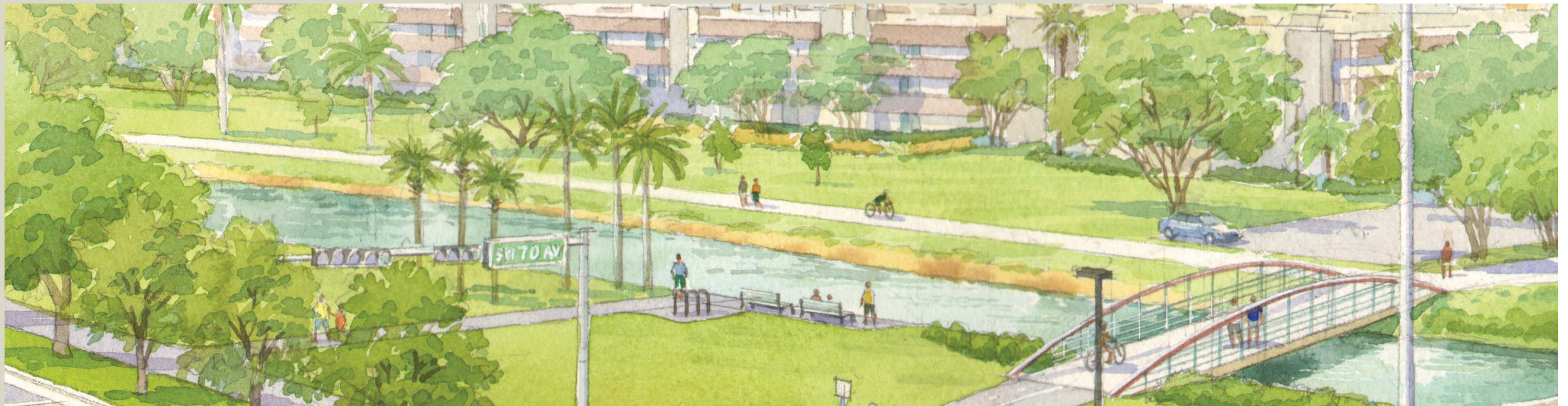


Section Two:
SCENARIO DEVELOPMENT

“Greenways and trails offer a new way of looking at how a community’s cultural, historic, recreational and conservation needs fit into an overall picture that also includes economic growth. With their emphasis on connections, greenways and trails allow community leaders to consider how existing parks and open spaces can become part of a network of green that supports wildlife, pleases people, and attracts tourists and clean industry.”

OFFICE of GREENWAYS and TRAILS, FLORIDA DEPT of ENVIRONMENTAL PROTECTION, Thinking Green: A Guide to the Benefits and Costs of Greenways and Trails, 1998



Ludlam Trail at Snapper Creek (C-2) Canal looking northwest

Section Two SCENARIO DEVELOPMENT

2.1 OPPORTUNITIES AND CONSTRAINTS SUMMARY

Through the vision of Ludlam Trail as a non-motorized, shared-use trail and linear park, many opportunities exist for positive impacts to the surrounding neighborhoods. These opportunities fall under three broad categories and include social, environmental, and economic opportunities. Each opportunity for positive impact from the development of Ludlam Trail can be traced back to a guiding document as shown in the Goals Matrix found in section 1.1 of the study.

2.1.1 SOCIAL GOALS OPPORTUNITIES

Social goals are wide ranging and include topics from healthy lifestyles to accessibility and education. Based on the development of Ludlam Trail, the surrounding neighborhoods stand to achieve several community based goals by having better access to recreation opportunities, preservation of cultural and historically significant areas, and better access to the community at large without the need of a vehicle. Quantifiable social benefits, which will be addressed in Section Three of this study, include increases in access to area amenities, number of people engaged in regular physical activity, and the amount of calories burned from greater levels of physical activity.

2.1 OPPORTUNITIES AND CONSTRAINTS

The vision for Ludlam Trail is a 6.2 mile long non-motorized, shared-use trail that serves local residents as well as visitors, commuters, and a wide variety of users throughout the Miami-Dade County. It is anticipated that the trail will be used to walk, bike, run and skate for fun and exercise; to access transit; to go shopping; and to commute to and from home, school and work.

