

# 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:

**TRANSMIT AND ADOPT** (September 2015)

Kendall Community Council (12):

**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 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):

**TRANSMIT AND ADOPT with conditions:** 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):

**TRANSMIT AND ADOPT** (September 30, 2015)

Planning Advisory Board (PAB) acting as Local Planning Agency:

**TRANSMIT AND ADOPT** with the conditions recommended by Community Councils 10 and 12 (November 2, 2015).

Board of County Commissioners:

**TRANSMIT WITH CHANGES AND ADOPT** [*changes include recommended language from Florida East Coast Industries and the Department of Regulatory and Economic Resources as presented in hearing Exhibit 9-A*] (November 18, 2015)

Final Action of Board of County Commissioners:

**TO BE DETERMINED** (February/March 2016)

Staff recommends to “**TRANSMIT AND ADOPT**” 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. The Staff recommendation is based on the analysis summarized in the Principal Reasons for Recommendations below:

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

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

The proposed Ludlam Trail Corridor District seeks to facilitate the conversion of the former Florida East Coast railroad corridor (“Corridor”) into a ±6-mile continuous, publicly-accessible pedestrian and bicycle trail with development at appropriate locations in a manner that is sensitive to and compatible with adjacent uses. Several regional and local studies have identified an opportunity for a regionally significant trail and greenway along the Corridor that will link the surrounding communities and provide vital neighborhood connections. The Corridor is currently held in private ownership.

2. The Application seeks to fulfill the requirement of Resolution No. 350-15, adopted by the Board in response to Application No. 3 in the May 2014 CDMP amendment cycle. The property owner, Florida East Coast Industries (FECI), filed an application to amend the Comprehensive Development Master Plan (CDMP) in the May 2014 Amendment Cycle (Application No. 3), requesting that a new land use category, entitled “Ludlam Trail Corridor,” be created for the Corridor. The application, as proposed by FECI, envisioned a continuous trail but would have also permitted development to occur throughout the Corridor. The Department of Regulatory and Economic Resources (“Department”) identified primary concerns with the prior application

including: 1) the prior application did not address the timing and location of the recreational trail and how it would be coordinated with the development of the rest of the corridor; 2) the prior application did not address compatibility of the proposed residential and/or non-residential development with the existing single-family residences that abut the majority of the Corridor; and 3) the prior application did not recognize or address coordination with the City of Miami for those portions of the corridor located within the City's boundaries. At the public hearings for the application, residents expressed concerns about development occurring adjacent to existing single-family residences. In addition, the application did not specify a minimum trail width and residents were concerned that the proposed development would leave little room for a trail use in the narrow corridor. Amid opposition from the community, FECl withdrew its application at the December 4, 2014 CDMP hearing, and the Board of County Commissioners ("Board") expressed its desire that the County seek input from the community through a charrette process then file a CDMP amendment application to reflect the results.

The Board directed that two charrettes for the Ludlam Trail Corridor property be conducted in the affected area, with one charrette being conducted in Commission District 6 and one in Commission District 7. Staff from the Department conducted public charrettes in the vicinity of the application area on February 28, 2015 and March 9, 2015. The public charrettes presented an opportunity for participants to provide input into the future development of the corridor. Following the charrettes, the Department conducted design studio sessions in the vicinity of the application site that were open to the public to combine the charrette drawings and comments into a Vision Plan for the corridor. On April 21, 2015, the Board adopted Resolution No. 350-15 directing the County to file an application in the May 2015 CDMP Amendment Cycle to reflect the results of the Vision Plan or Ludlam Trail Corridor charrettes.

The results of the charrettes are presented in the Ludlam Trail Corridor Charrette Report (Appendix B). The final Vision Plan reflects key recommendations from the charrettes, most notably that no development, only recreational uses should be located behind single-family homes. As directed by Board Resolution No. 350-15, this Application incorporates the results of the Ludlam Trail Corridor Charrette Report. In addition, the Application addresses the Department's concerns with the prior application filed by FECl in the following manner: 1) requires trail timing and location to be addressed in the land development regulations; 2) would permit only recreational uses to be located adjacent to existing single-family neighborhoods; and 3) requires coordination with the City of Miami to ensure development of a continuous recreational trail along the length of the Corridor. Consistent with the Vision Plan, the application proposes to limit private development to four "Development Areas" comprising a total of ±15 acres. The remaining portions of the Corridor, including all segments that abut single family residential neighborhoods, will be designated for "Recreational Trail Use." The land use provisions of the Ludlam Trail Corridor District will be implemented through the adoption of land development regulations which will define the urban form of development within the Development Areas of the Corridor, as well as the configuration and design parameters of the Trail.

3. The development of the Ludlam Trail, as proposed in the Application, is consistent with the Corridor's designation as a Greenway, shown as part of the County's Greenways Network on the CDMP Traffic Circulation Subelement 'Figure 6: Planned Non-Motorized Network 2030'. The CDMP Capital Improvements Element 'Table 6: Parks and Recreation' identifies the Corridor for the Ludlam Bikepath project funded in fiscal year 2016-2017. The Corridor is also identified for a trail in the Miami-Dade County Parks and Open Space System Master Plan, which pursuant to the CDMP Parks, Recreation and Open Space Element Objective ROS-8 and associated policies, shall guide the creation of an interconnected framework of parks, public spaces, natural and cultural areas, greenways, trails. The development of a continuous publicly-accessible pedestrian and bicycle trail within the Corridor, as proposed in the Application, would implement this objective.

For at least 10 years the County has sought to access funds for the acquisition of the Corridor for construction of a pedestrian and bicycle trail. Acquisition funding for Ludlam Trail includes the State of Florida, District 6 Economic Development Transportation Program Funding in the amount of \$2.99 million and the Miami-Dade County, Building Better Communities General Obligation Bond (GOB) program funding for approximately \$1.5 million. The application presents an opportunity for the pedestrian and bicycle trail to be accomplished.

4. The Application would provide for infill development within the County's designated Urban Infill Area. This Application presents an opportunity for infill development on the ±15 acres proposed for development within unincorporated Miami-Dade County. The City of Miami may designate additional development areas on the portion of the corridor within its boundaries. Land Use Element Objective LU-1, Policy LU-1C and Policy LU-10A require the County to give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where urban services and facilities have the capacities to accommodate additional demand. Policy LU-12E further states that MDC shall investigate and seek opportunities to incentivize infill development including flexibility of development standards, particularly for irregular shaped or otherwise substandard lots. As discussed in Principal Reason No. 6(ii) below, public services and facilities have the adequate capacity to serve the maximum allowable development on the site if the Application were to be approved.
5. The Application encourages multi-jurisdictional coordination to ensure consistent application of development regulations that provide for the seamless continuation of a recreational trail along the length of the Corridor. The portion of the Corridor located between the Tamami Canal (generally at theoretical SW 1 Street) and SW 8 Street is within the boundaries of the City of Miami. Consequently, the City has comprehensive planning and regulatory control over this portion of the Corridor. The Application proposes a new policy in the Intergovernmental Coordination Element that will require Miami-Dade County to 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.
6. CDMP Land Use Element Policy LU-8E requires LUP map amendment applications to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies.
  - i. *Need to Accommodate Population or Economic Growth:* Approval of the Application would allow for infill development (residential and non-residential) that would implement the CDMP Objective LU-1 and Policies LU-1C, LU-10A and LU-12E. The proposed Recreational Trail would implement the CDMP policies requiring greenway and trail development. In addition, the recreational trail would provide a safe, dedicated and direct route for cyclists and pedestrians to schools, parks, places of employment and shopping.

Currently, the Corridor may be developed with a maximum of 582 residential units and 256,132 sq. ft. industrial uses or a combination of 281 residential units, 256,132 square feet (sq. ft.) of industrial uses, 103,572 sq. ft. office uses, and 39,377 sq. ft. retail development. However, total permissible development would be significantly less than the maximum allowed under the CDMP due to land use compatibility and other site-related considerations (see CDMP Land Use Designation section on page 9-32). Under the



proposed new CDMP land use designation of “Ludlam Trail Corridor,” the Corridor may be developed with a maximum of 1,373 residential units or 2,427,381 sq. ft. of offices.

- ii. *Public Facilities and Services:* Public facilities and services in the vicinity of the application site have the capacity to adequately serve the application site, if approved, and continue to operate within the applicable adopted level of service standards. However, it should be noted that impacts to fire rescue service and public schools need to be further reviewed as the required land development regulations are developed. The potential impacts to these services are detailed below:
- iii.
  - a. *Fire Rescue Service.* Maximum development at the Blue Lagoon and Bird Road Development Areas are anticipated to result in moderate to severe impacts to existing fire rescue service. Miami Dade Fire Rescue has indicated that, based on the current call volume for the assigned station as well as those stations in close proximity, all stations combined are capable of mitigating the additional number of alarms generated by development within each of these Development Areas.
  - b. *Public Schools:* As indicated in the Miami-Dade County Preliminary Concurrency Analysis review, if the Blue Lagoon Development Area were to develop at the maximum number of residential units, there would be a shortfall of one student station at the elementary school level. Therefore, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. If at that time there is insufficient school capacity, the development impacts would be mitigated through proportionate share mitigation, as required pursuant to CDMP Educational Element Policy EDU-2C and the Interlocal Agreement for Public Facility Planning between Miami Dade County and Miami-Dade County Public Schools.
- iv. *Compatibility:* The requested land use designation for the subject property and the proposed development, if were approved, would be generally compatible with the adjacent properties. The application site abuts numerous existing land uses of which the predominant land use is single-family residential development. Consistent with the Ludlam Trail Corridor Charrette Report (Appendix B), the application would not permit private development adjacent to existing single-family residential neighborhoods. Compatibility of private development within the Development Areas with adjacent uses will be addressed through the land development regulations which will incorporate design standards and define appropriate transitions to adjacent uses.
- v. *Environmental and Historical Resources:* The application, if approved, would not impact historic resources. In addition, no impacts to environmental resources are anticipated as discussed below (see Environmental Conditions section on page 9-36).
  - a) The area of the Corridor between SW 52 Street and SW 71 Street is within the Wellfield Protection Area for the Alexander Orr Wellfield. The application, if approved, would limit permitted uses within this portion of the corridor to recreational uses, including the Recreational Trail.
  - b) Portions of the site may contain specimen sized trees that are required to be protected pursuant to Policy CON-8I of the CDMP Conservation, Aquifer Recharge and Drainage Element and Section 24-49.2(II) of the County Code. There are also prohibited plant species within the Corridor that are required to be removed prior to any development within the corridor.

- c) The site is adjacent to properties that contain specimen sized trees protected by covenant and an EEL site on a portion of the abutting AD Barnes Park (segment between SW 24 and SW 40 Streets). The application, if approved, would limit permitted uses within this portion of the corridor to recreational uses, including the Recreational Trail.
  - d) The corridor traverses the Coral Gables Canal (C-3), and Tamiami Canal (C-4) that may be accessed by the West Indian Manatee, an endangered species. The Miami-Dade County Manatee Protection Plan requires that all new or replacement culverts and outfalls accessible to manatees be designed to prevent entrapment of or injury to these animals. Furthermore, all State of Florida Fish and Wildlife Conservation Commission Standard Manatee Protection Conditions for In-Water Work should be implemented for all aspects of construction. The application requires canal crossings along the corridor to conform to the Miami-Dade County Manatee Protection Plan.
- vi. *Transit Ridership and Pedestrianism:* The ±5.8-mile long Corridor is served by 18 Metrobus Routes that traverse the Corridor (see Transit analysis on page 9-64). Miami-Dade Transit (MDT) is developing premium transit services in the corridors approved by the People's Transportation Plan and other major corridors. These services—enhanced bus corridors and express bus services—will incrementally build local ridership first to justify major improvements later. Enhanced bus services include modern-looking, high-tech buses running in straighter, more direct routes, and running more frequently with fewer stops. They will appear on various corridors including Flagler Street and Kendall Drive. As such, the proposed text requires coordination with Miami-Dade Transit in the formation of development and trail guidelines to emphasize convenient pedestrian and bicycle access to public transportation.

It has been determined that the Transit impacts produced by this application will be adequately served by the multitude of existing transit routes that bisect the application area as well as planned improvements to existing transit routes and new bus routes that are planned for implementation as indicated above. However, the design of the proposed project should facilitate pedestrian and bicyclist circulation both along the length of the project corridor and at major roadway intersections where pedestrians and bicyclist can connect to transit. As such, MDT requests that 15' X 45' bus station area footprints be reserved at major roadway intersections (NW 7th Street, West Flagler Street, SW 8<sup>th</sup> Street, SW 24th Street, SW 40th Street, SW 56th Street and SW 72nd Street).

The corridor is part of the County's planned interconnected network of Greenways, and it abuts the A.D. Barnes Park (a County park), the Robert King High Park (a City of Miami park), the South Miami High, South Miami K-8 Center and South Miami Middle Schools. The Corridor is also in close proximity to other parks and schools and would thereby also support the County's Safe Routes to Schools program. The significance of the bicycle and pedestrian trail within the Corridor is demonstrated by the number of studies conducted for the Corridor. At least seven (7) studies have been conducted since 2003 (see Planning Staff Analysis on page 9-28). These studies recognize that the Corridor if developed with a Recreational Trail would provide a safe, dedicated and direct route for cyclists and pedestrians to schools, parks, and places of employment and shopping.

## Requested Amendment to the CDMP:

- 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 applies to an approximately 5.8-mile segment of the former Florida East Coast Railway South Little River Branch spur-line that is generally 100 feet wide and extends from SW 80 Street to approximately 400 feet north of NW 7 Street and generally along theoretical NW/SW 69 Avenue (“Corridor”) as depicted on Figure 3.1. Approximately 0.6 miles of the Corridor between SW 8 Street and the Tamiami Canal is located within the boundaries of the City of Miami.

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 pedestrian and bicycle trail while ensuring that development along the Corridor occurs at appropriate locations, and in a manner that is sensitive to and compatible with adjacent uses. Several regional and local studies have identified an opportunity for a regionally significant trail and greenway along the Corridor that will connect to the County’s greenway and trail network, link the surrounding communities, and provide vital neighborhood connections.

The land use provisions of the Ludlam Trail Corridor District shall be implemented through the adoption of land development regulations addressing all portions of the District within unincorporated Miami-Dade County prior to the issuance of the first building permit for vertical construction within the Development Areas. The land development regulations shall define the urban form of development within the Corridor including flexible design standards and appropriate transitions to adjacent uses, as well as the configuration and design parameters of the recreational trail. Access to the Development Areas shall be provided in a manner that minimizes impacts to 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. All portions of the Corridor shall have received final abandonment approval from the U.S. Surface Transportation Board prior to the issuance of the first building permit for vertical construction within the Development Areas.

Development and trail standards shall be coordinated with the Miami-Dade County Parks, Recreation and Open Spaces Department and Miami-Dade Transit 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. 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 Director of the Department of Regulatory and Economic Resources shall be responsible for interpreting the precise boundaries of the Development Areas and Recreational Trail segments. Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of development regulations that provide for the seamless continuation of a recreational trail along the length of the Corridor. The specific location, density/intensity, and configuration of development within this portion of the Corridor shall be governed by the City of Miami.

**Recreational Trail Segments.** The Recreational Trail segments shall 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 including 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.

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 detrimentally impact residential neighborhoods. Where provided, such access roadway(s) shall be the minimum necessary to meet the need.

