Table 2



92

- Responsible development. Eco-minded architecture
- No development regardless of height south of SW 44th Street
- No motor vehicles
- Overpass on Bird Road to connect to A.D. Barnes Park
- Foot and Bike trail
- Workout stations throughout
- Trash cans
- Lights
- Entrance on SW 44th Street
- Trees on both sides, small playground and benches to sit on
- Security on bikes

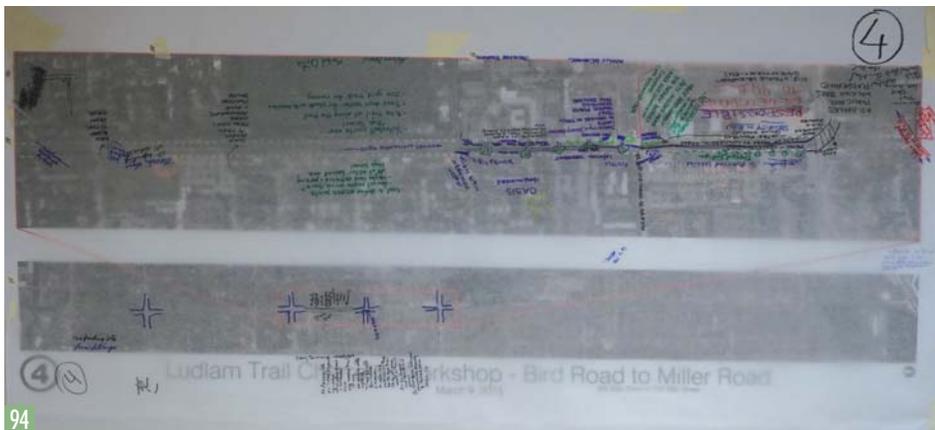
## Citizens' Plans - District 7

Table 3



- Trail the entire length of the corridor
- No development on the trail. Encourage development on the adjacent lots
- No additional commercial
- Art gallery
- Solar lighting and trees
- Wide sidewalks and nice bus stops on Bird Road
- Overpasses on Bird Road and Miller Road
- No motorized vehicles
- Emergency phones
- Trail for bikes
- Vita course
- No structures throughout
- Extend green space to SW 44th Street. Possible pedestrian access at SW 44th Street
- Bicycle racks and repair stations at main crossings
- Benches and lights
- Operating hours: dawn until dusk

Table 4



- No development wanted, but if necessary make development arts minded near the Design district
- Responsible development to SW 44th Street
- No buildings near the residential
- Commercial area no more than 2 floors to match condos across
- Nice upscale development
- Continuous path. Bike trail all along the trail
- Overpass at A.D. Barnes Park
- Lots of trees by commercial areas
- No motorized vehicles
- Security, security cameras, lights, tropical plants, fountains and park benches
- Sculptures throughout the trail
- Defined access points. Maybe have entrance and parking off Miller Road behind the High School
- Access to trail from South Miami Senior High School
- Volleyball courts near High School
- Trees down the center for shade
- Access to trail on SW 44th Street
- Library in Park
- Wide sidewalks on Bird Road
- Low cost, low maintenance trail
- No picnic tables. No gatherings
- No access from streets in neighborhood areas
- Nature preserve
- No parking lots
- Very narrow trail if any
- Buffer zone between homeowners' properties and utilized space

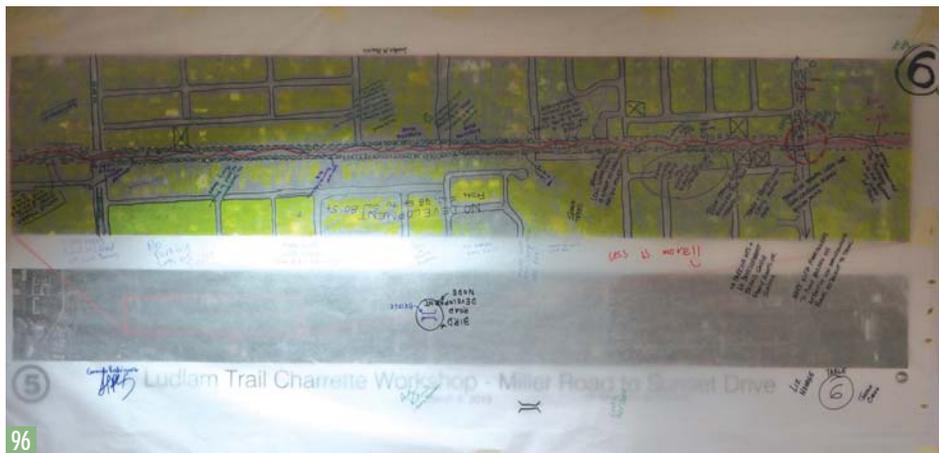
## Citizens' Plans - District 7

Table 5



- Node at Bird Road is ok
- No development behind single family homes
- No parking behind single family homes
- Let the neighbors buy 10 to 12 feet of the FEC rail
- Include rent a bike centers
- Children play area
- Local plants
- Covered areas
- No parking lots
- Sitting areas
- Trees for shade
- Walking path
- Bike path
- Exercise area
- Water for drinking
- Any lighting should consider lighting pollution mitigation
- Incorporate any existing rail infrastructure (tracks) into the pathway. Similar to the Highline design
- Trail 12' wide
- Increase property tax to help fund park and trail

