

# **FINAL RECOMMENDATIONS**

## **MAY 2015 APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN**

**FOR MIAMI-DADE COUNTY, FLORIDA**



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FINAL  
RECOMMENDATIONS

MAY 2015 APPLICATIONS TO AMEND THE  
COMPREHENSIVE DEVELOPMENT MASTER PLAN

July 2017

Miami-Dade County  
Department of Regulatory and Economic Resources  
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# INTRODUCTION

This report contains the final recommendation of the Department of Regulatory and Economic Resources (Department) addressing the pending application to amend the Comprehensive Development Master Plan (CDMP), filed for consideration during the May 2015 Plan Amendment Review Cycle. Nine (9) applications were filed in the May 2015 Cycle of Amendments to the CDMP, eight (8) of which were filed by private parties (Application Nos. 1 through 8) and one application (Application No. 9) was filed by Miami-Dade County's Department of Regulatory and Economic Resources (RER). Application Nos. 1, 2, 5 and 6 were adopted by Miami-Dade Board of County Commissioners (Board) as small-scale amendments at the Board's November 18, 2015 public hearing. The Board denied small-scale Application Nos. 3 and 4, denied transmittal of Standard Application No. 7 and continued the November 18, 2015 public hearing to December 7, 2015, at which time Board denied transmittal of Standard Application No. 8 but approved transmittal of Standard Application No. 9. A summary of Application No. 9 is presented in the Summary of Recommendations matrix on Page vii.

## **Application Review Process and Schedule of Activities**

Following is a summary of the Plan review, amendment activities and schedule that will be followed by this cycle to comply with the CDMP procedural requirements contained in Section 2-116.1, Code of Miami-Dade County (Code) and State law. The Schedule of Activities on page v lists the principal activities that will occur under this process and indicates the timeframes for those activities in accordance with the State requirements and the County Code. For this amendment cycle, the application filing period occurred from May 1 through June 1, 2015.

The CDMP amendment process involves two phases. The first phase occurs between the time applications are filed and the time Miami-Dade Board of County Commissioners (Board) conducts its first public hearing. At its first hearing, the Board will take action addressing transmittal of the standard application(s) to the State Land Planning Agency (SLPA) and other State and regional agencies (reviewing agencies) for review and comment, and/or adopt eligible small-scale LUP map amendments on an expedited schedule. During the first phase, affected and neighboring property owners are notified of the nearby LUP map amendment request(s). The Department will issue its initial recommendations addressing each application no later than the date of the first notice advertising a public hearing for each application and submit the report to the Community Councils, the Planning Advisory Board (PAB) and the Board for their consideration during their public hearings.

Section 2-116.1 of the Code authorizes Community Councils to conduct public hearings and issue recommendations on the applications that directly affect their areas. The Community Councils public hearings for this CDMP amendment cycle were held in September 2015, before the PAB, acting as the County's Local Planning Agency, and the Board conducted their public hearings. The PAB held a public hearing on October 19, 2015, received comments and recommendations on the proposed amendments, and formulated recommendations to the Board regarding the adoption of the eligible small-scale amendment Application Nos. 1, 2, 3, 4, 5 and 6, and the transmittal of standard amendments Application Nos. 7, 8 and 9. The Board held its public hearing on November 18, 2015, which was continued to December 7, 2015. As outlined above, the Board adopted Application Nos. 1, 2, 5 and 6, denied Application Nos. 3, 4, 7 and 8, and approved transmittal of Standard Application No. 9. "Transmittal" of a proposed amendment to the reviewing agencies does not constitute adoption of the requested amendment.

The second phase of the amendment process begins after transmittal of the application(s) to the reviewing agencies. The CDMP amendment procedures in Section 2-116.1 of the County Code provide that the SLPA will be requested by the County to review and comment on all transmitted amendment proposals. The SLPA and/or the other reviewing agencies issued comments addressing the transmitted amendment proposals by January 2016, approximately 45 days after the transmittal hearing pursuant to Chapter 163.3184(3), Florida Statutes. Within 45 days after receiving comments from the reviewing agencies, or other time period determined by the Director of the Department, the Board will conduct a public hearing and take final action on the transmitted applications. During the review period by the reviewing agencies, the Department will also review comments received at the transmittal hearings and any additional submitted material and may issue a "Final Recommendations" report reflecting any new information prior to the final public hearings. Final action by the Board will be to adopt, adopt with change or not adopt any of the transmitted applications.