In addition to providing new recreation and transportation opportunities, it is also anticipated that development of the Ludlam Trail will generate opportunities to provide a wide variety of social, environmental and economic benefits for Miami-Dade County residents. Many of these benefits are community based goals outlined by guiding documents as shown in Section 1.1 of this study. These benefits include the following:

Social Benefits

- Healthy Lifestyles
- Public Safety
- Affordable Housing
- Education
- Accessibility
- Cultural/ Historical Resource Preservation

Environmental Benefits

- Reduced Vehicle Trips/ Miles
- Decreased Use of Fossil Fuels
- Clean Air and Water
- Reduction in Greenhouse Gases, Climate Changes
- Enhanced Biodiversity

Economic Benefits

- Improved Mobility/ Connectivity
- Stabilized/ Increased Property Values
- Increased Tax Revenue
- Redevelopment of Existing Properties
- New Jobs

Several potential constraints exist along the Ludlam Trail corridor which could limit benefits typically associated with the development of trails and greenways. The primary constraint is the existing street network and block pattern. Access is planned from every public right-of-way adjacent to the corridor; however, additional access points would necessitate the redevelopment of private property which may not occur or be directly linked to the presence of

the trail. Benefits identified with the development of Ludlam Trail will identify only those which would occur directly from the development of the trail.

This section identifies and illustrates opportunities to achieve each goal and demonstrates that the development Ludlam Trail is an important step in Miami-Dade County’s sustainability goals to be a more livable community. Following are detailed descriptions of social, environmental, and economic opportunities.

2.1.1 SOCIAL OPPORTUNITIES

HEALTHY LIFESTYLES

Construction of the Ludlam Trail will help Miami-Dade County advance many of its social goals. Currently the existing five mile abandoned railroad corridor acts as a barrier and deterrent to social interaction along the corridor. Fences and walls have been constructed for security, and many areas are overgrown and strewn with trash. Due to the presence of the fences and walls, the corridor lacks natural surveillance by adjacent residences, which is commonly referred to as “eyes on the trail.” Having a lack of natural surveillance creates a greater opportunity for crime, vandalism and other undesirable behavior.

Experience from other similar trails throughout the country, such as the Fred E. Marquis Pinellas Trail, indicates that development of Ludlam Trail would reverse this condition. Residents and business-owners will remove walls and fences to gain access gates to the trail. The corridor will become regularly monitored and maintained, and the trail will serve as the social center of the community. Residents will use the trail for daily exercise, often with friends or relatives, which will significantly advance Miami-Dade County’s goal of promoting healthy lifestyles.



Activity along the Fred Marquis Pinellas Trail increases the community's physical activity levels and promotes a healthy lifestyle

Potential quantifiable benefits associated with healthy lifestyles would be an increase in the number of people receiving regular physical activity and additional calories burned.

PUBLIC SAFETY

Development of Ludlam Trail will also advance the goal to increase public safety. First, construction and maintenance of the trail will activate the corridor, serving as a deterrent to crime and illicit activities. Second, residents will be able to walk and bike along the trail rather than along busy streets. Where there is adequate space, the trail could also provide safe locations for recreational activities and facilities such as picnic areas, exercise stations, community gardens and playgrounds, all of which contribute to the goals of public safety, neighborhood stabilization and sociability. Paths can make a community more social interactive by those who bike, walking and roller-blade whereas people in cars are insulated from the outside world by distance, speed and windows.

AFFORDABLE HOUSING

Although typically not a direct impact from the development of trail, nonetheless, the construction of Ludlam Trail may be the catalyst for the development or redevelopment of vacant and/or underutilized properties along the corridor. These sites may provide needed new types of housing for a growing senior population and help attract families with the development of multiple housing types with direct access to the trail.

EDUCATION

The Ludlam Trail will provide tremendous opportunities to advance educational goals as well; South Miami Senior High School, South Miami Middle School and South Miami Elementary School are all located within the “heart” of the corridor north and south of Miller Road, and could use the trail to enhance their curriculum; Coral Terrace Elementary School is also near the corridor. An interactive “Trail Curriculum” could focus on fitness, math, science, history, reading and the environment. Mile markers, exercise stations, reading clues, math puzzles, history lessons, wildlife stations and other features or points of interest could be integrated into the pavement, signs and exhibits along the corridor. Community gardens which could be maintained by the schools or other institutions are additional opportunities. Virtual experiences such as pod casts, on-line lessons and fitness programs could add another dimension to the corridor experience.

Section Two **SCENARIO DEVELOPMENT**

ACCESSIBILITY

Perhaps the greatest social opportunity along the trail corridor is to advance Miami-Dade County’s goal of increased “accessibility”. At the local level, the Trail will provide access to schools, parks (such as Palmer Park, A.D. Barnes Park and Robert King High Park), jobs and shopping for the thousands of residents who live near the corridor. The presence of the trail might increase school participation in the Safe Routes to Schools program. From a regional perspective, the Ludlam Trail corridor is a vital link in Miami-Dade County’s overall transportation network, connecting to the Metrorail Dadeland North Station to the south; the proposed Orange Line Metrorail NW 7th Station to the north; and to other planned trails including the M-Path Extension, South Dade Trail, Snapper Creek Trail, East/West Trail, and Merrick Trail as shown in the previous section of this study. Development of the Ludlam Trail link could eventually enhance accessibility opportunities for hundreds of thousands of Miami-Dade residents and visitors.