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

Development Areas shall be developed in a manner that is compatible with adjacent uses. Open space shall be provided in the form of a minimum 15-foot wide continuous trail within each Development Area. Building features oriented toward the recreational trail shall have a human scale, and design variations at short intervals to create interest for users of the trail. The maximum development allowed within the Ludlam Trail Corridor District is 582 residential units and 256,132 square feet of industrial uses, or a combination of 281 residential units, 256,132 square feet of industrial uses, 103,572 square feet office uses and 39,377 square feet 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)

demonstrating to the satisfaction of the County 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 specified for each Development Area below.

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) stories

**Tamiami Trail Development Area:** The Tamiami Trail Development Area includes those portions of the corridor located between SW 8<sup>th</sup> Street and SW 12<sup>th</sup> Street. Uses permitted in the Tamiami Trail Development Area shall include the full range of sales and service activities. Light industrial uses are also permitted where compatible with existing residential uses. Residential uses, and mixing of residential use with commercial, office and hotels are also permitted. The land development regulations 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) stories

**Coral Way Development Area.** The Coral Way Development Area includes those portions of the corridor located between 270 feet north of the centerline of Coral Way and 240 feet south of the centerline of Coral Way. Uses permitted in the Coral Way Development Area shall include the full range of sales and service activities. Residential uses, and 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)

**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 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) stories <<

FIGURE 3.1: LUDLAM TRAIL CORRIDOR DISTRICT MAP



North Segment



South Segment

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

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

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

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

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



# APPLICATION NO. 9 AERIAL PHOTO (A)

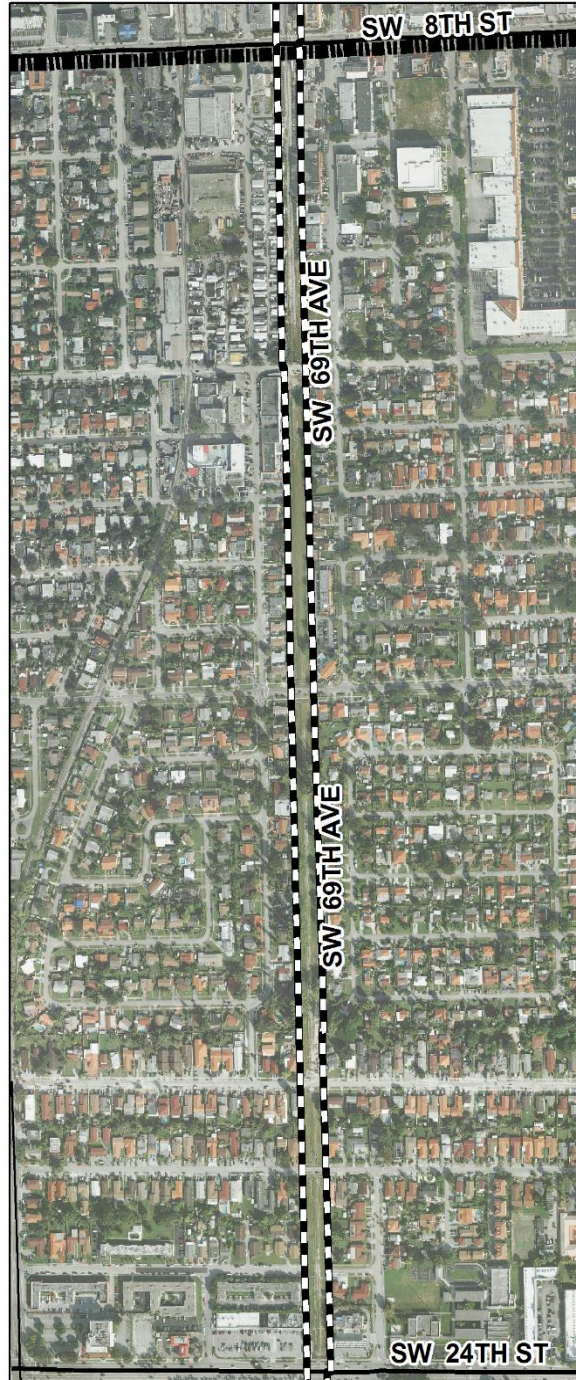
## SEGMENT 1



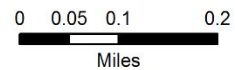
APPLICATION AREA

MUNICIPAL BOUNDARY

## SEGMENT 2



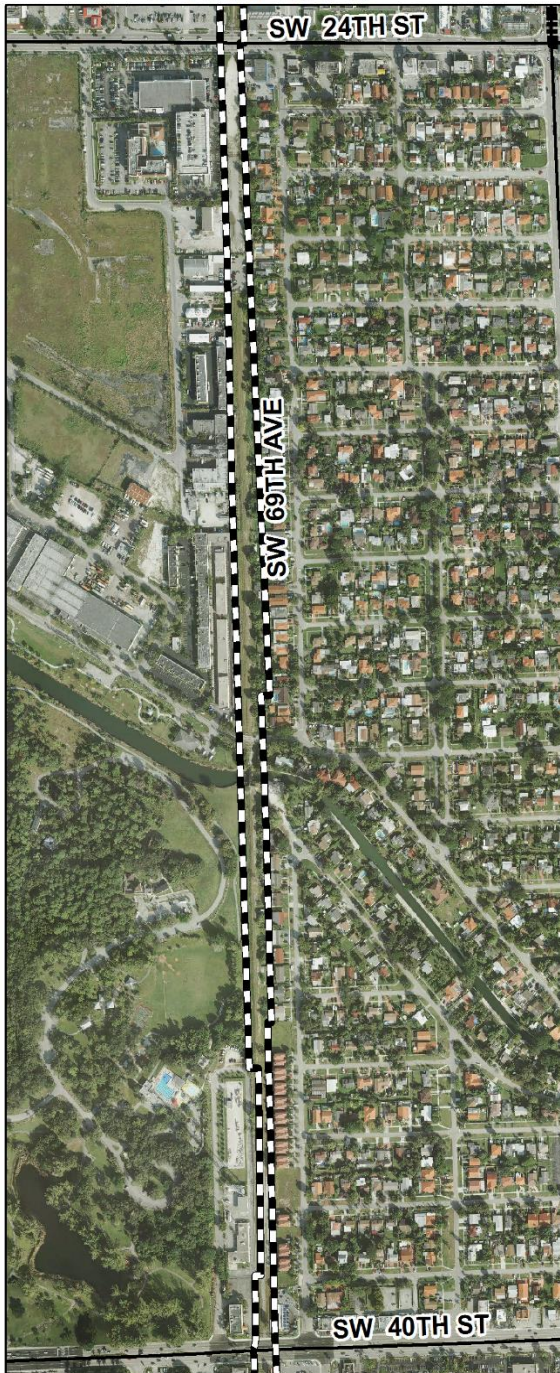
Source: Miami-Dade County  
 Department of Regulatory and Economic Resources  
 June 2015





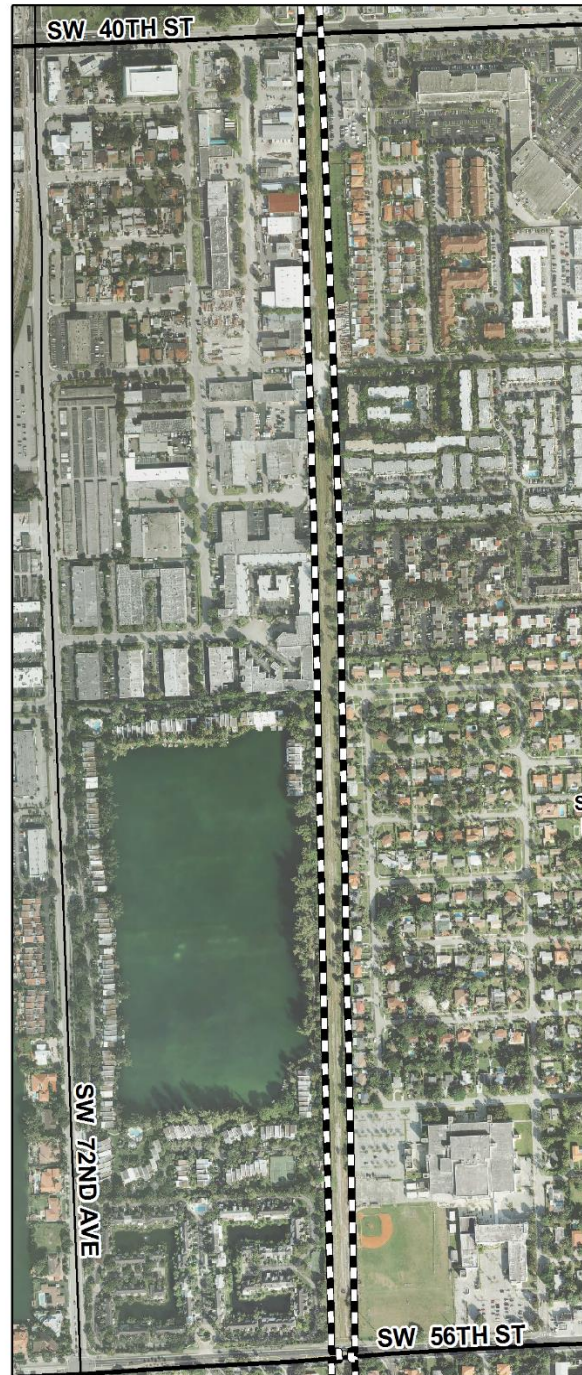
APPLICATION NO. 9  
AERIAL PHOTO (B)

SEGMENT 3



APPLICATION AREA

SEGMENT 4



Source: Miami-Dade County  
Department of Regulatory and Economic Resources  
June 2015

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Miles





APPLICATION NO. 9  
AERIAL PHOTO (C)

SEGMENT 5

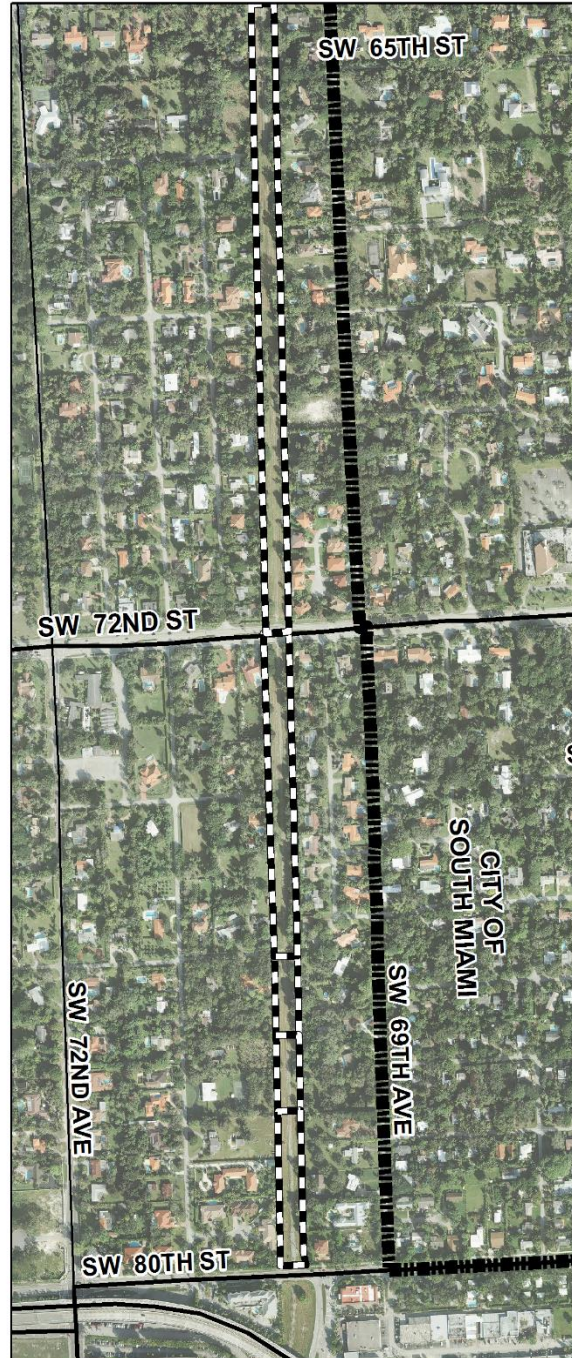


APPLICATION AREA

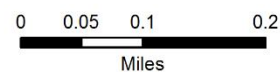


MUNICIPAL BOUNDARY

SEGMENT 6

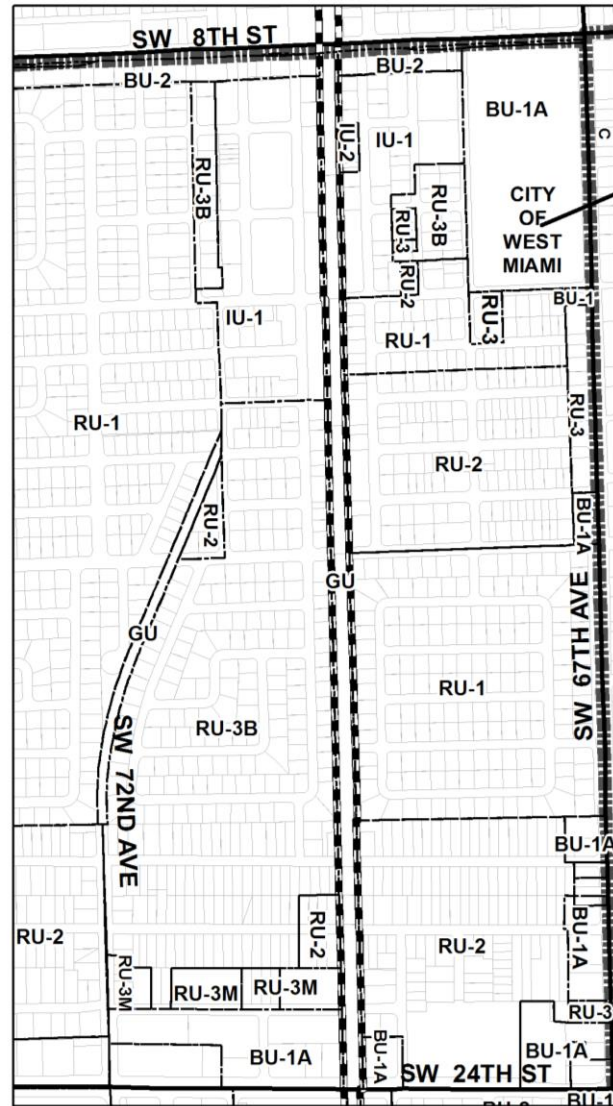
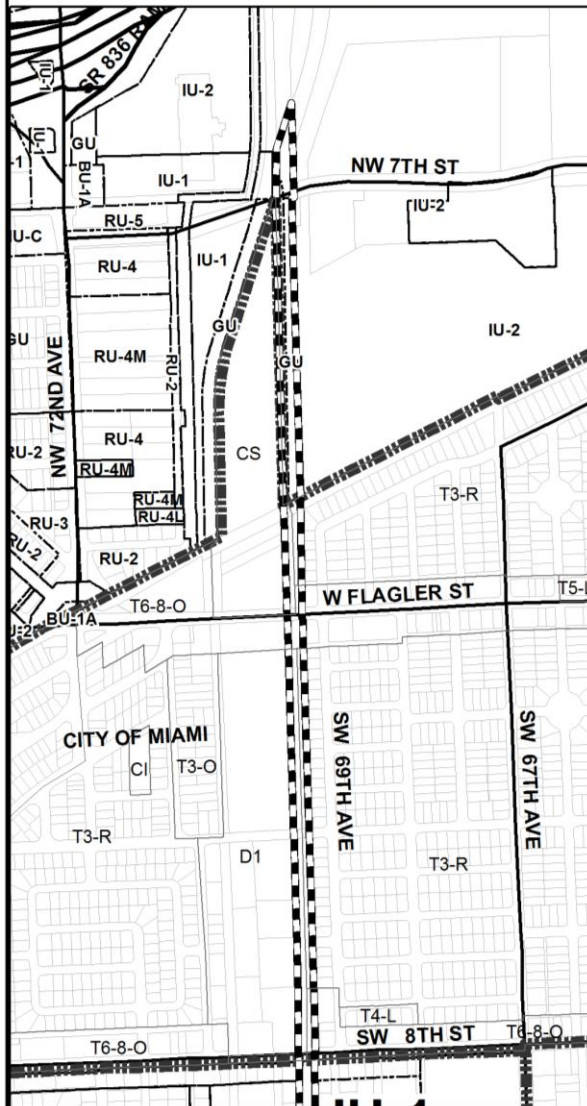