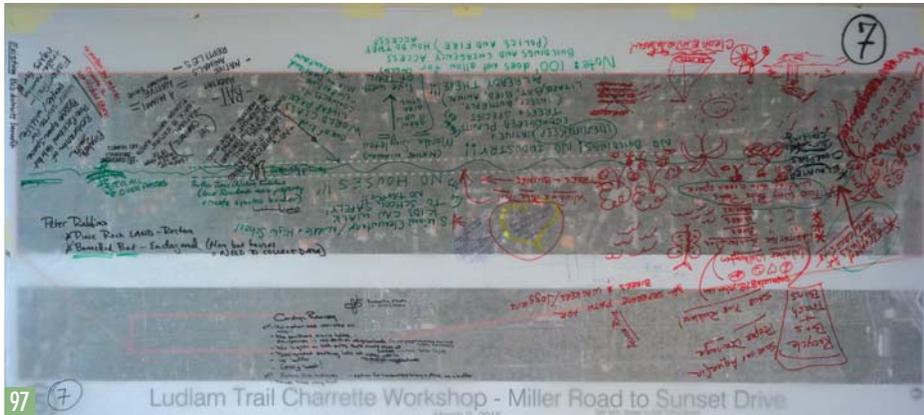
Table 6



- Less is more
- Bird Road development node
- No development behind homes and school
- No development from SW 48th Street to SW 80th Street
- Option for homeowners to purchase a 10 to 20 feet buffer on sides of trail
- Bridge on major roads for save crossing
- No parking lots
- Work with homeowners to plant hedges or low maintenance plants adjacent to trail
- Bike trail wide enough for two way traffic
- Trash and recycling cans along path
- Water fountains, low lighting and mile markers

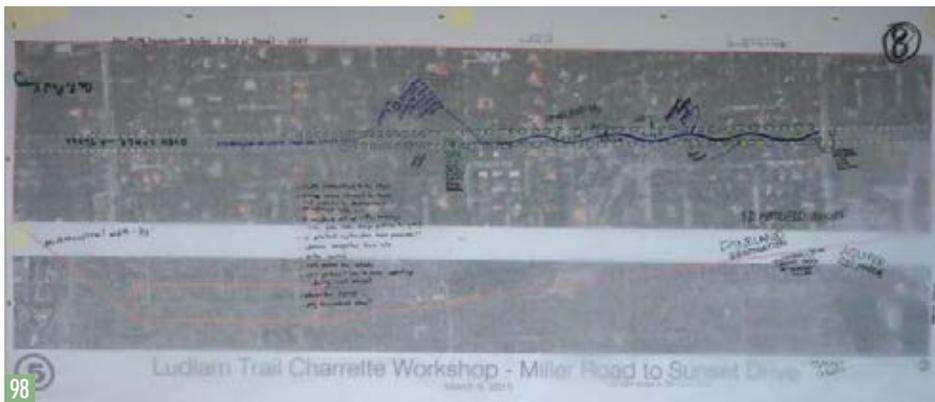
## Citizens' Plans - District 7

Table 7



- No houses
- No buildings, no industrial
- Option for homeowners to buy a piece as a buffer
- One of a kind world class linear park. Connect to the Underline, Dadeland and Downtown
- Separate paths for bikes and pedestrians
- Elevated overpass for safe crossing
- Recycle and trash bins
- Proper drainage
- Restore the pine rockland
- Habitat for butterflies, bees, birds and reptiles
- Two way bike trail
- Identify and keep native and endangered plants, trees and species already there
- No straight paths
- Leave it natural
- No motorized vehicles
- Passive open space
- Water source for people and wildlife
- Bat houses
- Less is best
- Ten foot buffer
- No lights on tall poles. Park should close at sunset. Low solar lights
- No motorized vehicles
- No congregation areas for loud music and parties