Outside of this regular CDMP amendment process, requests to amend the CDMP can be made by the Board under a special amendment process, or by a party having an application undergoing the Development of Regional Impact (DRI) process requesting a concurrent amendment to the CDMP. Procedures for processing such special or DRI-related amendments are established in Section 2-116.1 of the Miami-Dade County Code.

### **Additional Information**

Anyone having questions regarding any aspect of the CDMP review and amendment process should visit or call the Metropolitan Planning Section of the Miami-Dade County Department of Regulatory and Economic Resources at 111 NW 1<sup>st</sup> Street, 12<sup>th</sup> Floor, Miami, Florida 33128-1972; telephone 305/375-2835.



Table 1  
Schedule of Activities  
May 2015-2016 CDMP Amendment Cycle

Pre-application Conference	Prior to May 1, 2015
Application Filing Period	May 1 to June 1, 2015
Deadline to withdraw Application and obtain Return of Full Fee. Notify applicant of deficiencies.	June 8, 2015
Deadline for resubmittal of unclear or incomplete Applications	Seventh business day after Notice of Deficiency
Applications Report published by Department	June 22, 2015
Deadline for submitting Technical Reports	July 1, 2015
Deadline for submitting Declarations of Restrictions to be considered in the Initial Recommendations Report	July 29, 2015
Initial Recommendations Report released by Department	August 25, 2015
Community Council(s) Public Hearing(s) Kendall Community Council (12) Redland Community Council (14) West Kendall Community Council (11) Westchester Community Council (10) Biscayne Shores Community Council (7) North Central Community Council (8)	September 21, 2015 September 22, 2015 September 24 and 29, 2015 September 28, 2015 September 30, 2015 September 30, 2015
Planning Advisory Board (PAB), acting as Local Planning Agency (LPA), Public Hearing to formulate Recommendations regarding Adoption of Small-Scale Amendments and Transmittal of Standard Amendment requests to State Land Planning Agency (SLPA)	October 19, 2015 County Commission Chamber 111 NW 1 Street Miami, Florida 33128
Board of County Commissioners (Board) Hearing and final Action on Small-Scale Amendments and Transmittal of Standard Amendment requests to SLPA	November 18, 2015 Continued on December 7, 2015 County Commission Chamber 111 NW 1 Street Miami, Florida 33128
Transmittal to SLPA and other Reviewing Agencies	December 2015 (Approximately 10 days after Board Transmittal Hearing)
Deadline for Filing Supplementary Reports by the Public	January 2016 Thirty (30) days after Board's transmittal hearing
Receipt of Comment Letters from Reviewing Agencies	January 2016 (Approximately 30 days after Transmittal)
Public Hearing and Final Action on Applications: Board of County Commissioners	July 19, 2017 (Hearing timeframe extended pursuant to Chapter 163.3184(3)(c)1, Florida Statutes)

Notes: All hearings noticed by newspaper advertisement.



**Summary of Recommendations**  
**Pending May 2015 Application to Amend the Comprehensive Development Master Plan for Miami-Dade County, Florida**  
**July 2017**