The study will identify an increased service area and estimate for the number of residents that gain access to transit, school and parks throughout the Ludlam Trail Study Area.

CULTURAL / HISTORIC PRESERVATION

The Ludlam Trail corridor also provides a unique opportunity to create a sense of place for the community by “telling the story” of different cultures, historical events, civic leaders, natural and historic sites and other significant events, people and places in Miami-Dade County. Public art and exhibits, including integrated trail design (pavement, furnishings, shelters and other trail elements), can be used to interpret the stories. Similar to the educational initiative, on-line and virtual interpretation can further enrich the corridor experience.



Examples of Educational Signs approved for Miami-Dade County trails

2.1.2 ENVIRONMENTAL OPPORTUNITIES

REDUCED VEHICLE TRIPS / DECREASED USE OF FOSSIL FUELS

The Ludlam Trail corridor provides numerous opportunities to advance Miami-Dade County’s environmental goals. The most obvious opportunity is to reduce the number of vehicle miles traveled (VMTs), vehicle daily trips (VDTs), and the use of fossil fuels; the more people walk, bike or skate to school and work, the fewer vehicles will be on the roads. This also helps to advance the goal of cleaner air. Once the trail is developed, Miami-Dade County may wish to conduct a “leave your car behind” campaign to encourage community residents to try alternative modes of transportation, and to keep track of reductions in VMTs and fuel use. This study will estimate the anticipated reduction in VDTs and associated VMTs in the Study Area as a result of the development of Ludlam Trail.

CLEAN AIR & WATER

Of the approximately seventy-two (72) acres within the trail right-of-way, only twelve (12) acres will be used for trail amenities; this leaves approximately sixty (60) acres that can be used to increase air quality, biodiversity, shade, and stormwater treatment.

Cleaning up the corridor and planting native vegetation will also contribute to the goal of cleaner water. Nutrient-rich stormwater run-off from adjacent properties will be filtered by the vegetation, helping to remove pollutants from the water before it filters down into the aquifer. Environmental benefits such as air pollution reductions will be estimated as part of the study.

REDUCTION IN GREENHOUSE GASES, CLIMATE CHANGES

Reduction in greenhouse gases may be realized through the reduction of VDTs within the Study Area. The number of miles saved will grow as people utilize the trail to commute to work or school, run errands, travel to Dadeland Mall, or visit others along the trail corridor. This will lead to a significant reduction in greenhouse gases from the Study Area. In addition, through the development of Ludlam Trail, over a thousand canopy trees will be planted. These trees will sequester tons of greenhouse gases that would have otherwise remained in the atmosphere contributing to global warming.

ENHANCED BIODIVERSITY

Biodiversity can be increased by replanting the corridor with native plants. Historically the majority of the Ludlam Trail corridor was part of the Pine Rockland and Tropical Hardwood

Hammock ecological communities once common to south Florida, but significantly reduced through conversion to housing and agriculture. The Pine Rockland ecological community, consisting of predominantly slash pine and native grasses and shrubs, is considered endangered and has been assigned the highest ranking of globally imperiled by the Florida Natural Areas Inventory. The Tropical Hardwood Hammock ecological community is also present in the area and is monitored by the Florida Natural Areas Inventory. It is considered by the Florida Fish and Wildlife Commission (FWC) as a rare and ‘declining’ habitat and consists of predominantly live oak, wild-tamarind, and a wide variety of native shrubs and groundcovers.

Many of these plant species could be re-introduced to the corridor, increasing wildlife habitat and biodiversity. Native plantings will create shade and absorb carbon, helping to slow the rate of climate change. The use of native plants will also reduce the need for irrigation and mowing, furthering the County’s environmental goals to reduce the use of potable water and fossil fuels. Although the environmental conditions have been degraded by development and mimicking the natural fire cycle with prescribed burning may not be utilized in such an urban area, native plantings and select non-native species can be combined to form a holistic and biologically diverse landscape.

A.D. Barnes Park, which is located adjacent to the corridor north of SW 40th St. (Bird Road), contains natural areas that are utilized by many species of tropical migrant birds. The park is listed on the South Florida section of the Great Florida Birding Trail by the Florida Fish and Wildlife Commission and is listed as a birding location by the local chapter of the National Audubon Society, Tropical Audubon on their website. Increased tree canopy within the approximately seventy-two (72) acre corridor could become an extension of the natural areas found within A.D. Barnes Park and increase access to thousands of new park users and visitors.