Source: Miami-Dade County  
Department of Regulatory and Economic Resources  
June 2015






## SEGMENT 2



Source: Miami-Dade County  
Department of Regulatory and Economic Resources  
June 2015


 APPLICATION AREA  
 MUNICIPAL BOUNDARY

## MIAMI-DADE COUNTY ZONING DISTRICTS

IU	AGRICULTURAL / RESIDENTIAL 5 ACRES GROSS
BRDI	BIRD ROAD DESIGN AND INDUSTRIAL DISTRICT
BU-1	BUSINESS DISTRICTS, NEIGHBORHOOD
BU-1A	BUSINESS DISTRICTS, LIMITED
BU-2	BUSINESS DISTRICTS, SPECIAL
BU-3	BUSINESS DISTRICTS, LIBERAL (WHOLESALE)
DKUC	DOWNTOWN KENDALL URBAN CENTER
EU-1	ESTATES, SINGLE-FAMILY, 1 ACRE OR MORE IN AREA
EU-M	ESTATES MODIFIED, SINGLE-FAMILY
EU-S	ESTATE USE, SUBURBAN SINGLE-FAMILY
GU	INTERIM DISTRICT
IU-1	INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING
IU-2	INDUSTRIAL DISTRICTS, HEAVY MANUFACTURING
IU-3	INDUSTRIAL DISTRICTS, UNLIMITED MANUFACTURING
IU-C	INDUSTRIAL DISTRICT, CONDITIONAL
RU-1	SINGLE-FAMILY RESIDENTIAL
RU-2	TWO-FAMILY RESIDENTIAL DISTRICT, 7,500 FT2 NET
RU-3	FOUR-UNIT APARTMENT DISTRICT
RU-3B	BUNGALOW COURT DISTRICT

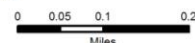
RU-3M MINIMUM APARTMENT HOUSE  
RU-4 HIGH DENSITY APARTMENT HOUSE DISTRICT  
RU-4A HOTEL/MOTEL DISTRICT  
RU-4M MODIFIED APARTMENT HOUSE  
RU-TH TOWNHOUSE

## CITY OF MIAMI ZONING DISTRICTS

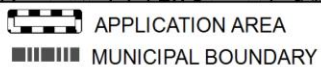
CS	CIVIC SPACE
D1	WORKPLACE DISTRICT
T3-0	SUBURBAN
T3-R	SUBURBAN
T4-L	GENERAL URBAN
T5-L	URBAN CENTER
T6-8-0	URBAN CORE

## CITY OF WEST MIAMI ZONING DISTRICTS

C COMMERCIAL/MIXED USE



## **SEGMENT 3**



BRDI	BIRD ROAD DESIGN AND INDUSTRIAL DISTRICT
BU-1	BUSINESS DISTRICTS, NEIGHBORHOOD
BU-1A	BUSINESS DISTRICTS, LIMITED
BU-2	BUSINESS DISTRICTS, SPECIAL
BU-3	BUSINESS DISTRICTS, LIBERAL (WHOLESALE)
EU-1	ESTATES, SINGLE-FAMILY, 1 ACRE OR MORE IN AREA
EU-M	ESTATES MODIFIED, SINGLE-FAMILY
GU	INTERIM DISTRICT
IU-1	INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING
IU-2	INDUSTRIAL DISTRICTS, HEAVY MANUFACTURING
IU-3	INDUSTRIAL DISTRICTS, UNLIMITED MANUFACTURING
RU-1	SINGLE-FAMILY RESIDENTIAL

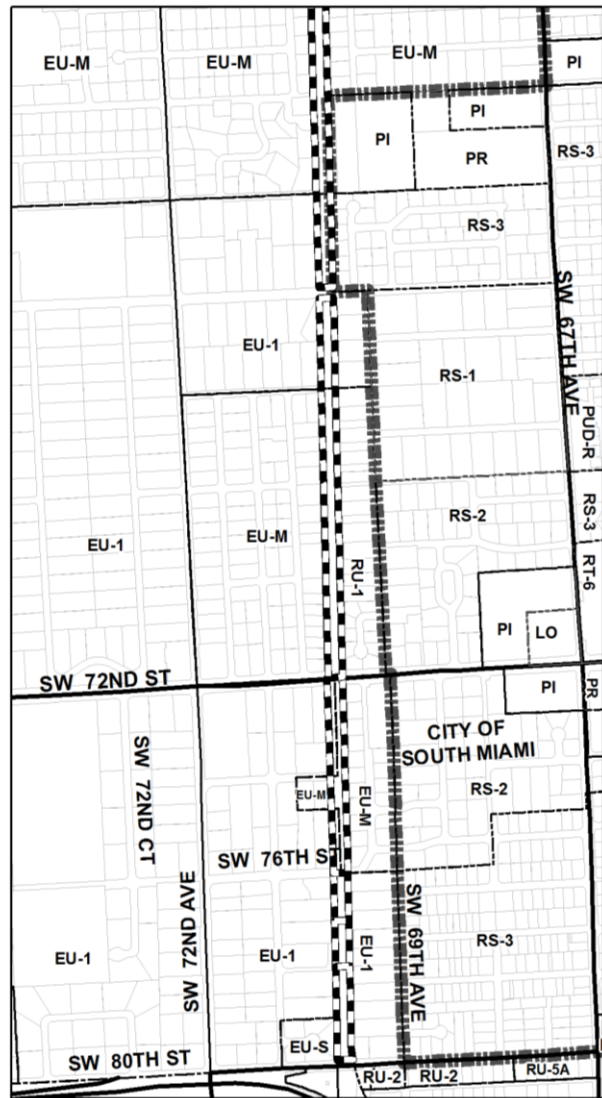
Source: Miami-Dade County  
Department of Regulatory and Economic Resources  
June 2015

RS-2 SEMI-ESTATE RESIDENTIAL  
RS-4 SINGLE FAMILY RESIDENTIAL



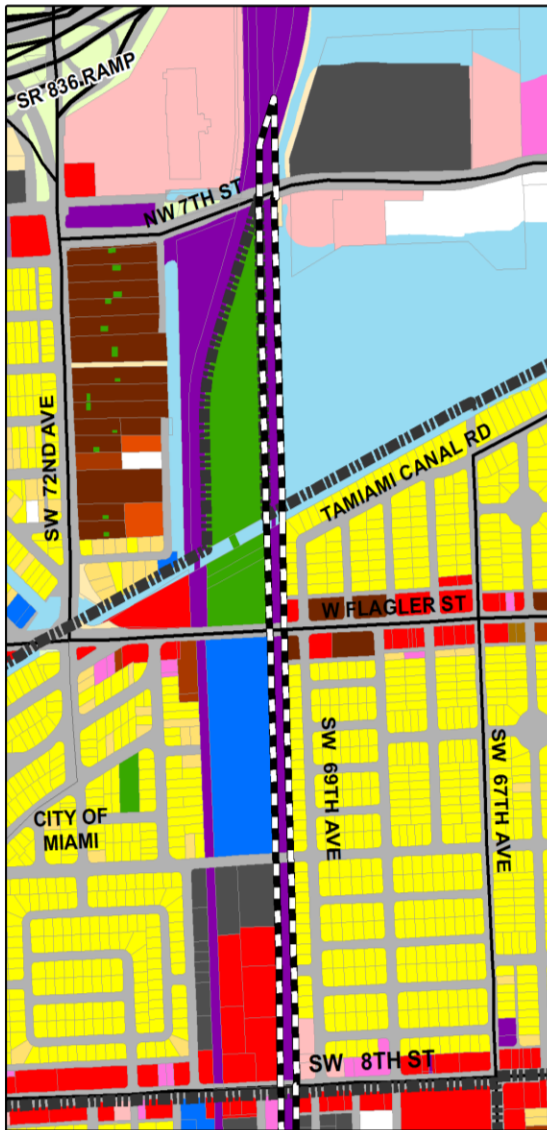


## SEGMENT 6



# APPLICATION NO. 9 EXISTING LAND USE (A)

## SEGMENT 1



## SEGMENT 2



APPLICATION AREA  
 MUNICIPAL BOUNDARY

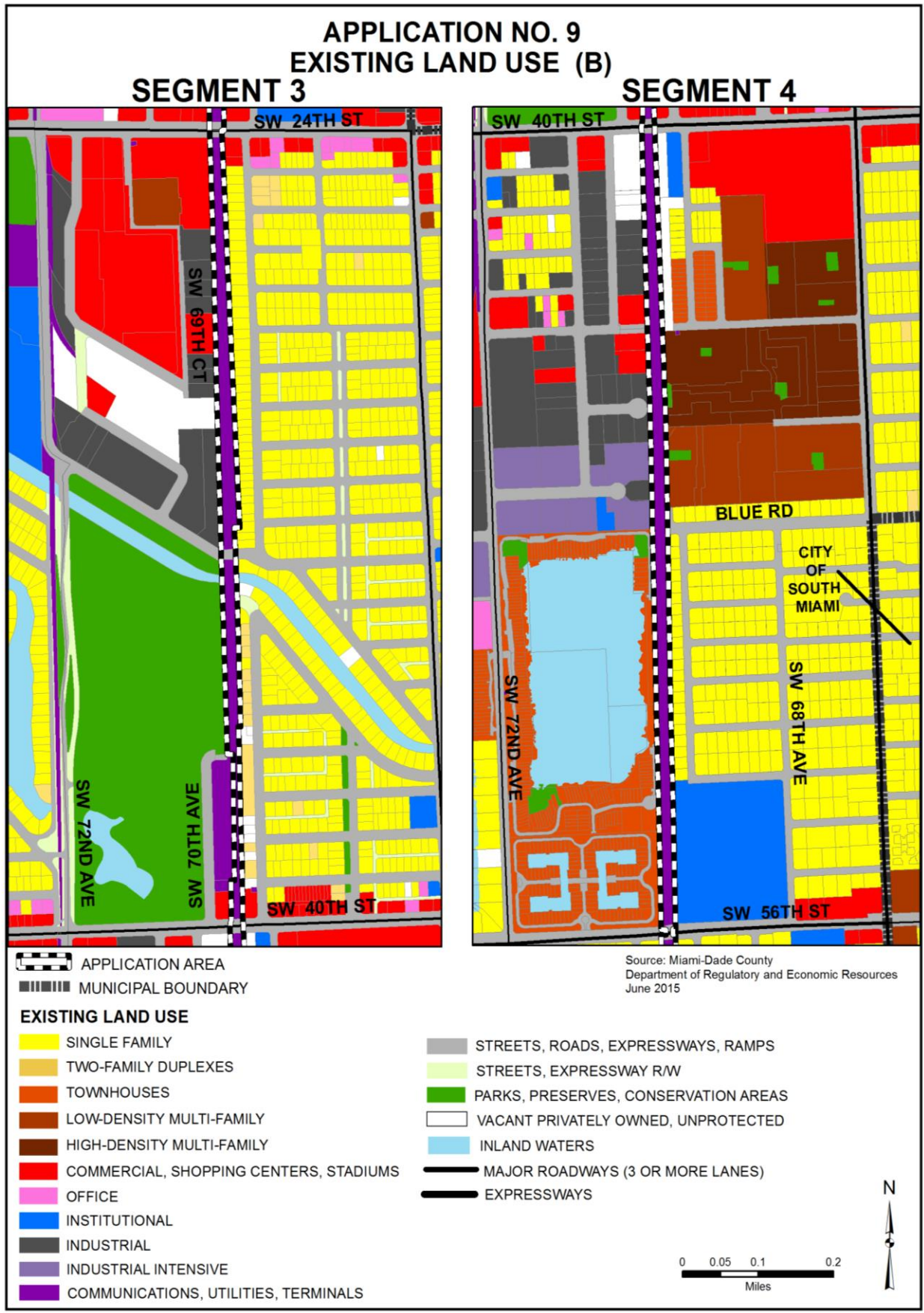
### EXISTING LAND USE

SINGLE FAMILY  
 TWO-FAMILY DUPLEXES  
 MOBILE HOME PARKS  
 TOWNHOUSES  
 LOW-DENSITY MULTI-FAMILY  
 HIGH-DENSITY MULTI-FAMILY  
 RESIDENTIAL-GOVERNMENT OWNED HOUSING  
 TRANSIENT-RESIDENTIAL (HOTELS, MOTELS)  
 COMMERCIAL, SHOPPING CENTERS, STADIUMS  
 OFFICE  
 MIXED USE-BUSINESS/RESIDENTIAL  
 INSTITUTIONAL

INDUSTRIAL  
 INDUSTRIAL INTENSIVE  
 COMMUNICATIONS, UTILITIES, TERMINALS  
 STREETS, ROADS, EXPRESSWAYS, RAMP  
 STREETS, EXPRESSWAY R/W  
 PARKS, PRESERVES, CONSERVATION AREAS  
 VACANT PRIVATELY OWNED, UNPROTECTED  
 INLAND WATERS  
 MAJOR ROADWAYS (3 OR MORE LANES)  
 EXPRESSWAYS

Source: Miami-Dade County  
Department of Regulatory and Economic Resources  
June 2015