Application Number/Type	Location/Acreage/Requested Amendment	BCC District/Commissioner	Department's Initial Recommendation August 25, 2015	Community Council Recommendation, Resolution # and Date	PAB/LPA Recommendation November 2, 2015	BCC Action/Recommendation November 18, 2015	Department's Final Recommendation July 5, 2017	BCC Final Action July 19, 2017
9/ standard	<p>Miami-Dade County/Jack Osterholt, Deputy Mayor/Director. Department of Regulatory and Economic Resources.</p> <p>A corridor generally 100 feet wide and bounded on the south by SW 80 Street and on the north by 400 feet north of NW 7 Street.</p> <p><u>Requested Amendment to CDMP Text and LUP Map:</u></p> <ol style="list-style-type: none"> <li>1. Add text within the Land Use Element to create a new CDMP Land Use category titled 'Special District.'</li> <li>2. Create a subcategory under the Special District text titled "Ludlam Trail Corridor District."</li> <li>3. Apply the new "Special District" designation to the former FEC railroad corridor on the CDMP Land Use Plan Map:  From: "Transportation (ROW, Rail, Metrorail, Etc.)"  To: "Special District"</li> <li>4. Add a new policy within the Intergovernmental Coordination Element to coordinate with the City of Miami for those portions of the corridor that are located within the municipal boundaries of the City.</li> <li>5. Add a new policy within the Recreation and Open Space Element to encourage developers of residential uses within the Ludlam Trail Corridor District to dedicate park land, improvements, and maintenance or some combination that adequately meets the developer's obligation to provide local recreation open space.</li> </ol>	6/Sosa and 7/Suarez	Transmit and Adopt	<p>North Central CC8: Transmit and Adopt CC 08-01-15 (09-30-15)</p> <p>Westchester CC10: Transmit and Adopt With Conditions – limit height of buildings to six stories in Tamiami Trail Development Area; provide solution to issue of pedestrian crossings at major intersections; and ingress/egress from east except for emergency vehicles. CC 10-1-15 (09-28-15)</p> <p>Kendall CC12: Transmit and Adopt with Conditions: 1) that a buffer be erected between the trail and the single-family homes as recommended in the charrette from SW 48 to SW 80 Streets; 2) no parks be developed between SW 48 and SW 80 Street; 3) that there be connectivity of the trail across roadways, 4-lanes or wider; 4) no east bound egress/ingress except for emergency vehicles at SW 48 Street to Bird Road area; 5) tie development of the trail to building within the development areas; and 6) limit building height within the Bird Road Development Area to no more than 4 stories. CC 12-3-15 (09-21-15)</p>	<p>Transmit and Adopt</p> <p>with the conditions recommended by Community Councils 10 and 12</p> <p>Conditions Include:</p> <p>Limiting height of buildings to six stories in Tamiami Trail Development Area; Provide solution to issue of pedestrian crossings at major intersections; Ingress/egress from east except for emergency vehicles; A buffer be erected between the trail and the single-family homes as recommended in the charrette from SW 48 to SW 80 Streets; No parks be developed between SW 48 and SW 80 Street; Connectivity of the trail across roadways, 4-lanes or wider; No east bound egress/ingress except for emergency vehicles at SW 48 Street to Bird Road area; Tie development of the trail to building within the development areas; and limit building height within the Bird Road Development Area to no more than 4 stories.</p>	Transmit and Adopt	Adopt as Transmitted with Further Change	

Source: Miami-Dade County Department of Regulatory and Economic Resources (Department)

Notes: BCC: Board of County Commissioners; LPA: Local Planning Agency

CC (10): Westchester Community Council; CC (12) Kendall Community Council

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# Application No. 9

Commission Districts 6 and 7

Community Councils 8, 10 and 12

## APPLICATION SUMMARY

Applicant/Representative:

Miami-Dade County  
Department of Regulatory and Economic Resources  
111 NW 1 Street, 12 Floor  
Miami, Florida 33128-1972

Location:

North of NW 7 Street to approximately SW 80 Street,  
generally along theoretical NW/SW 69 Avenue.

Total Acreage:

±68.2 Gross Acres (±66.7 Net Acres)

Land Use Plan Map Designation:

“Transportation (ROW, Rail, Metrorail, Etc.)”

Requested Land Use Plan Map  
Designation and CDMP Text Change:

1. Add text within the Land Use Element to create a new CDMP Land Use category titled ‘Special District’; and
2. Create a subcategory under the Special District text titled “Ludlam Trail Corridor District”;
3. Apply the new “Special District” designation to the former FEC railroad corridor on the CDMP Land Use Plan Map:  
  
From: “Transportation (ROW, Rail, Metrorail, Etc.)”  
To: “Special District”
4. Add a new policy within the Intergovernmental Coordination Element to coordinate with the City of Miami for those portions of the corridor that are located within the municipal boundaries of the City; and
5. Add a new policy within the Recreation and Open Space Element to encourage developers of residential uses within the Ludlam Trail Corridor District to dedicate park land, improvements, and maintenance or some combination that adequately meets the developer’s obligation to provide local recreation open space.

Amendment Type:

Standard

Existing Zoning, Use and Site Condition:

Within unincorporated Miami-Dade County: GU, EU-M, EU-1, RU-1, RU-2, IU-1, and IU-2; Within City of Miami: D1 (Work Place), T3-R (Suburban Zone), T6-8-O (Urban Core) and CS (Civic Space) / Predominantly abandoned railroad right-of-way.