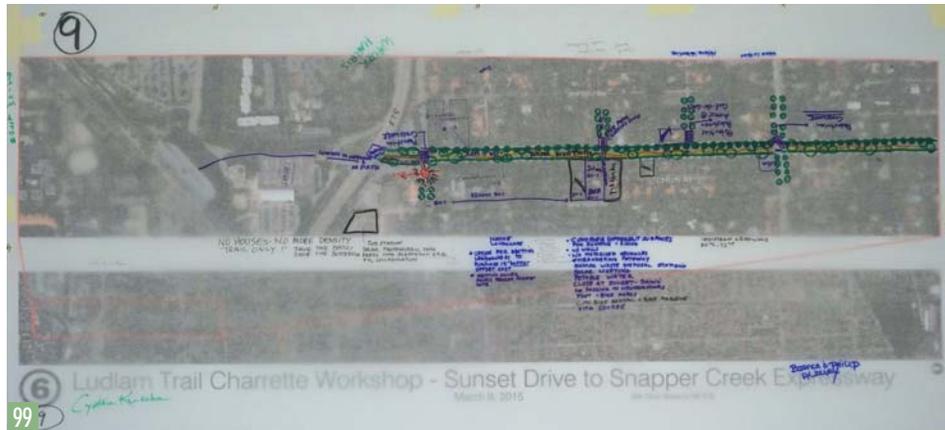
Table 8



- Just leave the trail alone — no maintenance
- Open space and trees
- Buffer for abutting property owners. Ten feet to buy or lease
- No motorized vehicles
- Pineland restoration
- Covered, solar lit transit stops at Sunset Road and Miller Road
- Eighty feet minimum trail width
- Incentivize development on adjacent lots
- Offer design guidelines for gates and walls
- Address mosquitoes from lake
- Bike rental
- Safe routes to schools
- Grade levels pedestrian crossings with signals

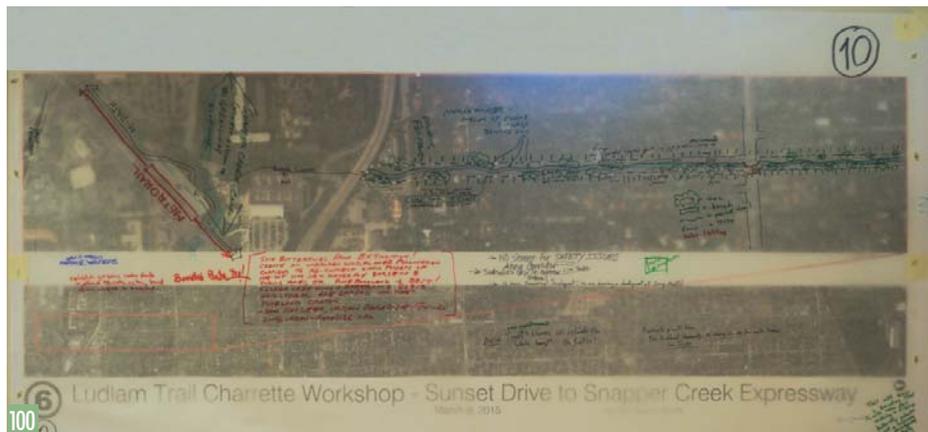
## Citizens' Plans - District 7

Table 9



- Trail only. No houses. No more density.
- Option for abutting landowners to purchase a 15 foot buffer to offset cost
- No parking in neighborhoods. Foot and bike access
- Save the bats. Save the butterflies
- Native landscape
- Abutting owner access through private gate
- Pedestrian crosswalks at SW 72nd Street and SW 80th Street
- Different surfaces for running and riding
- No walls
- No motorized vehicles
- Meandering pathway
- Animal waste disposal stations
- Solar lighting
- Potable water
- Close at sunset
- Citi bike rental and bike parking
- Vita course
- Potential pedestrian access at cul-de-sacs

Table 10

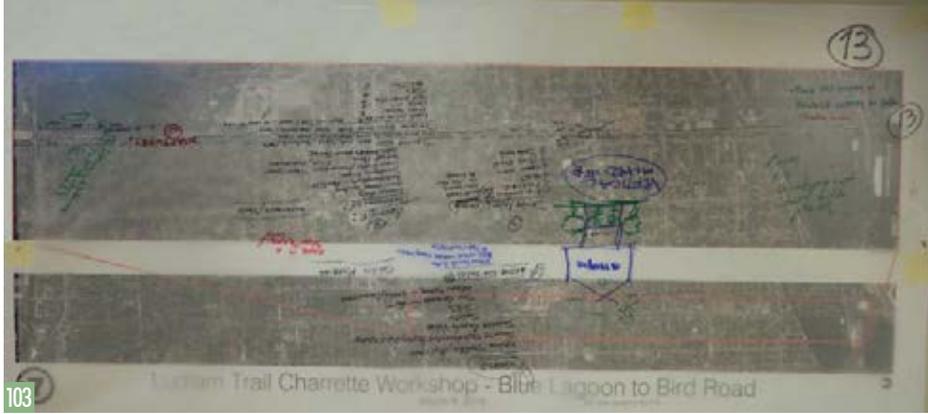


- Continuous trail — no development
- No more commercial development
- Trail with room for walking and biking
- Opportunity for a world class trail Vita course stations
- Solar lighting
- Establish gorgeous native plants to attract tourists
- Low maintenance flowers in islands the whole length — no exotics
- Replicate pine rockland — no heavy shade exotic trees
- Save butterflies from extinction. Create an unbroken wild flower pollination corridor
- Solar lighting
- Pedestrian bridge on SW 72nd Street
- Drinking fountains