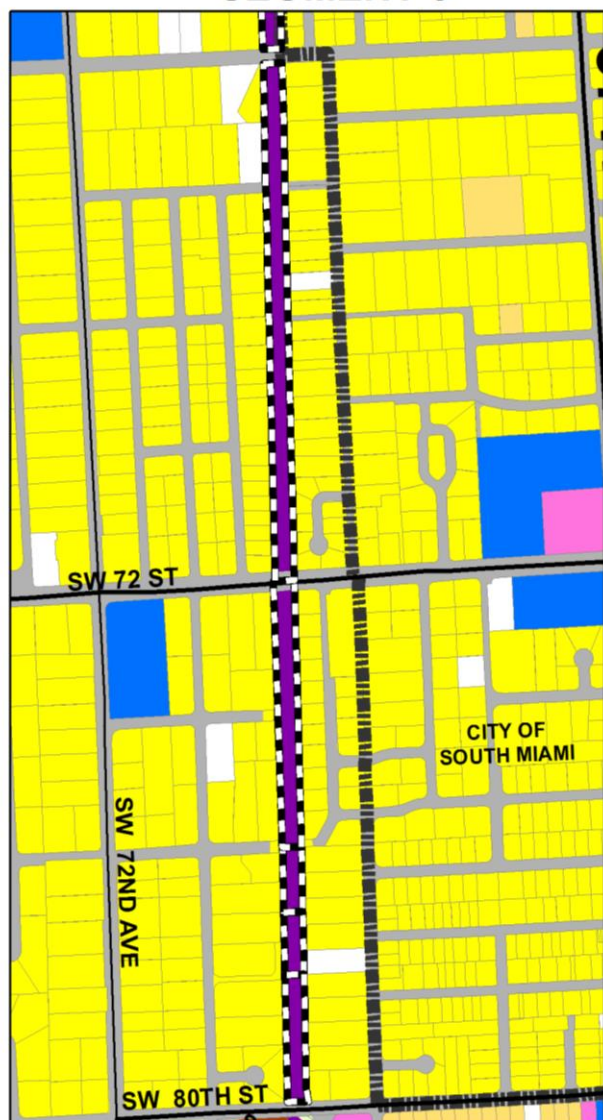
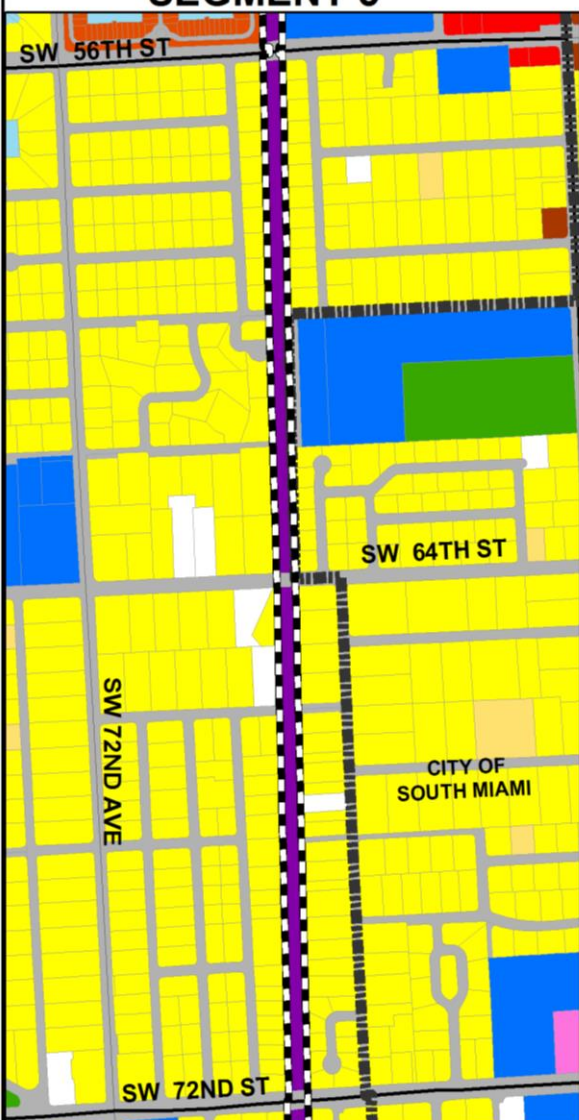




# APPLICATION NO. 9 EXISTING LAND USE (C)

## SEGMENT 5

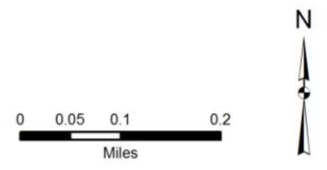
## SEGMENT 6



- APPLICATION AREA
- MUNICIPAL BOUNDARY
- EXISTING LAND USE**
- SINGLE FAMILY
- TWO-FAMILY DUPLEXES
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTELS, MOTELS)
- OFFICE
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- INSTITUTIONAL
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS

- PARKS, PRESERVES, CONSERVATION AREAS
- INLAND WATERS
- VACANT PRIVATELY OWNED, UNPROTECTED
- MAJOR ROADWAYS (3 OR MORE LANES)

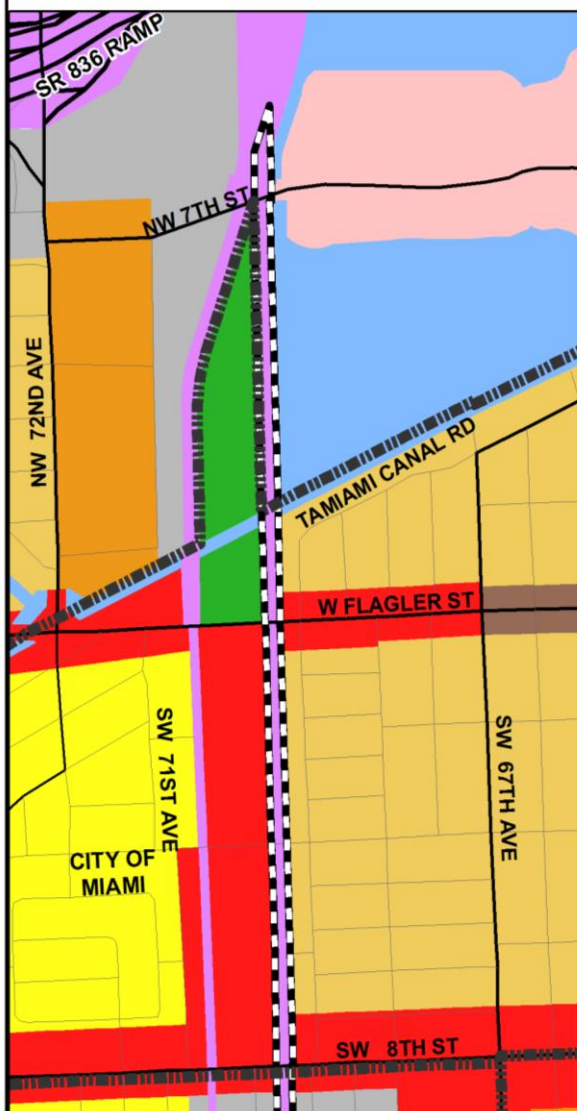
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Department of Regulatory and Economic Resources  
June 2015



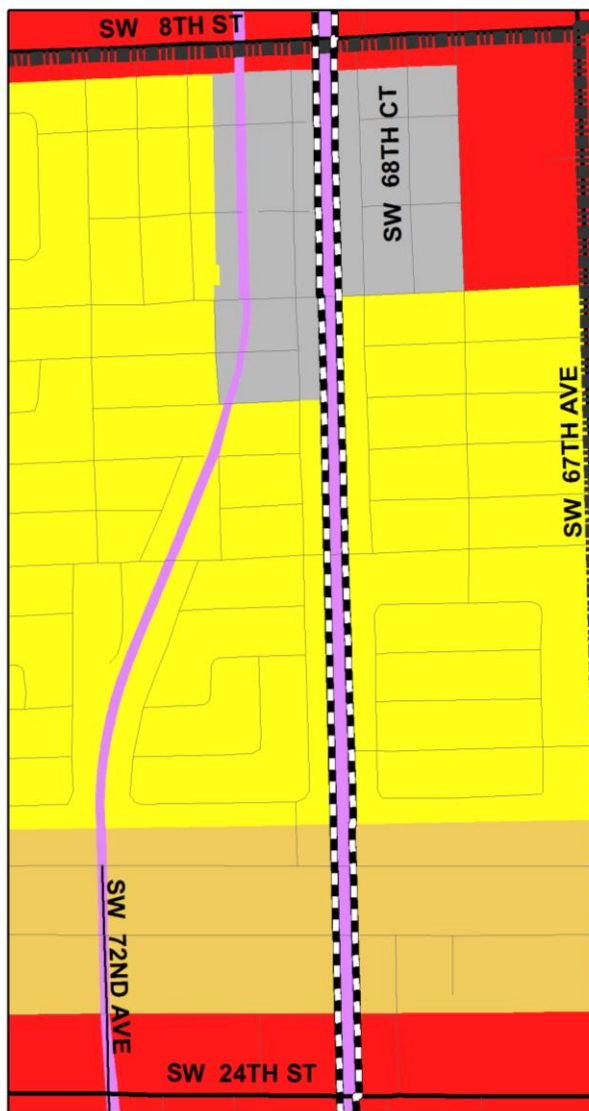


# APPLICATION NO. 9 CDMP LAND USE (A)

## SEGMENT 1



## SEGMENT 2



APPLICATION AREA



MUNICIPAL BOUNDARY

### CDMP LAND USE

- LOW DENSITY (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY (6-13 DU/AC)
- MEDIUM DENSITY (13-25 DU/AC)
- MEDIUM-HIGH DENSITY (25-60 DU/AC)
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL



PARKS AND RECREATION



WATER



TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)

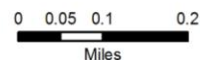


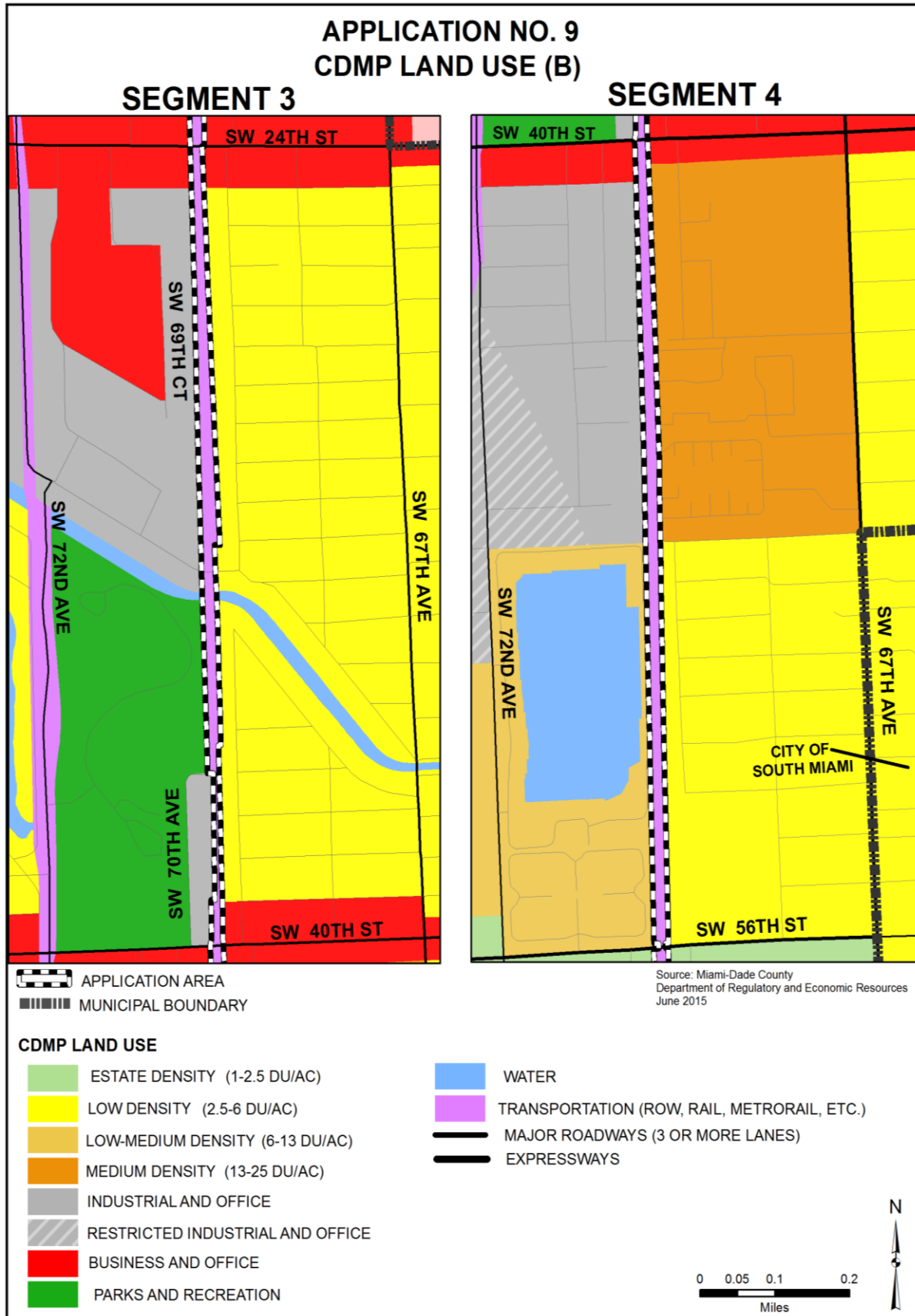
MAJOR ROADWAYS (3 OR MORE LANES)



EXPRESSWAYS

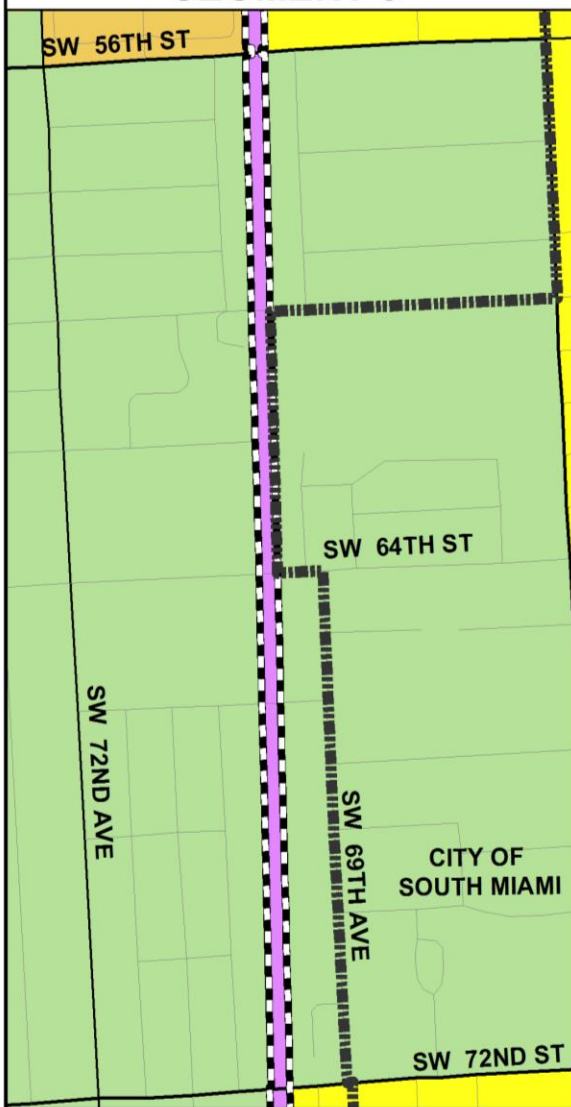
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Department of Regulatory and Economic Resources  
June 2015