## RECOMMENDATIONS

Staff Initial:	<b>ADOPT AS TRANSMITTED WITH FURTHER CHANGE</b> (July 2017) <i>[further changes include refinements to the text proffered by Florida East Coast Industries at the November 18, 2015 transmittal hearing.]</i>
Kendall Community Council (12):	<b>TRANSMIT AND ADOPT with conditions:</b> 1) that a buffer be erected between the trail and the single-family homes as recommended in the charrette from SW 48 to SW 80 Streets; 2) no parks between SW 48 and SW 80 Street; 3) that there be connectivity of the trail across roadways, 4-lanes or wider; 4) no east bound egress/ingress except for emergency vehicles at SW 48 Street to Bird Road area; 5) tie development of the trail to building within the development areas; and 6) limit building height within the Bird Road Development Area to no more than 4 stories (September 21, 2015).
Westchester Community Council (10):	<b>TRANSMIT AND ADOPT with conditions:</b> limit the height of buildings to six stories in the Tamiami Trail Development Area; provide solution to issue of pedestrian crossings at major intersections; and ingress/egress from east except for emergency vehicles (September 28, 2015).
North Central Community Council (8):	<b>TRANSMIT AND ADOPT</b> (September 30, 2015)
Planning Advisory Board (PAB) acting as Local Planning Agency:	<b>TRANSMIT AND ADOPT</b> with the conditions recommended by Community Councils 10 and 12 (November 2, 2015).
Board of County Commissioners:	<b>TRANSMIT WITH CHANGES AND ADOPT</b> <i>[changes include recommended language from Florida East Coast Industries and the Department of Regulatory and Economic Resources as presented in hearing Exhibit 9-A]</i> (November 18, 2015)
Staff Final:	<b>ADOPT AS TRANSMITTED WITH FURTHER CHANGE</b> (July 2017)
Final Action of Board of County Commissioners:	<b>TO BE DETERMINED</b> (July 19, 2017)

Staff recommends to “**ADOPT AS TRANSMITTED WITH FURTHER CHANGE**” the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Land Use Element, Adopted 2020 and 2030 Land Use Plan (LUP) map, the Capital Improvements Element and the Recreation and Open Space Element based on the Staff conclusions summarized below:

#### **Principal Reasons for Recommendation:**

1. On November 18, 2015, the Board of County Commissioners voted to Transmit and Adopt Application No. 9 with changes that included text proffered by the property owner, Florida East Coast Industries, at the hearing. At that time, staff from the Department of Regulatory and Economic Resources indicated that they would work with Florida East Coast Industries to refine the text prior to the adoption hearing. Following transmittal of the application to the State of Florida Department of Economic Opportunity, staff from the Department continued to work with the property owner to refine the text proffered at the November 18, 2015 hearing. The further changes represent the proposed refinements that resulted from these meetings.

The further changes are indicated by double underline or double strike-through text in the description of requested changes.

2. Principal Reasons presented in the Initial Recommendations Report, dated August 2015, are maintained.

#### **Requested Text Amendment**

The following is the proposed text change for the Land Use Element of the CDMP.

##### **1. DESCRIPTION OF REQUESTED CHANGES<sup>1</sup>**

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

**Special Districts. Land designated as “Special District” on the CDMP Land Use Plan Map comprises areas with unique characteristics where special land use provisions are warranted. Special Districts may be approved on properties that are located inside the UDB, and contain a minimum of 10 acres. The specific land use provisions for each Special District are defined herein.**

##### **Ludlam Trail Corridor District**

**The Ludlam Trail Corridor District (“District”) applies to an approximately 5.8-mile segment of the former Florida East Coast Railway South Little River Branch spur-**

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<sup>1</sup> Further changes following transmittal of the application to the State of Florida Department of Economic Opportunity are indicated as follows: Words double stricken through and/or [[double bracketed]] are deleted, words double underlined and/or >>double arrowed<< are added.

line that is generally 100 feet wide and extends from SW 80 Street to approximately 400 feet north of NW 7 Street and generally along theoretical NW/SW 69 Avenue ("Corridor") as depicted on Figure 3.1. Approximately 0.6 miles of the Corridor between SW 8 Street and the Tamiami Canal is located within the boundaries of the City of Miami ("Miami Segment").

The purpose of the Ludlam Trail Corridor District is to enhance regional mobility, provide opportunities for physical activity, and improve the economic vitality of the area by facilitating the conversion of this former railway corridor into a continuous publicly-accessible primarily pedestrian and bicycle trail while ensuring that development along the Corridor occurs at appropriate locations and in a manner that is sensitive to and compatible with adjacent uses. Several regional and local studies have identified an opportunity for a regionally significant trail and greenway along the Corridor that will connect to the County's greenway and trail network, link the surrounding communities, and provide vital neighborhood connections.