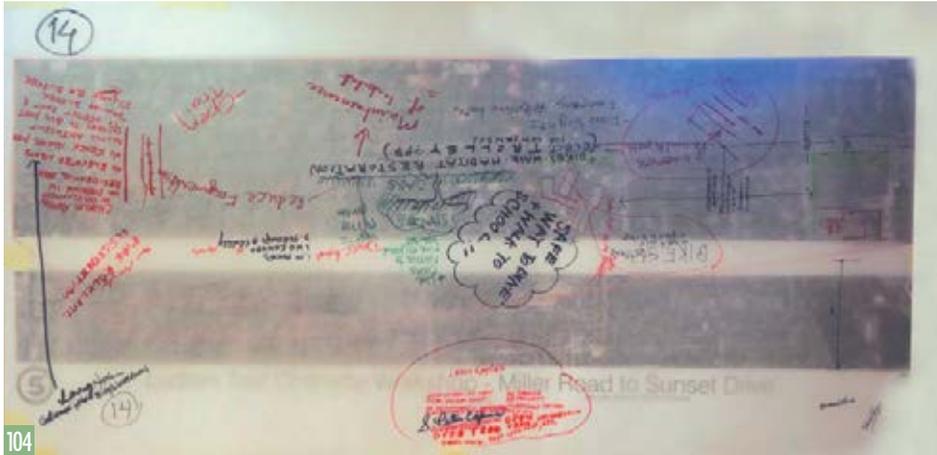
## Citizens' Plans - District 7

Table 13



- Reduce traffic/number of cars
- Promote bicycle, pedestrian, golf carts on the trail
- Overpass bridge over the important nodes/street intersections
- Have restaurants/shops
- Sculptures
- Library at AD Barnes Park
- Create vertical mixed-use (w/ shops above pedestrian/bike path)
- Develop side areas into shops, restaurants, apartments
- Plant shade tree canopy
- No development- just bike/pedestrian path
- Trail Only

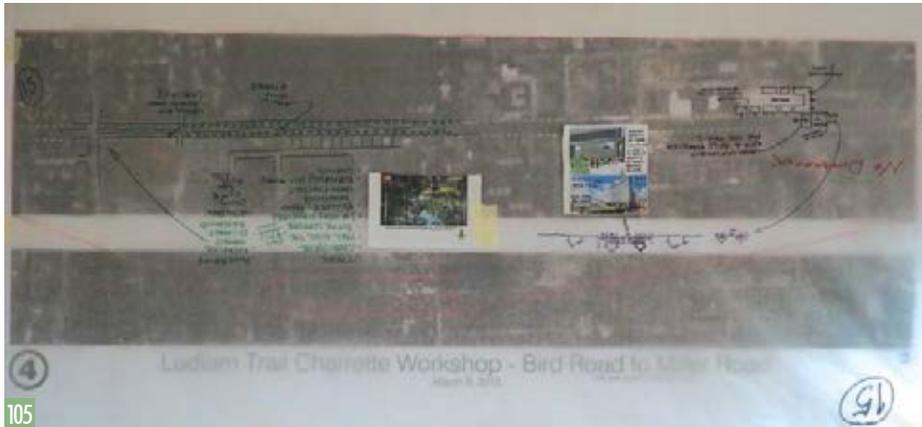
Table 14



- Open trail
- Bike stations (to set air, repair, park bikes)
- Safe way to bike and walk to school
- Live oaks, native to pine Rockland habitat
- Electric Trolley (no consensus)
- Biking/walking/habitat restoration (and maintenance)
- Low Lights
- Emergency telephone booths
- No development (no homes or condominiums)
- No parking to be created in residential area
- No fence along the trail/path
- Allow adjacent owners to buy part of the trail behind them
- Provide buffer (thru foliage)

## Citizens' Plans - District 7

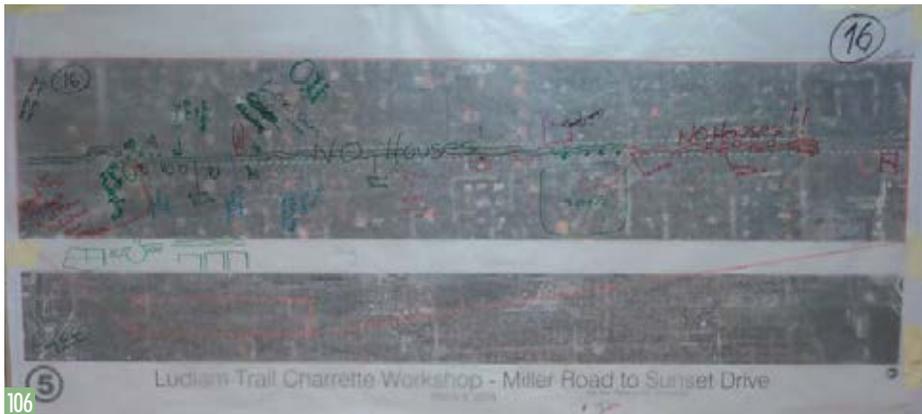
Table 15



105

- A trail with only trees along the entire corridor
- Green space
- One story structures
- Benches, trash receptacles
- Water fountains
- Emergency call boxes
- Lighting
- Pavers on pathway
- Exercise stations
- Children's playground
- Water Park
- Crossing lights and signs
- School bus access road (one way) at Bird Road
- Larger development with a pass thru for the trail