Invasive species with Ludlam Trail Corridor as seen from SW 64th St. looking south

2.1.2 ENVIRONMENTAL OPPORTUNITIES

Environmental goals, which can be achieved by the development of Ludlam Trail, are unique to open spaces and greenways. Ludlam Trail will provide the opportunity to reduce the use of fossil fuels and vehicle trips made while still providing enhanced biodiversity. While reducing vehicle trips, the over sixty acres of new open green space will also provide cleaner water, improve air quality, and create the opportunity for trail users to enjoy native plant species of the Pine Rockland and Tropical Hardwood Hammock ecological communities. Environmental benefits which will be addressed in Section Three of this report include reductions in vehicle trips, miles traveled, greenhouse gases, and estimated values of pollution control.



Section Two **SCENARIO DEVELOPMENT**

2.1.3 ECONOMIC GOALS

Economic goals have been well documented in such guiding planning documents as the Miami-Dade County Comprehensive Development Master Plan, Miami-Dade County Parks and Open Spaces System Master Plan and Miami 21 Code. Based on comparable research collected from within the state of Florida and from around the Country, positive economic impacts can be expected which can help stabilize or increase property values within a half (1/2) mile of the Ludlam Trail Corridor, create new jobs through the establishment of new trail oriented businesses and increase tax revenue for reinvestment into the community.

2.1.3 ECONOMIC OPPORTUNITIES

IMPROVE MOBILITY/CONNECTIVITY

There are numerous opportunities throughout the corridor for Miami-Dade County to advance its economic goals. First and foremost, the corridor will increase mobility and connectivity as discussed in the 2.1.1 Social Opportunities section, which can have a significant impact on employers’ access to Miami-Dade County’s workforce. Major commercial activity centers such as the Dadeland Mall and Bird Ludlum Center on SW 40th St. (Bird Road) will benefit from improved access for both employees and shoppers. The increased connectivity and trail traffic associated with the Ludlam Trail will be quantified in section three of the study by estimating additional retail space and tax revenue generation supported by trail users.

STABILIZE/ INCREASE PROPERTY VALUES AND INCREASE TAX REVENUE

Second, there are numerous opportunities to meet Miami-Dade County’s goal of stabilizing or increasing the values of adjacent residential properties. The values of single-family homes adjacent to the trail will increase when the abandoned and neglected railroad corridor is replaced by an active, well-maintained and aesthetically pleasing linear park and trail. Residents of condominiums such as the Towers of Dadeland (by the Metrorail Dadeland North Station) and the Futura Gables (south of Coral Way/ SW 24th St) will benefit from access to the trail for both recreation and transportation, which will increase the re-sale and rental value of the units. Additionally, the trail may serve as a catalyst for the redevelopment of substandard housing, such as the declining mobile home park directly south of SW 8th St. (Tamiami Trail) and north of SW 12th St. By increasing property values, additional



Mobile home park located at SW 12th St. and Ludlam Trail Corridor

tax revenue will be available to the various jurisdictions. The study will estimate the potential property increase and associated tax revenue increase per jurisdiction for the Study Area linked to the development of Ludlam Trail. Currently, FEC is not paying property tax on the corridor, which means there would be no loss of tax revenue income from existing sources.

REDEVELOPMENT OF EXISTING PROPERTIES

There are also opportunities for enhancement and/or redevelopment of commercial properties, which are underutilized. Many of these properties are located at the intersections of the trail and major commercial roads. For commercial properties not directly adjacent to the trail, signs and kiosks could direct trail users to nearby businesses for food, beverages, supplies, and shopping, such as the small sandwich shop in the commercial district on Miller Road east of the trail corridor.



Sandwich shop located on SW 56th St. (Miller Drive) within five hundred feet of the corridor

Section Two of the study identifies in greater detail the potential for properties either adjacent or within 1/2 mile of the corridor that could experience change associated with the construction of Ludlam Trail.



Under utilized commercial space located on SW 24th St. (Coral Way) and adjacent to the corridor

NEW JOBS

Commercial properties directly adjacent to the trail could be repositioned and revitalized to meet the specific needs of trail users. Trails in other similar communities, such as the West Orange Trail documented in the Miami-Dade County Trail Design Guidelines and Standards: Ludlam Trail Case Study report, have generated the need for outdoor cafes, coffee shops, restaurants, ice cream shops, bicycle and skate rental and repair shops, and other trail-related uses. The under-utilized shops directly adjacent to the corridor in the Coral Plaza on SW 24th St, for example, could be redeveloped to meet the needs of trail users. Trail users will spend money on trail related items, such as bike rental, creating the need for additional retail space and jobs.