The land use provisions of the Ludlam Trail Corridor District shall be implemented through the adoption of ~~[[land development regulations]]~~>>Land Development Regulations ("LDRs").<< ~~[[addressing]]~~ >>LDRs shall be adopted for<< all portions of the District within unincorporated Miami-Dade County prior to the issuance of the first building permit for vertical construction within the Development Areas defined below ~~[[("LDRs")]]~~. The LDRs shall define the urban form of development within the Corridor including flexible design standards and appropriate transitions to adjacent uses, as well as the configuration and design parameters of the recreational trail. Access to the Development Areas shall be provided in a manner that minimize>>s<< negative impacts to adjacent residential neighborhoods. In addition, the Downtown Kendall Urban Center District regulations shall be amended to require the continuation of the trail to the M-Path/Underline. All portions of the Corridor shall have received final abandonment approval from the U.S. Surface Transportation Board prior to the issuance of the first building permit for vertical construction within the Development Areas.

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

Development Areas and Recreational Trail Segments are identified on Figure 3.1 and described below. The ~~[[formal]]~~>>precise<< boundaries ~~[[of]]~~ >>between<< the Development Areas and Recreational Trail Segments >>within the District<< shall be established in the LDRs >>in approximately the locations identified on Figure 3.1.<<~~[[adopted to implement this section. Following adoption of the LDRs, the Director of the Department of Regulatory and Economic Resources shall be responsible for interpreting and implementation of the precise boundaries of the Development Areas and Recreational Trail Segments.]]~~ Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of



development regulations that provide for the seamless continuation of a recreational trail along the length of the Corridor. ~~[[The specific location, density/intensity, and configuration of development within the Miami Segment of the Corridor shall be governed by the City of Miami.]]~~

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

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

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

Access roads may also be provided within the Recreational Trail Segments in the following circumstances: 1) to provide access to public recreational space; or 2) where necessary for access to development areas and where such access does not directly and detrimentally impact residential neighborhoods. Where provided, such access roadway(s) shall be the minimum reasonably necessary to meet the need.

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

Development Areas shall be developed in a manner that is compatible with adjacent uses. Open space shall be provided in the form of a minimum 15-foot wide continuous trail within each Development Area. Building features oriented toward the recreational trail shall have a human scale, and design variations at short intervals to create interest for users of the trail. The maximum development allowed >>within the Ludlam Trail Corridor District, without a publicly accessible trail component,<< is >>a total of<<: (i) 582 residential units and 256,132 square feet of industrial uses, or (ii) a combination of 281 residential units, 256,132 square feet of industrial uses, 103,572 square feet of office uses, and 39,377 square feet of retail uses. If a publicly-accessible trail is developed along the length of the Corridor, or a legally binding instrument is executed by the property owner(s) of the Corridor, demonstrating to the satisfaction of the County ~~[[Director of PER]]~~>>Mayor or Mayor's designee(s)<< when and how the publicly-accessible trail will be accomplished, then development shall be permitted up to the maximum allowable density and/or floor area ratio and building heights specified for each Development Area below. ~~[[Building height limitations assume a combination of~~

~~habitable and non-habitable stories. A non-habitable story is defined as a level of the building that dedicates seventy percent (70%) or more of the space on that level to common operational uses (such as trash rooms, maintenance closets), parking areas and trail amenities associated with the establishment and operation of a continuous trail. Habitable stories shall be those levels of structures that are not deemed non-habitable. There shall be no more than two (2) non-habitable stories per building in order to accommodate the design of a Recreational Trail overpass.]]~~

>>If a building or site is designed to accommodate a grade-separated Recreational Trail connection, then, in addition to the number of stories permitted in the paragraphs below in each Development Area, there may be permitted up to two (2) additional stories per such building, where each such additional story has dedicated at least seventy percent (70%) of its square footage to trail, associated trail amenities as defined above or to non-habitable areas such as common operational uses (such as trash rooms, maintenance closets) or parking areas.<<

Land use provisions for each Development Area are:

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

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

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

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

**Coral Way Development Area.** The Coral Way Development Area includes those portions of the corridor located between 270 feet north of the centerline of Coral Wav and 240 feet south of the centerline of Coral Way. Uses permitted in the Coral Way Development Area shall include the full range of sales and service activities, residential uses, and the mixing of residential use with commercial, office and hotels are also permitted. Development shall be limited as follows:

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

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

- Maximum Density: 90 dwelling units per gross acre
- Maximum Floor Area Ratio: 2.5
- Maximum Building Height: Six (6) ~~[[or fewer habitable]]~~ stories

FIGURE 3.1: LUDLAM TRAIL CORRIDOR DISTRICT MAP



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

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

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

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

ICE-1U. Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of >>development regulations that provide for the seamless continuation of a recreational trail along the length of<< the Ludlam Trail Corridor ~~[[District]]~~ for those portions of the corridor located within the boundary of the City of Miami.