Table 16



106

- No Houses
- Low Solar Lights
- Dog poop collection station
- Fitness trail stations
- To be able to purchase 10' of trail behind homes
- Have cross walks

# Citizens' Plans - District 7

Table 17

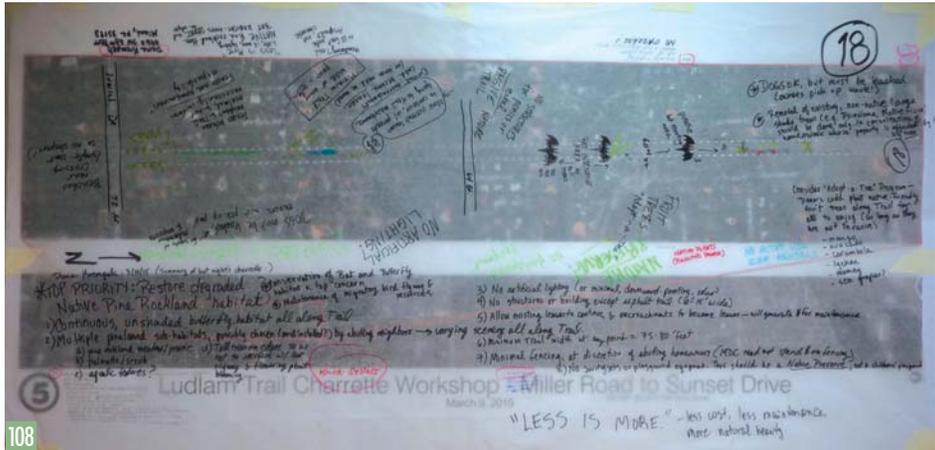


107

- All park, no commercial development
- All vehicles access to be from the West side of the trail only
- Pedestrian access only from the East side
- No rezoning of the property
- Heavy buffer next to homes and townhomes
- Amenities on the trail:
  - Trash/doggie bags
  - Benches
  - Trees
  - Toilets
  - Community Gardens

- Lighting
- Biking/walking trail
- Biking path to be straight the entire corridor
- Native landscape
- Butterfly gardens
- Rock pine lands
- Parking for the trail users

Table 18



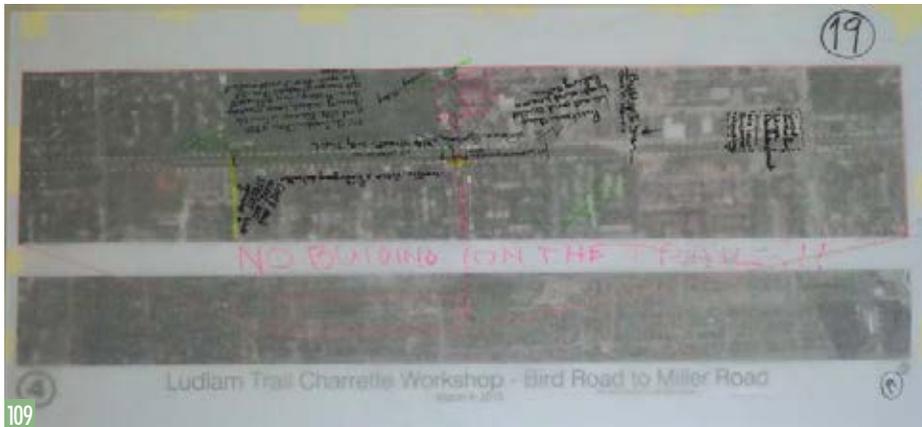
108

- No structures for picnics, rentals or gazebos (passive nature trail)
- Continuous, unshaded butterfly habitat along trail
- Asphalt Trail (10'-15' wide)
- No artificial lighting
- Minimal fencing along the abutting homes on the trail
- No swing sets or playground equipment
- To be a 'natures' preserve
- Fruit trees
- Putative bat roosting area (Bat habitat)
- Allow current leases to continue
- Nature Pine Rockland flora

- Benches near major crossings

## Citizens' Plans - District 7

Table 19



- No buildings on the trail
- Build up to SW48th/SW 44th Street (no construction beyond that point)
- Only trail access to emergency vehicles (no private cars access/ no new streets)
- Only a trail, no development or new streets thru the corridor
- Purchase the land adjacent and build high end homes facing the trail

Table 20 - FECl Option

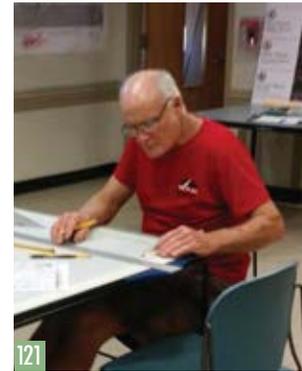


- Concentrate development near Bird Road
- Mixed-use areas
- Plaza and crossover at Bird Road
- Green south of SW 48th Street

On-site Studio: District 6



## On-site Studio: District 7



111-129: Active participation from the community carried over into the studios, during the three days following the charrette workshops, where everyone was encouraged to stop by and discuss any additional ideas they had or check on the progress of the work

# Vision Plan

The Charrette Vision Plan shown here results from the application of urban design principles to specific issues within the study area identified through the two charrette processes. The Ludlam Trail Corridor was carefully studied and concepts developed based on the Citizens' Plans shown on the previous pages.