The trail corridor could also be used as a special events and festival venue by Miami-Dade County, furthering its goals of new job creation and increased revenues. Fun runs, art shows, food and wine festivals and native plant sales are just a few of the special events that could be hosted along the corridor.

INSERT SCENARIO PLAN
11x44" Page



Section Two **SCENARIO DEVELOPMENT**

BLANK PAGE

Section Two SCENARIO DEVELOPMENT

2.3 TYPOLOGIES

As discussed in the previous section, the construction of the Ludlam Trail could potentially serve as a catalyst for the redevelopment of adjacent properties along the corridor. The Corridor Scenario Plan, shows three types of redevelopment that may occur as a result of trail development.

Type 1 parcels are those that may redevelop as a direct result of trail development. These are parcels such as the Coral Plaza shopping center on Coral Way (SW 24th St) that may redevelop to serve the specific needs of trail users. These are typically uses such as bicycle/ skate shops (sales, rentals, service); food and beverage services (cafes, restaurants, concessions); and sundries/ gift shops (bottled water, sodas, snacks, suntan lotion, disposable cameras, etc).

Type 2 parcels are those that may redevelop as an indirect result of trail development. These are parcels such as Bird Road Industrial Sites, where redevelopment will not occur to directly serve the trail users; but may occur because the parcel is more valuable due to trail development. Examples of improved value include:

- Improved visibility and perceived safety
- Increase in foot / bicycle traffic
- New address on the Trail
- New connection to the Trail corridor
- Improved aesthetics
- Improved property/investment values

Type 3 parcels are vacant parcels (as opposed to redevelopment parcels) that may also develop as an indirect result of trail development due to their increased value. The intersection of SW 24th St. (Coral Way) and SW 71st Ave. is an example of a large twenty (20) acre parcel where development may occur. The market will be the overall driver for large scale redevelopment or development of vacant areas; however, the trail could provide an increased level of connectivity and mobility.

2.3 TYPOLOGIES SUMMARY

The Corridor Scenario Plan shows three types of redevelopment that may occur as a result of the trail:

- **Type 1:** small scale redevelopment as a direct result of the trail
- **Type 2:** small-to-mid scale redevelopment as market dictates but in support of trail goals and principles
- **Type 3 :** large scale redevelopment as market dictates but in support of trail goals and principles



Section Two SCENARIO DEVELOPMENT

2.3.1 TYPE 1 - SMALL SCALE REDEVELOPMENT TYPOLOGY SUMMARY

- The scenario plan highlights the following:
- Provides opportunities for redevelopment of existing underutilized commercial properties
 - Improves mobility through the development of a “trailhead” to serve the trail
 - Enhances accessibility to shopping for area residents through the development of direct connections to the trail
 - Creates new jobs through the development of new retail space and increased sales
 - Increases tax revenue from additional retail sales and higher property values