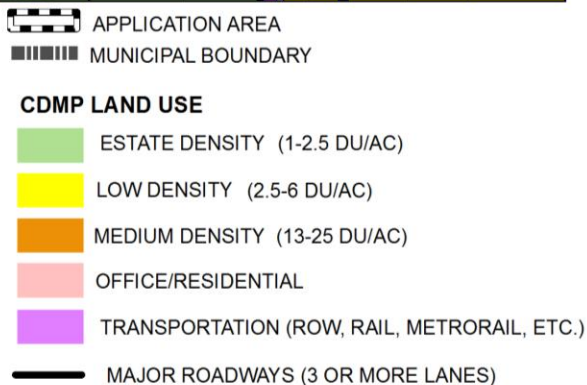
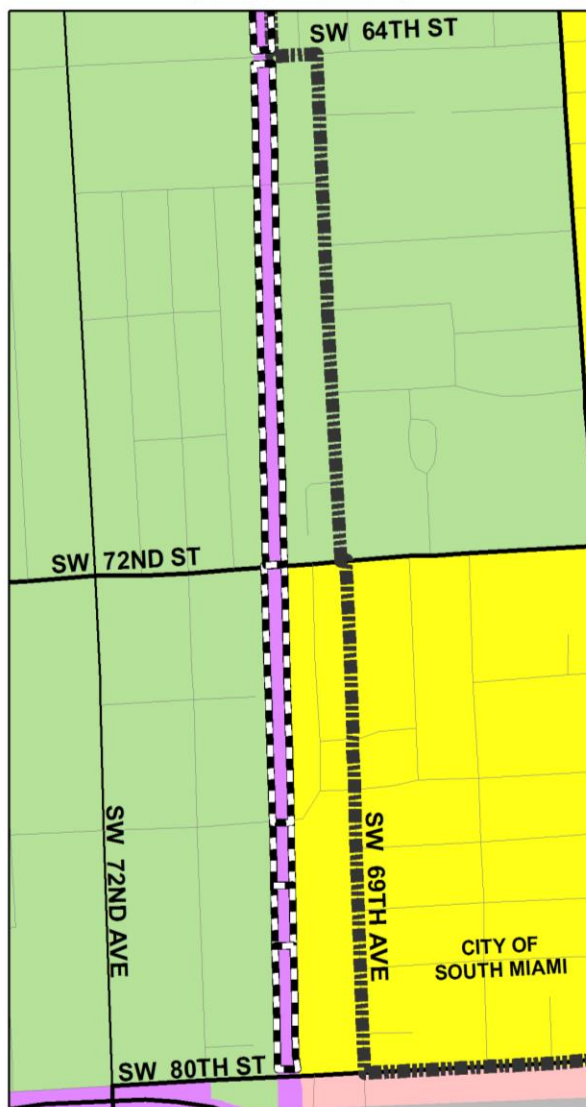


# APPLICATION NO. 9 CDMP LAND USE (C)

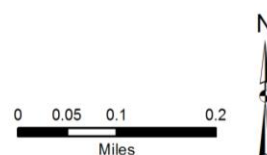
## SEGMENT 5



## SEGMENT 6

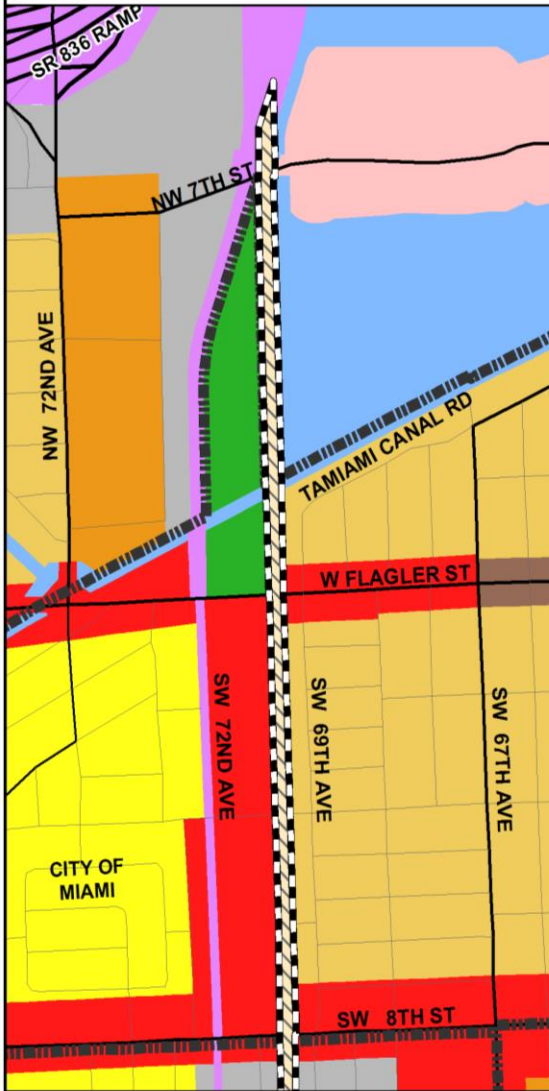


Source: Miami-Dade County  
 Department of Regulatory and Economic Resources  
 June 2015

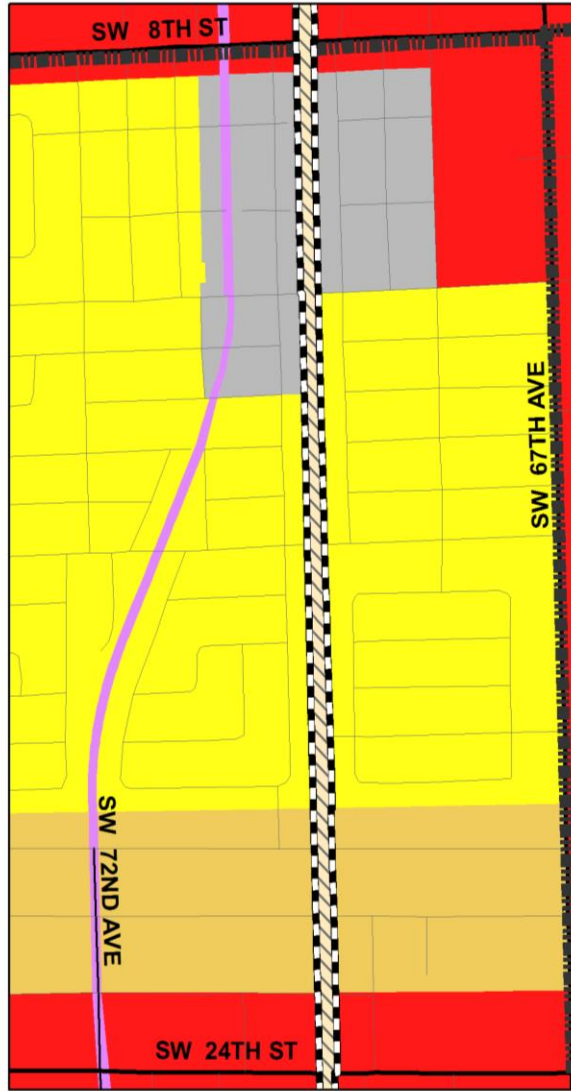


# APPLICATION NO. 9 PROPOSED CDMP LAND USE (A)

## SEGMENT 1



## SEGMENT 2



APPLICATION AREA  
 MUNICIPAL BOUNDARY

### CDMP LAND USE

- LOW DENSITY (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY (6-13 DU/AC)
- MEDIUM DENSITY (13-25 DU/AC)
- MEDIUM-HIGH DENSITY (25-60 DU/AC)
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL

- PARKS AND RECREATION
- WATER
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
- SPECIAL DISTRICT
- MAJOR ROADWAYS (3 OR MORE LANES)
- EXPRESSWAYS

Source: Miami-Dade County  
Department of Regulatory and Economic Resources  
June 2015

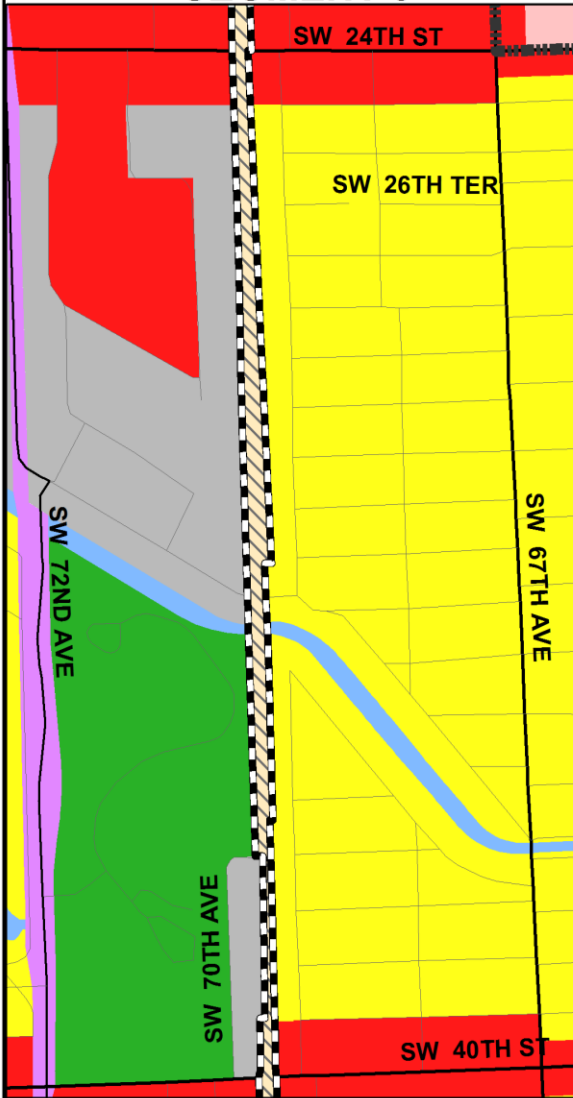
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Miles



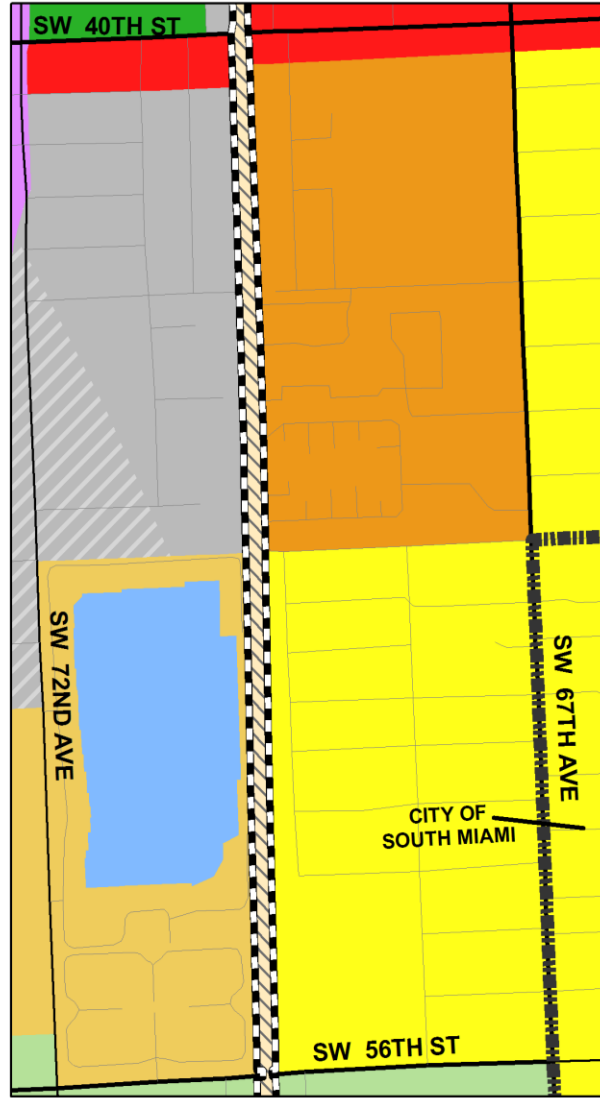


# APPLICATION NO. 9 PROPOSED CDMP LAND USE (B)

## SEGMENT 3



## SEGMENT 4



APPLICATION AREA  
 MUNICIPAL BOUNDARY

### CDMP LAND USE

- ESTATE DENSITY (1-2.5 DU/AC)
- LOW DENSITY (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY (6-13 DU/AC)
- MEDIUM DENSITY (13-25 DU/AC)
- INDUSTRIAL AND OFFICE
- RESTRICTED INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- PARKS AND RECREATION

- WATER
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
- SPECIAL DISTRICT
- MAJOR ROADWAYS (3 OR MORE LANES)

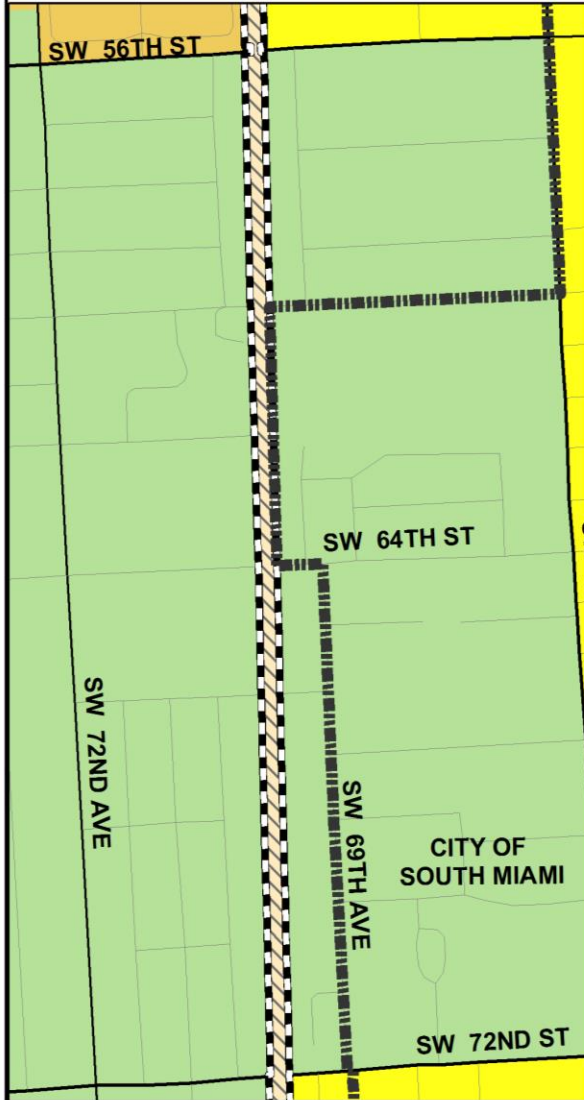
Source: Miami-Dade County  
Department of Regulatory and Economic Resources  
June 2015