The Charrette Vision Plan intends to identify areas where potential development could occur, while preserving the majority of the corridor as a significant trail and greenway.



## POINTS OF INTEREST

- |                                    |  |                                     |
|------------------------------------|--|-------------------------------------|
| 1. Robert King High Park           | 5. South Miami Middle Community School | 9. Snapper Creek Canal              |
| 2. Coral Terrace Elementary School | 6. Dadeland Station Shopping Center    | 10. SR 878/Snapper Creek Expressway |
| 3. A.D. Barnes Park                | 7. Dadeland North Metrorail Station    | 11. US-1/South Dixie Highway        |
| 4. South Miami Senior High School  | 8. Dadeland Mall                       |                                     |

-  All Green Trail
-  Development (w/Trail Access)



# Planning Recommendations

The planning recommendations in this section are intended to illustrate potential location of future development and public facilities along the Ludlam Trail corridor. These are derived from the public input received during the two public charrette workshops, the design studio days following the workshops and the follow-up public presentations, as well as County policies for development already in place.

## Multi-use Trail

The Ludlam Trail corridor provides a unique opportunity to develop an approximately six-mile long continuous multi-use non-motorized urban trail in Miami-Dade County, therefore becoming an asset for the community and turning into an important amenity within the County. Based on the comments made by the participants of the charrettes, the trail could provide a safe dedicated route for pedestrians and cyclists to parks, schools, shopping and employment. Mini parks within the trail could offer opportunities for much needed public recreation and open space areas, while rest areas containing benches, water fountains and shade would be appropriate throughout the trail in order for bicyclist and pedestrians to pause and get relief from the sun. The trail could also provide vegetated natural buffers to the abutting single-family and estate residential neighborhoods.

This multi-use trail should extend south beyond the study area boundaries to Metrorail and connect with the proposed Underline trail.

## Development Nodes

The Ludlam Trail corridor crosses about sixteen streets of different types ranging from divided arterial roadways to two-lane local neighborhood streets. The intersections of the Ludlam Trail corridor and West Flagler Street, SW 8th Street, Coral Way and Bird Road have the potential of becoming significant development nodes with concentrated mixed-use areas containing commercial, office and residential uses, arranged in a walkable, compact, pedestrian- and transit- friendly manner. These nodes could become key components of the corridor and should be designed to function as an integrated whole with the remaining multi-use trail portions of the corridor by having the trail incorporated throughout the development and providing trail access. Development on the nodes should not extend beyond the commercial, industrial, mobile home, multi-family residential or recreational use properties abutting the corridor.

\*The specific areas recommended to allow development and be reserved for multi-modal trail purposes are illustrated on the following pages.

## Outcome from the Charrettes and Studio Days

### District 6:

- Trail shall be continuous throughout the entire corridor
- No development, only trail behind single-family homes
- Trail shall have amenities like pocket parks, biking and walking paths, benches, fountains, shade trees and landscaped buffer areas
- Development at the nodes at major intersections

### District 7:

- Trail shall be continuous throughout the entire corridor
- No development, only trail behind single-family homes
- Trail shall have amenities like pocket parks, biking and walking paths, benches, fountains, shade trees and landscaping
- Homes should be well buffered
- Some desire to purchase buffer area by abutting homeowners
- No new streets or motorized access to cut thru the trail
- Development only within the vicinity of Bird Road

## District 6 Plan



## District 7 Plan



131: District 6 Plan  
132: District 7 Plan

## District 6 - Segment 1



North of NW 7th Street to SW 8th Street: Development on this segment could potentially occur north of the Tamiami Canal, south of West Flagler Street and along SW 8th Street. The areas behind single-family houses should be improved to accommodate a multi-use trail and development should be designed to function as an integrated whole with the multi-use trail portions of this segment by having the trail incorporated throughout the development and providing trail access.

## District 6 - Segment 2



134

*SW 8th Street to SW 24th Street: Development on this segment could potentially occur between SW 8th Street and SW 12th Street, as well as along SW 24th Street. The areas behind single-family houses should be improved into a multi-use trail. The areas behind single-family houses should be improved to accommodate a multi-use trail and development should be designed to function as an integrated whole with the multi-use trail portions of this segment by having the trail incorporated throughout the development and providing trail access.*

## District 6 - Segment 3



*SW 24th Street to SW 40th Street: Development on this segment could potentially occur along SW 24th Street, as well as Bird Road. The areas behind single-family houses should be improved to accommodate a multi-use trail. The areas behind single-family houses should be improved into a multi-use trail and development should be designed to function as an integrated whole with the multi-use trail portions of this segment by having the trail incorporated throughout the development and providing trail access.*