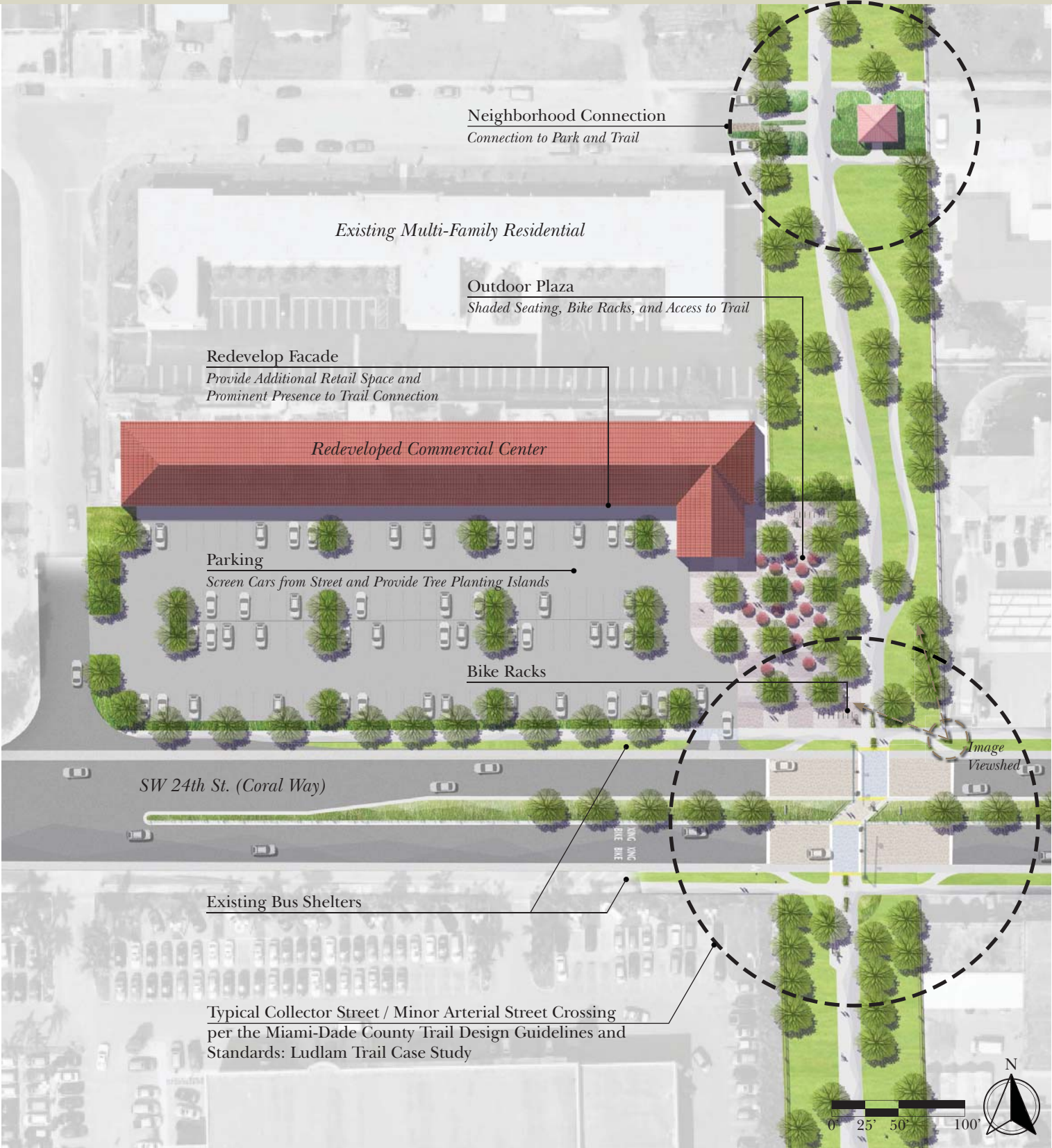
Example of a typical neighborhood connection per Miami-Dade County Trail Design Guidelines and Standards: Ludlam Trail Case Study, 2011

2.3.1 TYPE 1 - SMALL SCALE REDEVELOPMENT TYPOLOGY PLAN

Type 1 parcels are identified as those parcels typically adjacent to the trail, are underutilized, of commercial land use, and are small in size (under three acres). The parcels categorized as Type 1 may redevelop as a direct result of their adjacency to the trail. A complete redevelopment of these sites is unlikely due to their limitations as small sites. There is potential, however, for façade improvements that could be encouraged through grants and public funding. Suggested retail uses include bicycle/skate shops, food and beverage services, and dry goods.

The Coral Plaza shopping center located at the northwest corner of Coral Way and the Ludlam Trail corridor is an example of a Type 1 parcel and is shown to the right. The existing shopping center includes approximately 23,000 square feet of retail, and appears to be gradually declining in value. The Miami-Dade County Property Appraiser’s Office identifies a total value for Coral Plaza of \$4.64 million with an improvement value of \$491,000, suggesting an extremely underutilized parcel.

Due to it’s direct adjacency to the trail, the shopping center has the potential to reposition itself as a commercial trailhead for the corridor. While the form of the shopping center, in terms of setback from Coral Way and surface parking, will likely remain in the long term, there is potential for the center to re-orientate to the Ludlam Trail. In addition to providing parking (potentially fee-based), the shopping center could provide a bike/skate shop, a convenience store, and an outdoor cafe serving both active trail users and passive observers. If marketed well, the shopping center has the potential to become a vibrant, trail-related activity center.



Section Two **SCENARIO DEVELOPMENT**



Ludlam Trail at SW 24th St. (Coral Way) looking northwest

2.3.1 TYPE 1 - SMALL SCALE
REDEVELOPMENT TYPOLOGY
RENDERING

AFTER IMAGE

The after image to the left highlights the redevelopment of existing commercial property adjacent to the Ludlam Trail corridor as shown in the corridor Scenario Plan on the previous page. The image shows enhanced façade features and a shaded area with seating, an outdoor café adjacent to the trail, and the removal of the existing billboard.