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Miles

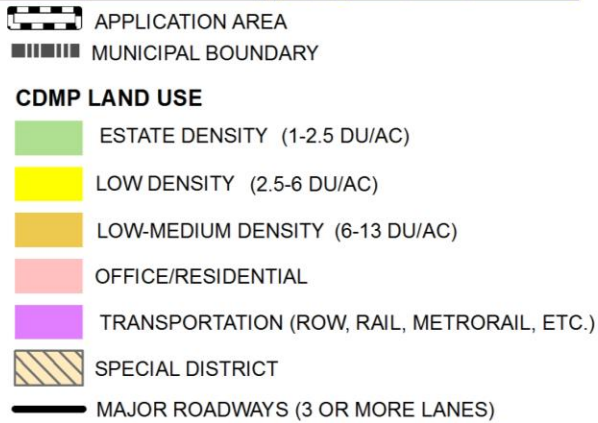
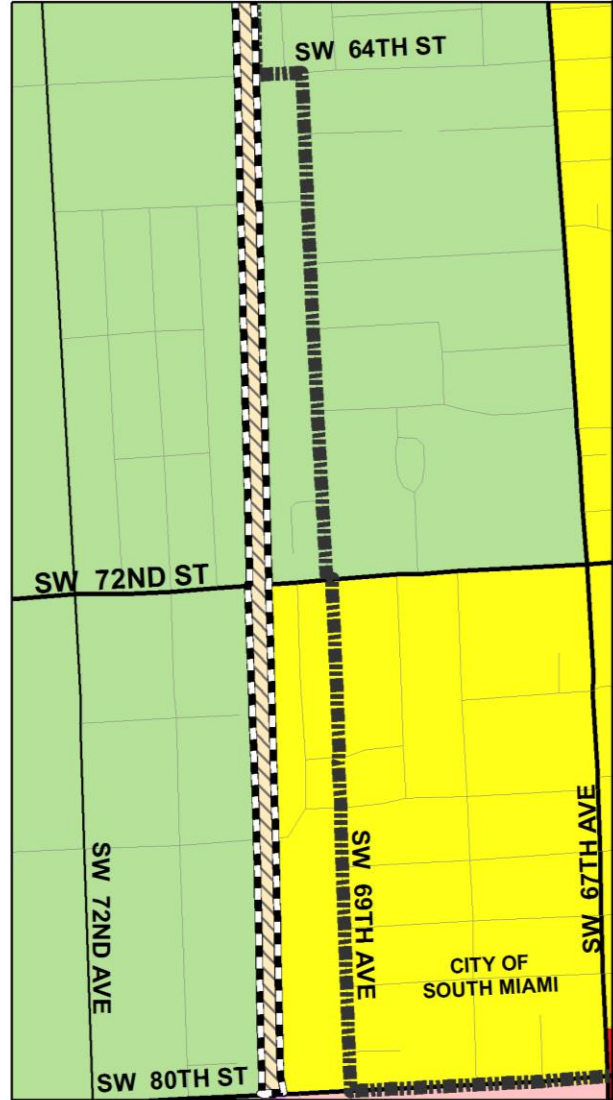


# APPLICATION NO. 9 PROPOSED CDMP LAND USE (C)

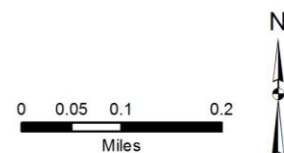
## SEGMENT 5



## SEGMENT 6



Source: Miami-Dade County  
Department of Regulatory and Economic Resources  
June 2015



# STAFF ANALYSIS

## The Application Site

### Background

The application site is a ±68.2 gross acre (±66.7.0 net acre) property that is generally ±100 feet wide and ±5.8 miles in length extending from just north of NW 7 Street to approximately SW 80 Street, generally along theoretical NW/SW 69 Avenue (east of NW/SW 72 Avenue). The subject property is located primarily within unincorporated Miami-Dade County, except the segment between the Tamiami Canal (at theoretical NW 1 Street) and SW 8 Street that is within the City of Miami. The Corridor is also located within the County's Urban Infill Area (UIA), where infill development is prioritized and promoted. The Corridor is currently held in private ownership.

The subject property is a former Florida East Coast railroad corridor (the South Little River Branch Line) that was constructed in the early 1930's 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 (Best Truss Company and Gulfside Supply) that then used the railroad corridor for shipping goods switched to alternative shipping methods. Consequently, the FEC filed an application for abandonment of an approximate 5-mile segment of the corridor south of SW 12 Street in April 2005, which was approved by the US Surface Transportation Board in August 2005. Florida East Coast Industries plans to seek abandonment of the remaining portion of corridor north of SW 12 Street.

The property owner, Florida East Coast Industries (FECI), filed an application to amend the Comprehensive Development Master Plan (CDMP) in the May 2014 Amendment Cycle, requesting that a new land use category, entitled "Ludlam Trail Corridor," be created for the corridor. The application, as proposed by FECI, envisioned a continuous trail but would have also permitted development to occur throughout the corridor. The Department of Regulatory and Economic Resources ("Department") identified primary concerns with the prior application including: 1) the prior application did not address the timing and location of the recreational trail and how it would be coordinated with the development of the rest of the corridor; 2) the prior application did not address compatibility of the proposed residential and/or non-residential development with the existing single-family residences that abut the majority of the Corridor; and 3) the prior application did not recognize or address coordination with the City of Miami for those portions of the corridor located within the City's boundaries. At the public hearings for the application, residents expressed concerns about development occurring adjacent to existing single-family residences. In addition, the application did not specify a minimum trail width and residents were concerned that the proposed development would leave little room for a trail use in the narrow corridor. Amid opposition from the community, FECI withdrew its application at the December 4, 2014 CDMP hearing, and the Board of County Commissioners ("Board") expressed its desire that the County seek input from the community through a charrette process then file a CDMP amendment application to reflect the results.

The Board directed that two charrettes for the Ludlam Trail Corridor property be conducted in the affected area, with one charrette being conducted in Commission District 6 and one in Commission District 7. Staff from the Department conducted public charrettes in the vicinity of the application area on February 28, 2015 and March 9, 2015. The public charrettes presented an opportunity for participants to provide input into the future development of the corridor. Following the charrettes, the Department conducted design studio sessions in the vicinity of the application

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

The Vision Plan was presented to the community at two subsequent meetings held on April 23, 2015 and April 29, 2015. The results of the charrettes are presented in the Ludlam Trail Corridor Charrette Report (Appendix B). The final Vision Plan reflects key recommendations from the charrettes, most notably that no development, only recreational uses should be located behind single-family homes. As directed by Board Resolution No. 350-15, this Application incorporates the results of the Ludlam Trail Corridor Charrette Report. In addition, the Application addresses the Department's concerns with the prior application filed by FECl in the following manner: 1) requires trail timing and location to be addressed in the land development regulations; 2) would permit only recreational uses to be located adjacent to existing single-family neighborhoods; and 3) requires coordination with the City of Miami to ensure development of a continuous recreational trail along the length of the Corridor. Consistent with the Vision Plan, the application proposes to limit private development to four "Development Areas" comprising a total of  $\pm 15$  acres. The remaining portions of the Corridor, including all segments that abut single family residential neighborhoods, will be designated for "Recreational Trail Use." The land use provisions of the Ludlam Trail Corridor District will be implemented through the adoption of land development regulations which will define the urban form of development within the Development Areas of the Corridor, as well as the configuration and design parameters of the recreational trail.

The application seeks to facilitate the conversion of the former Florida East Coast railroad corridor into a continuous, publicly-accessible pedestrian and bicycle trail while ensuring that development along the corridor occurs at appropriate locations, and in a manner that is sensitive to and compatible with adjacent uses. The application would provide for infill development within the County's designated Urban Infill Area on the  $\pm 15$  acres proposed for designation as "Development Areas." The four Development Areas in unincorporated Miami-Dade County would include Blue Lagoon ( $\pm 4.41$  acres), Tamiami Trail ( $\pm 2.88$  acres), Coral Way ( $\pm 1.09$  acres) and Bird Road ( $\pm 6.62$  acres). The City of Miami may designate additional development areas on the portion of the corridor within its boundaries. Land Use Element Objective LU-1, Policy LU-1C and Policy LU-10A require the County to give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where urban services and facilities have the capacities to accommodate additional demand. Policy LU-12E further states that MDC shall investigate and seek opportunities to incentivize infill development including flexibility of development standards, particularly for irregular shaped or otherwise substandard lots. The unique conditions of the subject property, including its irregular shape, warrant the creation of flexible design standards to accommodate infill development while facilitating development of a continuous recreational trail.

The southern  $\pm 0.4$ -mile portion of the FEC corridor is located with the Downtown Kendall Urban Center. The Downtown Kendall Urban Center District (DKUC) zoning was adopted by the Board on December 16, 1999 (Ordinance No. 99-166). The land use provisions of the Ludlam Trail Corridor District do not address this segment of the Corridor, however, the proposed text requires an amendment to the DKUC regulations to require continuation of the trail to the M-Path.

The corridor has been the subject of several studies over the years that have identified the corridor as having great potential for a regionally significant trail and greenway, including:



- Miami-Dade County Trail Design Guidelines and Standards: Ludlam Case Study (2011)
- Miami-Dade County Trail Benefits Study: Ludlam Trail Case Study (2011)
- Metropolitan Planning Organization Ludlam Corridor Study (2009)
- A.D. Barnes Park Proposed General Plan (2008)
- Ludlam Trail Railroad Bridge Assessment at A.D. Barnes Park (2008)
- Ludlam Trail Acquisition Analysis (2006)
- Ludlam Trail Non-Motorized Corridor Planning and Environmental Study (2003)

The *Miami-Dade County Trail Design Guidelines and Standards: Ludlam Case Study* (the “Trail Guidelines”) was identified in a Miami-Dade County Mayor memorandum dated March 5, 2013, as the tool for planning and designing trails and greenways in the County. The “Trail Guidelines” assessed trails built in rural, suburban and urban environments, identifies best practices, and developed “lessons learned” as the basis for the Trail Guidelines’ recommendations on the design of the Ludlam Trail Corridor. The Trail Guidelines recommends the Ludlam Trail Corridor be developed with an overall trail width of 18 feet comprised of a 12-foot paved multi-purpose path for cyclist and skaters, with a separate 6 foot path for walkers and runners. In constrained areas, the Trail Guidelines recommend allowing for a minimum trail width of 14 feet comprised of an 8 foot two lane multi-purpose shared use path for cyclist and skaters plus an adjacent 6 foot pedestrian path (*Miami-Dade County Design Guidelines and Standards*, page 36).

The *Miami-Dade County Trail Benefits Study: Ludlam Trail Case Study* uses the Ludlam Trail as an example to identify the socio-economic and environmental benefits specific to Miami-Dade County communities associated with the development of shared-use pedestrian/bicycle trails. The study also identified opportunities and constraints with the development of the Ludlam Trail Corridor, addressing form, scale, street connectivity, open space and land use compatibility with adjacent development. The study found that the development of shared-use pedestrian/bicycle trails provide significant positive socio-economic and environmental change to communities, which would be realized in Miami-Dade County communities with the development of the application site as a pedestrian/bicycle trail.

For at least 10 years the County has sought to access funds for the acquisition of the Corridor for construction of a pedestrian and bicycle trail. Acquisition funding for Ludlam Trail includes the State of Florida, District 6 Economic Development Transportation Program Funding in the amount of \$2.99 million and the Miami-Dade County, Building Better Communities General Obligation Bond (GOB) program funding for approximately \$1.5 million. The County is seeking funding for the Ludlam Trail from the Florida SunTrail Network that is slated to receive \$25 million a year through the Florida Department of Transportation (FDOT) as authorized in Senate Bill 2514-A. SunTrail, which stands for “Shared-Use Non-motorized,” aims to create a statewide network of biking and walking trails or shared-used paths physically separated from roadways across Florida. On September 1, 2015, the Board adopted Resolution No. 744-15 urging the FDOT to direct \$10 million in SunTrail funding for the Ludlam Trail in the 2016-17 state fiscal year budget. Pursuant to Board Resolution No. R-518-15, the County is also seeking funding through the State Transportation Trust Fund. Other potential sources include the Water and Land Conservation Amendment to the Florida Constitution (“Amendment 1”) funding. Amendment 1 is a dedicated source of funding to be used to acquire, restore, and manage conservation and recreation lands throughout Florida for a period of 20 years. The total cost of acquisition and construction of the Recreational Trail is undetermined at this time.

The significance of the bicycle and pedestrian trail within the former FEC railroad corridor is demonstrated in the fact that the corridor is the subject of various studies conducted since 2003

(listed above). The trail's significance is also expressed in the 'Project Overview' (page 1) of Parks, Recreation and Open Spaces Department's April 2014 TIGER Grant application that states:

*"The Ludlam Trail corridor provides a unique opportunity to develop a 6.2 mile multi-use non-motorized trail through the heart of Miami-Dade County within former FEC Railroad right-of-way with Miami-Dade County and The Trust for Public Lands as project sponsors. The trail will provide a safe dedicated and direct route for cyclists and pedestrians to schools, parks, employment and shopping. The proposed Ludlam Trail connects more than 32,000 people in ½ mile or 10 minute walkable service area to 5 additional greenways, 5 schools, 4 city and county parks and 2 existing or future transit hubs."*

#### Existing Land Use and Zoning

The ±5.8-mile long former FEC railroad corridor is unutilized and predominantly vacant. The vacant portions of the corridor are those portions that have had the railroad tracks removed, south of SW 12 Street. The railroad tracks remain in place in the portion of the corridor north of SW 12 Street. The corridor also traverses several roadways and canals, which information is presented for each ±1-mile segment of the Corridor (6 segments total) as shown in the map series on pages 3-8 to 3-22 and described as follows:

*Segment 1--north of NW 7 Street to SW 8 Street:* This segment of the corridor has the FEC railroad bed and tracks still in place. The northern portion of this segment is traversed by the CSX railroad and NW 7 Street (elevated roadway over the corridor), and the Tamiami Canal (at theoretical NW 1 Street) is within unincorporated Miami-Dade (north of the canal). This portion of the segment is zoned GU (Interim; uses depend on the character of the surrounding neighborhood) and IU-2 (Heavy Industry). The portion of the segment south of the canal is within the City of Miami, is traversed by West Flagler Street and SW 4 Street, and is zoned D1 (Work Place District), CS (Civic Space), T6-8-O (Urban Core Zone), and T3-R (Sub-Urban Zone) [Miami 21, Vol. I, pages IV.5 through IV.8 – as amended through May 22, 2014].

*Segment 2--SW 8 Street to SW 24 Street:* This segment of the corridor is zoned GU and has the FEC railroad bed and tracks still in place north of SW 12 Street; the track and bed was removed from the remainder of segment, which is vacant. The Segment is traversed by SW 12 Street, SW 16 Street, SW 21 Street, and SW 22 Street.

*Segment 3--SW 24 Street to SW 40 Street:* This segment of the corridor is vacant (railroad bed and tracks removed) except for an approximate 0.3-acre portion between theoretical SW 26 Terrace and SW 27 Street that is used as parking for an industrial use abutting on the west side of the corridor. This segment is zoned RU-1 and RU-2 and is traversed by the Coral Gables Canal (C-3). The segment narrows from ±100 feet to ±50 feet wide between SW 37 and SW 39 Streets.

*Segment 4--SW 40 Street to SW 56 Street:* This segment is vacant and zoned GU, IU-1, IU-2, and RU-1.

*Segment 5--SW 56 Street to SW 72 Street:* This segment is vacant and zoned EU-1, EU-M, and RU-1 and is traverse by SW 60 Street and SW 64 Street.

*Segment 6--SW 72 Street to SW 80 Street:* This segment is vacant and zoned EU-1, and EU-M. This segment is traversed by SW 80 Street.

### CDMP Land Use Designation

The Corridor is currently designated “Transportation (ROW, Rail, Metrorail, Etc.)” on the CDMP Adopted 2020 and 2030 LUP map (see “CDMP Land Use” maps on pages 3-17 through 3-19). Regarding the uses allowed in areas designated “Transportation” the CDMP states, “As provided in the policies of the Transportation Element, transportation facilities such as terminals and transit stations shall contain the transportation uses and may contain other uses as provided in the applicable Transportation Subelement. Railroad terminals may include uses designed to serve the traveling public and on-site employees, such as offices, personal services, retail activities, restaurants, auto rental business, and lodging establishments. Rail yards may also be developed with industrial, office and similar uses that are customary and incidental to the primary railroad use.” (CDMP, page I-57).