## District 7 - Segment 4



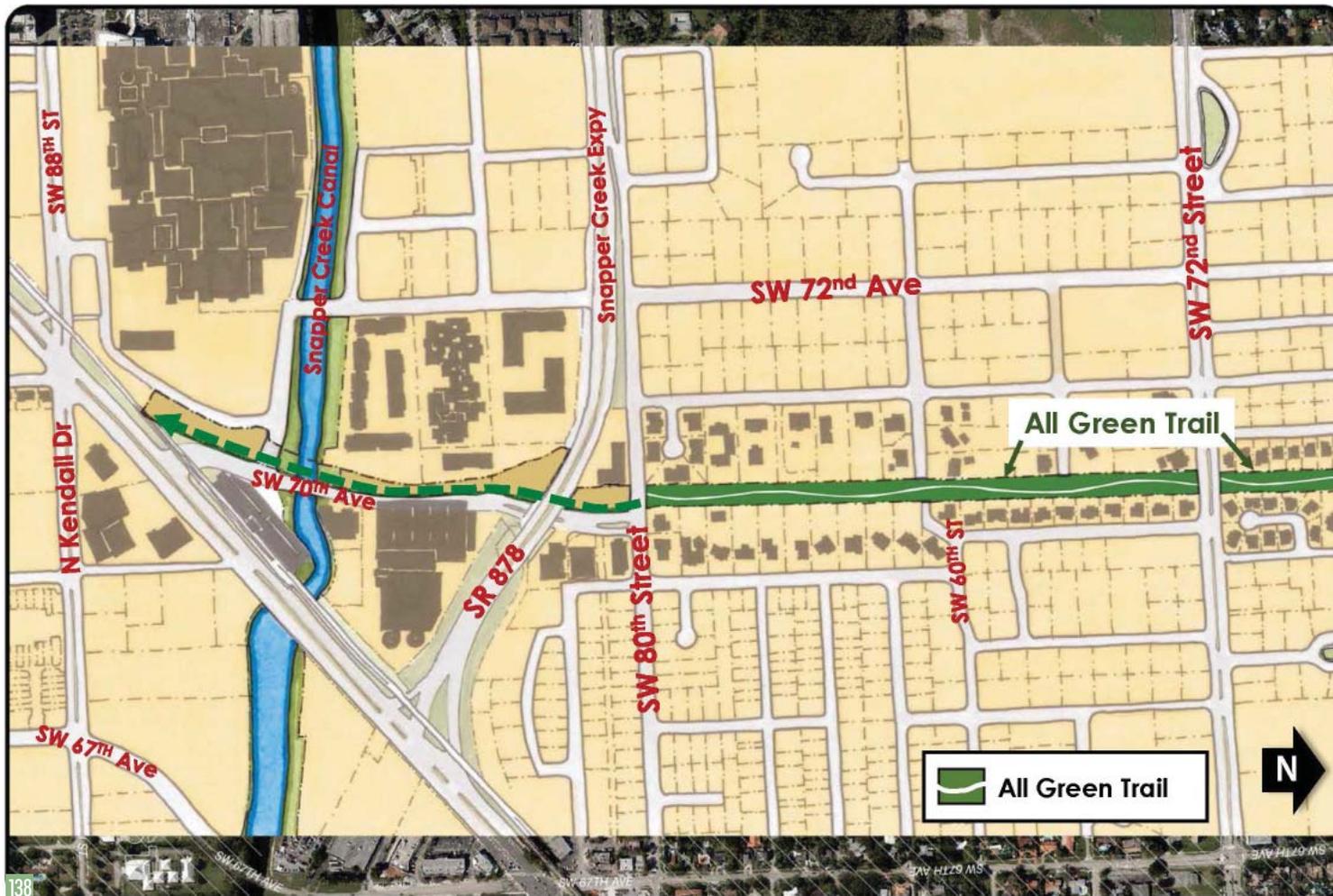
SW 40th Street to SW 56th Street: Development on this segment could potentially occur between Bird Road and SW 48th Street. The area behind single-family houses should be improved to accommodate a multi-use trail and development should be designed to function as an integrated whole with the multi-use trail portion of this segment by having the trail incorporated throughout the development and providing trail access.

District 7 - Segment 5



SW 56th Street to SW 72nd Street: All this segment should be improved to accommodate a multi-use trail.

## District 7 - Segment 6



SW 72nd Street to SW 80th Street: All this segment should be improved to accommodate a multi-use trail. The multi-use trail should extend south beyond the study area boundaries to Metrorail and connect to the proposed Underline trail.

# Implementation

Implementation of the Vision Plan for the Ludlam Trail corridor requires private sector and government agency involvement, as well as citizen participation.

The BCC adopted resolution R-350-15 directing the Miami-Dade County Department of Regulatory and Economic Resources to file an application to amend the Comprehensive Development Master Plan to reflect the results of the charrettes.

Additionally, over the last decade, Miami-Dade County has adopted new legislation and created new zoning district standards that include criteria requiring developments with defined public open space allocations, specific land use designations, street and block design, building height restrictions and transitions. Zoning standards requiring regulating plans, strict building placement standards and architecture form, as well as scale guidelines are known as form-based codes.