BEFORE



Section Two **SCENARIO DEVELOPMENT**

2.3.2 TYPE 2 - SMALL TO MID-SCALE REDEVELOPMENT
TYPOLOGY SUMMARY

The following are opportunities highlighted by the scenario plan:

- Stabilizes or enhances existing single family residents with new town homes
- Improves mobility and connectivity through the development of new vehicular connections along Ludlam Trail with fronting development
- Encourages accessibility through new pedestrian and vehicle connections across the Trail
- Provides an opportunity for redevelopment of transitional uses adjacent to warehouse that could include flex office and additional new jobs
- Increases public safety through development fronting the trail corridor providing ‘eyes on the trail’
- Reduces vehicle trips and miles traveled by providing direct public connection points to the trail corridor which area residents can use to access nearby parks and schools and run errands
- Increases property tax revenue through the development of new commercial space and residential units on formerly underutilized parcels
- Provides affordable housing near an employment area

2.3.2 TYPE 2 - SMALL TO MID-SCALE REDEVELOPMENT
TYPOLOGY PLAN

The small-to-mid scale redevelopment of Type 2 parcels is primarily market driven. These type of parcels were identified based on their ability to redevelop existing underutilized properties and improve overall mobility and connectivity while adding access to the Ludlam Trail corridor.

The Bird Road Industrial Sites located along SW 71st Ave. and SW 70th Ct. is an example of a Type 2 parcel. Existing land uses in this area include warehouse, retail, vacant, and single family residential. The area’s relationship to the corridor is limited to a potential at SW 44th St. Currently, the area includes approximately 135,000 square feet of primarily commercial/industrial uses. The existing area also contains a small pocket of disconnected single-family uses.

The illustrated scenario to the right shows the potential redevelopment of the Bird Road Industrial Sites based on the increase of property values attributed to the development of the trail and depicts two and three story buildings with 110 residential units and approximately 135,000 square feet of flexible office space.



Section Two **SCENARIO DEVELOPMENT**



Ludlam Trail at SW 48th St. looking south

2.3.2 TYPE 2 - SMALL TO MID-SCALE REDEVELOPMENT
TYPOLOGY RENDERING

AFTER IMAGE

The after image to the left shows a perspective rendering of the redevelopment potential as shown in the Overall Scenario Plan of the study of a Type 2 area on page 31. The rendering shows a potential scenario along SW 70th Ct. looking north and highlights the enhanced street network and redevelopment of existing underutilized properties adjacent to the Ludlam Trail corridor.



Section Two SCENARIO DEVELOPMENT

2.3.3 TYPE 3 - LARGE-SCALE DEVELOPMENT TYPOLOGY SUMMARY

Opportunities highlighted in the scenario plan for Type 3 development include the following:

- Promotes healthy lifestyles by providing residents access to the trail and nearby parks for regular exercise and a more walkable street network
- Promotes public safety by fronting the trail corridor with streets and development to provide ‘eyes on the trail’
- Provides opportunities for affordable housing near employment opportunities
- Increases accessibility of nearby residents to Ludlam Trail, parks, bus routes, and shopping
- Reduces fossil fuel use and improves air quality by providing a walkable street network
- Improves air and water quality with increased tree canopy and vegetated stormwater management areas
- Reduces vehicle trips and miles traveled by providing direct connections to the trail corridor
- Increases property tax revenue through the development of new commercial spaces and residential units on existing underutilized parcels
- Creates jobs through development of new commercial spaces
- Improves mobility with an expanded street network
- Stabilizes and enhances area with the creation of new housing

2.3.3 TYPE 3 - LARGE-SCALE DEVELOPMENT TYPOLOGY PLAN

Large, vacant or underutilized Type 3 parcels are identified as commercial parcels. These parcels will develop as the market warrants and have the potential to influence smaller adjacent parcels.