Currently, the Corridor may be developed with a maximum of 582 residential units and 256,132 sq. ft. industrial uses or a combination of 281 residential units, 256,132 square feet (sq. ft.) of industrial uses, 103,572 sq. ft. office uses, and 39,377 sq. ft. retail development. Under the proposed new CDMP land use designation of “Ludlam Trail Corridor,” the Corridor may be developed with a maximum of 1,373 residential units or 2,427,381 sq. ft. of offices. The above densities and intensities of residential and nonresidential developments allowed within the ±100 foot wide Corridor is based solely on total acreages and does not mean that the current and proposed potential development in the Corridor can be accomplished. Development within the corridor will be subject to all applicable land development regulations and compatibility standards. Total permissible development may be significantly less than the maximum allowed under the CDMP due to land use compatibility and other site-related considerations. As provided in the CDMP Land Use Element on page I-28 “[t]he Land Use Plan map includes six residential density categories, each of which is defined in terms of its minimum and maximum allowable gross residential density. Development at a lower than maximum density may be required where conditions warrant... the necessity to limit the height and scale of the buildings to that compatible with the surrounding area may limit the gross density”. The land use provisions of the Ludlam Trail Corridor District will be implemented through the adoption of land development regulations addressing all portions of the District within unincorporated Miami-Dade County prior to the issuance of the first building permit for vertical construction within the Development Areas.

### Zoning History

On October 26, 1948, Board of County Commissioners (BCC) adopted Resolution No. 3003 approving zoning district boundary changes to GU (Interim), IU-1 (Light Manufacturing), IU-2 (Heavy Manufacturing) and RU-3 (Four Unit Apartments) on properties located between SW 67 and SW 77 Avenues and between SW 40 and SW 56 Streets, including the FEC Railway properties. On June 5, 1952, BCC adopted Resolution No. 5049 approving a zoning district boundary change from GU to LRU (Limited Residential – 12,500 cubic feet minimum) on property located between SW 56 and SW 62 Streets and SW 69 and SW 72 Avenue. On September 9, 1952, the BCC adopted Resolution No. 5089 approving a zoning district boundary change from GU to LRU on property located between SW 56 and SW 60 Streets and between SW 69 and SW 72 Avenues. [The LRU district was replaced with the EU-M (Estate Modified) zoning district in 1957 through BCC Ordinance 57-19.]

### **Adjacent Land Use and Zoning**

#### Existing Land Uses and Zoning

*Segment 1--north of NW 7 Street to SW 8 Street:* To the east of this segment, north of the Tamiami Canal, are a lake (Lake Mahar), hotel/motel and warehouse uses that are zoned IU-2 (Heavy Industrial). To the west, north of the canal, properties are zoned IU-1 (Light Industrial) developed



with a hotel and office condos and zoned CS (Civic Space/Parks) developed with the northern part of the Robert King High Park that is within the City of Miami (the City). Properties abutting the corridor south of the Tamiami Canal are also within the City and the properties east are predominantly single family residences zoned T3-R & R-1 (Sub-Urban Zone), and some multifamily apartments, retail and commercial uses along West Flagler Street and SW 8 Street that are zoned T6-8-O & C-1 (Urban Core Zone). West of this portion of the segment are the southern part of the Robert King High Park also zoned CS (Civic Space/Parks), a Miami-Dade School Board property zoned D1 & C1 (Work Place District), and light manufacturing uses and vacant properties zoned D1 & C1.

*Segment 2--SW 8 Street to SW 24 Street:* Properties adjacent to this segment include a bank and an automotive service station along SW 8 Street zoned BU-2 (Special Business); light manufacturing, warehouses, automotive repair, a vacant lot and a mobile home park north of SW 12 Street that are zoned IU-1 and IU-2. South of SW 12 Street is a light manufacturing facility (west of the corridor) zoned IU-1 and predominantly single-family residences zoned RU-3B and RU-1.

These properties are zoned primarily BU-1A, which permits retail and service convenience facilities that satisfy the essential and frequent needs of the adjacent residential neighborhoods as well as the more specialized commercial facilities that may serve several neighborhoods; BU-2, which permits regional shopping centers and Office Park Districts, and provides for large scale commercial and/or office facilities which service the needs of large urban areas; IU-1; IU-2 (Heavy Industrial); RU-1 (Single Family Residential); RU-2 (Two Family Residential); RU-3B, which permits bungalows on 10,000 square feet net lots; and RU-3M, which permits apartment houses at a maximum density of 12.9 units per net acre. This area is characterized by retail, industrial and office uses, mobile homes, single and multifamily residences, duplexes, houses of worship and vacant lots.

*Segment 3--SW 24 Street to SW 40 Street:* Properties adjacent to east are primarily single-family residences and vacant residential lots zoned RU-1 and RU-2, with commercial uses fronting on SW 24 and SW 40 Streets that are zoned BU-2 and BU-3. On the west of the segment are primarily light manufacturing uses, warehouses, commercial uses, a private school (Montealegre Senior High School), and the County owned AD Barnes Park (south of the C-3 canal). These uses to the west are zoned BU-3 IU-1, IU-3 and RU-1 for the park.

*Segment 4--SW 40 Street to SW 56 Street:* Abutting properties to the east are primarily single family residences and the South Miami Senior High School (between SW 53 and SW 56 Streets) zoned RU-1, multifamily apartments zoned RU-4L RU-4M, vacant land zoned RU-4L and offices fronting SW 40 Street zoned RU-1 and BU-2. Abutting properties to the west include vacant land zoned BU-2 and IU-1, light manufacturing and warehouses zoned IU-1 and IU-2, and townhomes and a lake zoned RU-TH.

*Segment 5--SW 56 Street to SW 72 Street:* Abutting properties to the east between SW 60 and SW 64 Streets are within the City of South Miami and are developed with single family residences zoned R-3 (Low Density Single Family Residential), the South Miami K-8 Center and the South Miami Middle School zoned PI (Public/Institutional) and PR (Parks and Recreation). The remaining abutting properties to the east and west are in unincorporated Miami-Dade and adjacent are single family estate residences and some vacant residential lots zoned EU-M, EU-1, and RU-1.

*Segment 6--SW 72 Street to SW 80 Street:* Abutting properties north of SW 80 Street are estate homes zoned EU-1, EU-M and EU-S.

#### Land Use Plan Map Designations

*Segment 1-- north of NW 7 Street to SW 8 Street:* Properties adjacent to this segment of the Corridor are designated “Transportation,” “Water,” “Parks and Recreation,” “Low-Medium Density (6 to 13 DU/Ac.),” and “Business and Office” on the CDMP Adopted 2020 and 2030 LUP map.

*Segment 2-- SW 8 Street to SW 24 Street:* Properties adjacent to this segment of the Corridor are designated “Low Density Residential (2.5 to 6 DU/Ac.),” “Low-Medium Density Residential (6 to 13 DU/Ac.),” “Business and Office,” and “Industrial and Office.”

*Segment 3-- SW 24 Street to SW 40 Street:* Properties adjacent to this segment of the Corridor are designated “Low Density Residential (2.5 to 6 DU/Ac.),” “Business and Office,” “Parks and Recreation,” and “Industrial and Office.”

*Segment 4-- SW 40 Street to SW 56 Street:* Properties adjacent to this segment of the Corridor are designated “Low Density Residential (2.5 to 6 DU/Ac.),” “Low-Medium Density Residential (6 to 13 DU/Ac.),” “Medium Density Residential (13 to 25 DU/Ac.),” “Business and Office,” and “Industrial and Office.”

*Segment 5-- SW 56 Street to SW 72 Street:* Properties adjacent to this segment of the Corridor are designated “Estate Density Residential (1 to 2.5 DU/Ac.).”

*Segment 6-- SW 72 Street to SW 80 Street:* Properties adjacent to this segment of the Corridor are designated “Estate Density Residential (1 to 2.5 DU/Ac.),” and “Low Density Residential (2.5 to 6 DU/Ac.).”

### **Supply and Demand Analysis**

#### Supply/Demand for Residential Land

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Area 4.3, 5.3, 5.4, 5.5, & 5.6) in 2015 was estimated to have a capacity for about 7,841 dwelling units, with about 91 percent of these units intended as multi family. The annual average residential demand in this Analysis Area is projected to increase from 459 units per year in the 2015-2020 period to 585 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2017 and for multi-family beyond 2030 (See Table 9A below). The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2030. The proposed application, if approved is projected to increase the supply of single and multi-family units by an undetermined amount that will depend on the ultimate mix of land uses. This will have the effect of increasing supply and consequently, extend the projected depletion year.

**Table 9A**  
**Residential Land Supply/Demand Analysis**  
**2014 to 2030: (MSA 4.5, 5.3, 5.4, 5.5, & 5.6)**

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE
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	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2015	726	7,115	7,841
DEMAND 2015-2020	300	159	459
CAPACITY IN 2020	0	6,320	5,546
DEMAND 2020-2025	333	176	509
CAPACITY IN 2025	0	5,440	3,001
DEMAND 2025-2030	382	203	585
CAPACITY IN 2030	0	4,425	76
<b>DEPLETION YEAR</b>	<b>2017</b>	<b>2030+</b>	<b>2030</b>

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on population projections.

Source: Miami-Dade Department of Regulatory and Economic Resources, Planning Division, Planning Research & Economic Analysis Section, August 2015.

### Supply and Demand for Commercial Land

The Analysis Area for Application No. 9 (MSAs 4.5, 5.3, 5.4, 5.5, & 5.6) contained 2,168.10 acres of in-use commercial uses in 2015 and an additional 64.5 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2015-2030- period is 4.70 acres per year. At the projected rate of absorption, reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned land by the year 2029 (See Table 9B). It should be noted that the study area also contains approximately 18.9 acres zoned for mixed uses that could be utilized for commercial uses. If the 18.9 acres were to be used for commercial purposes, it will change the depletion of commercial land beyond year 2030.

**Table 9B**  
**Projected Absorption of Land for Commercial Uses**  
**Indicated Year of Depletion and Related Data**  
**Application No. 9 Analysis Area**

Analysis Area	Vacant Commercial Land 2015 (Acres)	Commercial Acres in Use 2015	Annual Absorption Rate 2015-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2020	2030
4.5	29.6	209.80	0.90	2030+	-	-
5.3	22.5	587.40	1.14	2030+	4.4	4.4
5.4	5.2	567.70	1.32	2019	5.6	5.5
5.5	2.5	577.60	1.10	2017	7.0	6.7
5.6	4.7	225.60	0.24	2030+	6.9	6.7
<b>Total</b>	<b>64.5</b>	<b>2,168.10</b>	<b>4.70</b>	<b>2029</b>	<b>6.3</b>	<b>6.0</b>

- Insignificant population

Source: Miami-Dade County, Department Regulatory and Economic Resources, Planning Division, Planning Research & Economic Analysis Section, August 2015.

### Supply and Demand for Industrial Land

The Study Area for Application No. 9 contained 39.2 acres of vacant land zoned for industrial uses in 2015. In addition, there were 420.50 acres of in-use industrial land. The average annual absorption rate projected for the 2015-2030 period is 1.44 acres per year. At the projected rate of absorption, the study area will deplete its supply of industrially zoned and designated land beyond the year 2030 (See Table 9C).



**Table 9C**  
**Projected Absorption of Land for Industrial Uses**  
**Indicated Year of Depletion and Related Data**  
**Analysis Area Application No. 9**

Analysis Area MSA	Vacant Industrial Land 2015 (Acres)	Industrial Acres in Use 2015	Annual Absorption Rate 2015-2030 (Acres)	Projected Year of Depletion
4.5	25.70	108.60	0.00	-
5.3	12.40	50.90	0.00	-
5.4	0.50	159.70	0.00	-
5.5	0.00	88.00	1.35	2015
5.6	0.60	13.30	0.09	2022
<b>Total</b>	<b>39.20</b>	<b>420.50</b>	<b>1.44</b>	<b>2030+</b>

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Planning Research & Economic Analysis Section, August 2015.

### Environmental Conditions

The following information pertains to the environmental conditions of the application site. All YES entries are further described below.

#### Environmental Conditions:

##### Flood Protection

Stormwater Management Permit: Surface Water Management General Permit.

Federal Flood Zone and County Flood Criteria:

Section	Township	Range	Federal Flood Zone	CFC
<b>02</b>	54	40	AH7/X	5-6
<b>11</b>	54	40	X	6 -7
<b>14</b>	54	40	AH9/X	7
<b>23</b>	54	40	AH9/X	7-7.5
<b>26</b>	54	40	X	7.5-8
<b>35</b>	54	40	AH7/X	6-7

##### Biological Conditions

Wetlands Permit Required	No
Native Wetland Communities	No
Specimen Trees	Undetermined
Endangered Species Habitat	Undetermined
Natural Forest Community	No

##### Other Considerations

Within Wellfield Protection Area  
  
Hazardous Waste  
Contaminated Site

The proposed "Recreational Trail" is located within  
Alexander Orr Wellfield  
Undetermined  
Undetermined

#### Wellfield Protection

A portion on the corridor to be designated as "Recreational Trail" (from SW 52<sup>nd</sup> Street to SW 71<sup>st</sup> Street) is located within the maximum pumpage wellfield protection area of the Alexander Orr Wellfield. Development of the subject property shall be in accordance with the regulations established in Section 24-43 of the Code.

#### Pollution Remediation

There are no records of current contamination assessment/remediation issues on the. However, based on the historical use of the site a Phase II Environmental Site Assessment is recommended for this site. The following table shows records of current contaminated sites directly abutting the site:

<b>DERM Permit</b>	<b>Facility Name</b>	<b>FOLIO</b>	<b>State Cleaup</b>
<b>UT 1354</b>	DCPS-S.Central Trans(Area 1)	0140020120010	Y
<b>UT 1354</b>	Dade County Public Schools Central East Trans.	0140020120010	N
<b>UT 166</b>	Adrian Service Station, Inc.	3040110080010	Y
<b>UT 746</b>	Al Springer Roofing Inc.	3040110080020	Y
<b>UT 3079</b>	Danville-Findorf, Inc.	3040140000030	Y
<b>SW 1295</b>	DCPS-South Miami High School	3040230220010	N

In the event that solid waste or contamination is identified in the corridor, the DERM Environmental Monitoring and Restoration Division shall be immediately notified at (305) 372-6700. Additional actions may be required as they relate to site development, construction, dewatering, and drainage activities.

#### Drainage and Flood Protection

For compliance with stormwater quality requirements, all stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage must be provided for the 5-year/1-day storm event. For compliance with stormwater quantity requirements designed to prevent flooding of adjacent properties, the site grading and development shall provide for the full on-site retention of the 25-year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code and all State and Federal Criteria.

The proposed development order, if approved, will not result in the reduction of the Level of Service standards for flood protection set forth in the CDMF.

- **Blue Lagoon Development Area:**  
Any development within the proposed Blue Lagoon Development Area may require a DERM Class II permit if the proposed drainage system contains an outfall or overflow system in, on, or upon any water body of Miami-Dade County, and a DERM Class III for construction within any county canal right-of-ways, reservation, or easement. The

proposed development is determined to be in Zone AH/AE/X or above the flood plain as determined by FEMA. Any development will have to comply with the requirements of Chapter 11C of the Code for flood protection.