A form-based type of code could guide new development within the Ludlam Trail corridor and allow mixed-use development at specific locations that is compatible with the surrounding neighborhoods. Regulating plans, building placement and height diagrams and criteria consistent with the Ludlam Trail Charrette Report would guide development form, building height,

building placement, transitions between uses, parking, open space and landscaping. Form-based code amendments would be the most effective method of attaining development within the corridor consistent with the findings of this Report.

The recommendations provided in this Report would contribute to the health, safety and welfare of Miami-Dade County, as well as ensure that a mix of development would occur at the appropriate locations and in a manner that is sensitive and compatible with the immediately adjacent neighborhoods, while preserving 70% to 80% of the Ludlam Trail corridor for open space, multi-use trails and recreational opportunities. It is imperative the community remain involved to ensure identity, quality and success. Over the long term, the Ludlam Trail corridor charrettes will be seen as successful only if there is a concerted effort and coordination on part of the community, the private sector and government agencies to see the recommendations through to implementation.

# Appendix - Resolution #R-350-15

Approved \_\_\_\_\_ Mayor                      Agenda Item No. 11(A)(25)  
Veto \_\_\_\_\_                                      4-21-15  
Override \_\_\_\_\_

**RESOLUTION NO. R-350-15**

RESOLUTION DIRECTING THE MAYOR OR MAYOR'S DESIGNEE TO FILE THE APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN FOR THE LUDLAM TRAIL CORRIDOR AS A COUNTY APPLICATION; DIRECTING THE MAYOR OR MAYOR'S DESIGNEE TO REVISE THIS APPLICATION TO REFLECT THE RESULTS OF THE CHARRETTES TO BE CONDUCTED FOR THE AREA

**WHEREAS**, in the May 2014 cycle of applications to amend the Comprehensive Development Master Plan ("May 2014 CDMP Amendment Cycle"), filed pursuant to Section 2-116.1 of the County Code, Application No. 3 consisted of a private application requesting that a new land use category, entitled "Ludlam Trail Corridor," be created for the area between NW 7 Street and SW 88 Street, (+6.2 miles long and +100 feet wide former FEC railroad corridor) generally along theoretical NW/SW 69 Avenue (the "Ludlam Trail Corridor Application"); and

**WHEREAS**, this Board first considered the Ludlam Trail Corridor Application on November 19, 2014, and then continued the hearing to December 4, 2014; and

**WHEREAS**, this Board determined that more time was needed for the consideration of the Ludlam Trail Corridor Application and that it would be appropriate to consider the application in another CDMP amendment cycle; and

**WHEREAS**, Section 2-116.1 permits this Board, by resolution, to direct the Mayor or Mayor's designee to file an application to amend the CDMP; and

**WHEREAS**, at the December 4, 2014 CDMP hearing, the Board expressed its desire that the County take over the Ludlam Trail Corridor Application, and the original applicant, Florida East Coast Industries, offered to pay the actual costs of advertising such application; and

Agenda Item No. 11(A)(25)  
Page No. 2

**WHEREAS**, the Board expressed its desire that the Ludlam Trail Corridor Application be part of the May 2015 CDMP amendment cycle; and

**WHEREAS**, applications to amend the CDMP filed in the May 2015 CDMP amendment cycle would come before the Board in November 2015 for transmittal and may come before the Board in early 2016 for adoption; and

**WHEREAS**, the property that is the subject of the Ludlam Trail Corridor Application is located in County Commission District 6 and District 7; and

**WHEREAS**, the Board directed that two charrettes for the Ludlam Trail Corridor property be conducted in the affected area, with one charrette being conducted in District 6 and one charrette being conducted in District 7; and

**WHEREAS**, it is the desire of this Board that the Ludlam Trail Corridor Application be updated in the May 2015 CDMP amendment cycle to reflect the results of such charrettes,

**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.** This Board hereby directs the Mayor or the Mayor's designee to file, as a County application in the May 2015 cycle of applications to amend the CDMP, the Ludlam Trail Corridor Application, which had been originally been filed as Application No. 3 in the May 2014 CDMP Amendment Cycle.

**Section 3.** This Board hereby directs the Mayor or Mayor's designee to revise the Ludlam Trail Corridor Application to reflect the results of the charrettes to be undertaken in the area, as discussed above.

# Appendix - Resolution #R-350-15

Agenda Item No. 11(A)(25)  
Page No. 3

The Prime Sponsor of the foregoing resolution is the Board of County Commissioners.

It was offered by Commissioner **Esteban L. Bovo, Jr.**, who moved its adoption. The motion was seconded by Commissioner **Sally A. Heyman** and upon being put to a vote, the vote was as follows:

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

The Chairperson thereupon declared the resolution duly passed and adopted this 21<sup>st</sup> day of April, 2015. 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.

Abbie Schwaderer-Raurell

# Acknowledgments

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Miami-Dade Transit Agency

Miami-Dade Public Works and Waste Management



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