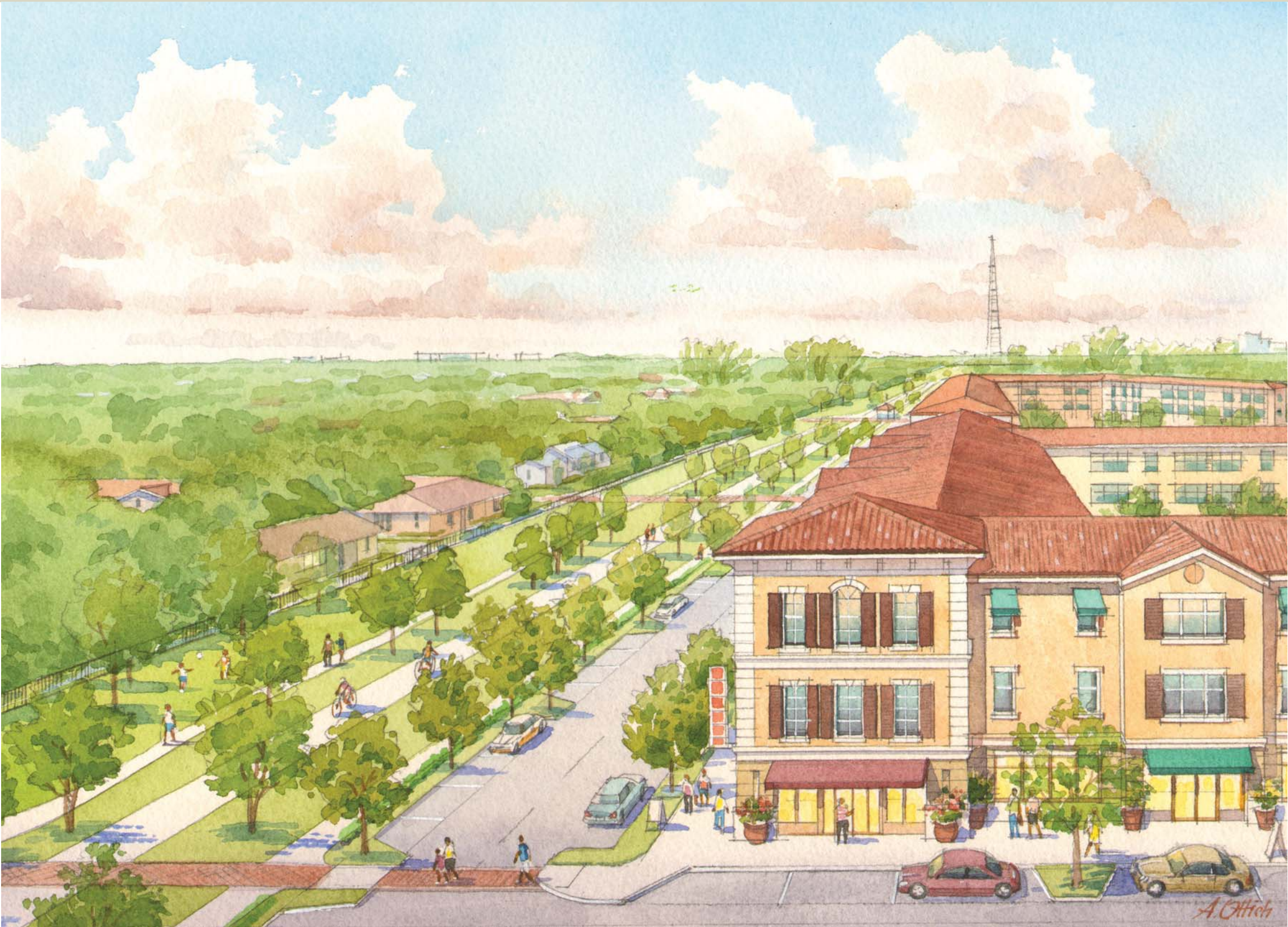
The vacant area located at the intersection of SW 71st Ave. and SW 24th St. (Coral Way) is an example of a Type 3 parcel. Existing land uses in this area include vacant, light manufacturing, and mixed-use commercial, and the current relationship to the trail corridor is the use of the corridor for temporary storage with limited private access points. The parcels have been identified as ‘super blocks’ which are parcels over twenty (20) acres in size or are over one thousand (1,000) feet in length. Currently the area contains approximately twenty (20) acres of vacant land and twenty-one (21) acres of underutilized and light industrial areas. The underutilized area contains approximately 275,000 square feet of primarily single story structures.

The intersection of SW 24th St. (Coral Way) and SW 71st Ave. provides a great example of how a large vacant parcel can begin to set the framework for overall redevelopment. Over time, the underutilized warehousing area located along N. Waterway Dr. could be redeveloped into mixed-use retail or flex office space with multifamily housing that fronts A.D. Barnes Park and Ludlam Trail.

The illustrated scenario to the right has 290 residential units, 420,000 square feet of retail or flex office space.



Section Two **SCENARIO DEVELOPMENT**



Ludlam Trail at SW 24th St. (Coral Way) looking south

2.3.3 TYPE 3 - LARGE-SCALE
DEVELOPMENT TYPOLOGY
RENDERING

AFTER IMAGE

The after image to the left identifies a potential scenario for a Type 3 development of a vacant and/or underutilized parcel adjacent to the Ludlam trail corridor in accordance to the Overall Scenario Plan on page 31 of this study. Highlights of the after image include roadway frontage of the corridor and development of a pedestrian friendly mixed-use area.