The site shall be filled to a minimum elevation of 6.0 feet N.G.V.D. County Flood Criteria. For construction of habitable structures within the subject application, the lowest floor elevation requirement shall be the highest elevation in NGVD of the following references:

- Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- County Flood Criteria 6.0 feet N.G.V.D., plus 8 inches for residential, or plus 4 inches for commercial.
- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- The Base Flood Elevation for this area is found to be 7.0 feet N.G.V.D. (taken from the Flood Insurance Rate Maps (FIRM) for Miami Dade County).
- The stage generated by retention on-site of the 100-year rainfall event according to stage-storage calculations must be equal or less than the Base Flood Elevation.

- **Tamiami Trail Development Area:**

Any development within the proposed Node 2 may require a DERM Class VI permit for any installation of drainage systems in commercial or contaminated sites. The proposed development is determined to be in Zone X or above the flood plain as determined by FEMA. Any development will have to comply with the requirements of Chapter 11C of the Code for flood protection.

The site shall be filled to a minimum elevation between 6.0 and 6.5 feet, N.G.V.D (County Flood Criteria). For construction of habitable structures within the subject application, the Lowest Floor Elevation requirement shall be the highest elevation in NGVD of the following references:

- Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- County Flood Criteria is between 6.0 and 6.5 feet, N.G.V.D plus 8 inches for residential, or plus 4 inches for commercial.
- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- The stage generated by retention on-site of the 100-year rainfall event according to stage-storage calculations must be equal or less than the Base Flood Elevation.

- **Coral Way Development Area:**

The proposed development is determined to be in Zone X or above the flood plain as determined by FEMA. Any development will have to comply with the requirements of Chapter 11C of the Code for flood protection.

The site shall be filled to a minimum elevation between 6.5 and 7.0 feet, N.G.V.D. (County Flood Criteria). For construction of habitable structures within the subject application, the Lowest Floor Elevation requirement shall be the highest elevation in NGVD of the following references:

- Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.



- County Flood Criteria is between 6.5 and 7.0 feet, N.G.V.D, plus 8 inches for residential, or plus 4 inches for commercial.
  - Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
  - The stage generated by retention on-site of the 100-year rainfall event according to stage- storage calculations must be equal or less than the Base Flood Elevation.
- Bird Road Development Area:  
 The proposed development is determined to be in Zone AH/X or above the flood plain as determined by FEMA. Any development will have to comply with the requirements of Chapter 11C of the Code for flood protection.  
 The site shall be filled to a minimum elevation between 7.0 and 7.5 feet N.G.V.D. (County Flood Criteria). For construction of habitable structures within the subject application, the Lowest Floor Elevation requirement shall be the highest elevation in NGVD of the following references:
    - Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
    - County Flood Criteria is between 7.0 and 7.5 feet N.G.V.D., plus 8 inches for residential, or plus 4 inches for commercial.
    - Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
    - The Base Flood Elevation for this area is found to be 9.0 feet N.G.V.D. (taken from the Flood Insurance Rate Maps (FIRM) for Miami Dade County).
    - The stage generated by retention on-site of the 100-year rainfall event according to stage- storage calculations must be equal or less than the Base Flood Elevation.

#### Natural Resources

One property identified as folio number 30-3052-000-0020 adjacent to the corridor contains wetlands. Any work associated with the corridor project that impacts this wetland area will require a Class IV Wetland Permit.

Planning, design, construction and implementation of the Ludlam Trail Corridor must comply with all goals, objectives, requirements and recommendations of the Code of Miami-Dade County, Miami-Dade County's CDMP and Miami Dade County's Manatee Protection Plan (MPP). The waters of the Tamiami Canal (C-4 canal), the Coral Gables Canal (C-3 canal) and the Snapper Creek Canal (C-2 canal) are accessible to the West Indian Manatee (*Trichechus manatus*). In addition, waters of the Tamiami Canal, its associated lagoons and waterways within in the area of Node 1, as well as waters of the Coral Gables Canal, have all been identified as Critical Habitat for the West Indian Manatee.

The Bird Road Development Area lies within the vicinity of AD Barnes Park (which borders the corridor). Based on informal surveys conducted by an FIU researcher in this area, bonneted bats are believed to be present in the vicinity of AD Barnes Park. There is also the potential of one or more bonneted bat roosts located in or within the vicinity of AD Barnes Park (including this corridor). It is recommended that a survey be conducted to identify the location of the suspected roost in coordination with US Fish and Wildlife Service. CDMP Policy CON-9B should be controlling, which states "All nesting, roosting and feeding habitats used by federal or State designated endangered or threatened species, shall be protected and buffered from surrounding

development or activities and further degradation or destruction of such habitat shall not be authorized.

Federal and State regulations restrict or prohibit certain activities facilitating interaction with endangered or threatened species such as the West Indian Manatee. The applicant should coordinate review of planned activities with US Fish and Wildlife Service, the State of Florida Fish and Wildlife Conservation Commission (FWC) and Miami-Dade County.

Further, manatees have been injured or killed by entrapment in existing culverts as well as roadway/culvert projects under construction within Miami-Dade County. The Manatee Protection Plan requires that all new or replacement culverts and outfalls accessible to manatees be designed to prevent entrapment of or injury to these animals. Those outfalls which are greater than 7 inches and less than 60 inches in diameter shall be covered with grates or screens with spaces less than 7 inches wide in order to prevent entrapment. New culverts installed in areas not previously accessible to manatees shall be covered with flap gates or other devices designed so as not to cause injury to manatees, and to prevent the animals from entering the outfall including during construction. Further, all State of Florida Fish and Wildlife Conservation Commission Standard Manatee Protection Conditions for In-Water Work should be implemented for all aspects of construction.

DERM advises that prohibited plant species are located in the proposed corridor. In addition, some of the areas along the subject corridor may contain specimen-sized trees.

#### Environmentally Endangered Lands (EEL)

The segment of the project between SW 24<sup>th</sup> Street and SW 40<sup>th</sup> Street includes land located directly adjacent to Miami-Dade County's AD Barnes Park and is subject to the EEL Ordinance for preservation and management consistent with the purposes set forth in Section 24-50 of the Code. The County has a vested interest in maintaining EEL areas as natural preserves. Development on parcels near EEL Preserves should avoid adverse impacts to the natural areas associated with the placement of buildings, construction of infrastructure, storage of construction materials and equipment, final grade, drainage, erosion, alterations to hydrology and other such activities. Restrictions such as these should be considered in the design, planning and permitting for development near existing Preserves. According to the landscape code for Miami-Dade County, controlled species may not be planted within 500 feet of the native plant community. Please refer to the Landscape Manual of the Department of Planning and Zoning for a list of these controlled landscaping plants.

DERM maintains the habitats within the nearby EEL Preserve by the use of periodic ecological prescribed burning. This management technique reduces the wildfire threat and is beneficial to wildlife and the listed and rare plant species harbored by this plant community. Such burning can be performed as frequently as once every three years. Land included in this proposal is within the potential smoke dispersion corridor. Consequently, the subject area may be affected by the periodic smoke events from the prescribed burns or unexpected wildfires on land that is managed by DERM's EEL Program.

## Water and Sewer

### Water Supply

The subject site is located within Miami-Dade Water and Sewer Department's (WASD) franchised water service area. The water supply for the portion of the corridor located north of West Flagler Street will be provided by the Hialeah/Preston Water Treatment Plant. Water supply for the remainder of the corridor will be provided by the Alexander Orr Water Treatment Plant. Both plants are presently producing water that meets Federal, State, and County drinking water standards. At the present time, there is adequate treatment and water supply capacity for the net increase in capacity proposed in this application; however, a Water Supply Certification will be required for this project at the time of development to determine water supply availability. At the time of development, the project will be evaluated for water supply availability and a water supply reservation will be made.

### Water Treatment Plant Capacity

The County's adopted LOS standard for potable water treatment facilities requires that the regional water treatment system, consisting of Hialeah, Preston and Alexander Orr District Treatment Plants, shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. The water must also meet all applicable federal, state, and county primary drinking water standards.

The regional water treatment system has a rated design capacity of 439.74 million gallons per day (MGD). Based on the LOS standard, the capacity of the regional water treatment system is equivalent to 430.95 MGD. The total available water treatment plant capacity, 63.54 MGD, is calculated using the available plant capacity (430.95 MGD), subtracting the maximum day flow (343.2 MGD) and subtracting the water that is reserved through development orders (24.21 MGD).

As noted in the "Estimated Water Demand/Sewer Flow for Current Development by Land Use Scenario" table below, the maximum water demand for all six segments of the proposed corridor under the current CDMP Land Use designations is estimated at 105,114 gallons per day (gpd). The maximum water demand for Residential (Scenario 1) or Business (Scenario 2) development under the Requested CDMP Land Use designations, are estimated at 205,950 gpd and 121,369 gpd respectively. This represents an increase of up to 100,836 gpd over the demand under the current CDMP land use designations. A Water Supply Certification Letter will be required at the time of development, at which time the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

**Estimated Water Demand/Sewer Flow  
for Current CDMP Potential Development  
by Land Use Scenario**

Segment	Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
1	1	Residential	238 MF	150 gpd	35,700
2	1	Residential	32 SF	220 gpd	7,040

Segment	Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
		Residential	28 TH	180 gpd	5,040
		Residential	32 MF	150 gpd	4,800
		Industrial	68,607	2.5 gpd/100 sq ft	1,715
3	1	Residential	37 SF	220 gpd	8,140
		Residential	6 TH	180 gpd	1,080
		Industrial	126,541	2.5 gpd/100 sq. ft	3,164
4	1	Residential	57 TH	180 gpd	10,260
		Residential	97 MF	150 gpd	14,550
		Industrial	60,984	2.5 gpd/100 sq. ft	1,525
5	1	Residential	30 SF	220 gpd	6,600
6	1	Residential	25 SF	220 gpd	5,500
<b>SUBTOTAL</b>					<b>105,114</b>

**Estimated Water Demand/Sewer Flow  
for Requested CDMP Designation  
by Land Use Scenario**

Segment	Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
1	1	Residential	551 MF	150 gpd	82,650
1	2	Business	960,498 sq. ft. office	5 gpd/100 sq. ft.	48,025
2	1	Residential	397 MF	150 gpd	59,550
2	2	Business	694,782 sq. ft. office	5 gpd/100 sq. ft.	34,739
3	1	Residential	56 MF	150 gpd	8,400
3	2	Business	102,366 sq. ft. office	5 gpd/100 sq. ft.	5,118
4	1	Residential	369 MF	150 gpd	55,350
4	2	Business	669,735 sq. ft. office	5 gpd/100 sq. ft.	33,487
5	1	Recreation	N/A	N/A	N/A
6	1	Recreation	N/A	N/A	N/A

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; August 2015



## Water System Connectivity

Blue Lagoon Development Area: The proposed land use would be required to connect to public water pursuant to Chapter 24 of the Code. There is an existing 16-inch water main at approximately NW 7<sup>th</sup> St. and NW 67<sup>th</sup> Ave. (1,270 ft.) to where the developer can connect and extend westerly on NW 7<sup>th</sup> St. a new 16-inch water main to the subject Corridor. Then, extend south from this point to Flagler St. a new 12-inch water main (total 2,570 Ft.) interconnecting to a 20-inch water main along W. Flagler St. to provide water service to the subject node. Any public water main extensions within the property shall be 12-inch minimum diameter. If two or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two (2) points of connection. At this time, there is a project within close proximity to the Corridor. Said project is for 29 apartment units with MDWASD Agreement # 21767 located at NW 71<sup>st</sup> St. north of NW 1<sup>st</sup> Street.

Tamiami Trail Development Area: The proposed land use would be required to connect to public water pursuant to Chapter 24 of the Code. There is an existing 20-inch water main running along SW 8<sup>th</sup> Street, to where the developer may connect and extend southerly a new 12-inch water main along the Corridor (1,600 ft.) interconnecting to an 8-inch water main at SW 12<sup>th</sup> Street to provide water service for the subject node. Any public water main extensions within the property shall be 12-inch minimum diameter. If two or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two (2) points of connection. At this time, there are no planned projects within close proximity to this application site.

Coral Way Development Area: The proposed land use would be required to connect to public water pursuant to Chapter 24 of the Code. There is an existing 16-inch water main running along SW 24<sup>th</sup> St., to where the developer may connect and extend a new 12-inch water main to the north and to the south, along the Corridor (approx. 505 ft.) to provide water service for the subject node. Any public water main extension within the property shall be 8-inch minimum diameter for residential or 12-inch minimum diameter for non-residential. If two or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two (2) points of connection. At this time, there are no planned projects in close proximity to this application site.

Bird Road Development Area: The proposed land use would be required to connect to public water pursuant to Chapter 24 of the Code. There is an existing 16-inch water main running along SW 40<sup>th</sup> Street, to where the developer may connect and extend a new 12-inch water main south along the Corridor (approx. 2,900 ft.), interconnecting to an 8-inch water main on SW 48<sup>th</sup> St. and SW 69<sup>th</sup> Ave. to provide water service for the subject node. Any public water main extension within the property shall 12-inch minimum diameter. If two or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two (2) points of connection. At this time, there is a project within close proximity to the Corridor. Said project is for 3,200 sq. ft. of restaurant use, 3,000 sq. ft. of office use and 20,650 sq. ft. of warehouse use with MDWASD Agreement #21396 located at SW 70<sup>th</sup> Ave. and SW 40<sup>th</sup> Street.

## Sewer Treatment Plant Capacity

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system, consisting of North, Central, and South

District Wastewater Treatment Plants, operate with a capacity that is two percent above the average daily flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow.

The regional wastewater treatment system can treat up to 375.5 million gallons per day (MGD). Based on the LOS standard, the capacity of the regional wastewater treatment system is equivalent to 368.14 MGD. The available capacity is calculated by subtracting the annual average flow (307.73 MGD) for the preceding 5 years and the capacity reserved for development orders (31.07 MGD) from the system capacity (368.14 MGD). Therefore, the available wastewater treatment plant capacity is 29.34 MGD.

### Sewer System Connectivity

Blue Lagoon Development Area: This section is within MDWASD's service area. The proposed land use would be required to connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. The proposed development could connect to sanitary sewer mains that discharge sanitary sewer directly to the Central District Wastewater Treatment Plant or to sanitary sewer pump station 30-0171, which directs the flow to pump station 30-001 and then to the Central District Water Treatment Plant for treatment and disposal. These pump stations and the Central District Wastewater Treatment Plant are owned and operated by MDWASD. The pump stations are currently working under OK status, within the mandated criteria set forth in the new Consent Decree (case 1:12-cv-24400-FAM), effective December 6, 2013. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP.

There is a 54-inch sanitary sewer force main along W. Flagler St. to where the developer may connect to provide sewer service. A pump station will be required. Extension of a new 8-inch sanitary sewer gravity system, to direct flow to the pump station will be required to provide service to this segment of the Corridor (approx. 1,800 ft. total). A capacity modeling evaluation will be required at the time of development.

Tamiami Trail Development Area: This section is within MDWASD's service area. The proposed land use would be required to connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. The proposed development could connect to sanitary sewer mains that discharge to sanitary sewer mains that sanitary sewer flow to pump station 30-001 and then the Central District Wastewater Plant for treatment and disposal. Pump stations 30-001 and the Central District Wastewater Treatment Plant are owned and operated by MDWASD. The pump stations are currently working under OK status, within the mandated criteria set forth in the new Consent Decree (case 1:12-cv-24400-FAM), effective December 6, 2013. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP.

The areas adjacent to this Corridor are on septic tank. There is a sanitary sewer system on SW 8<sup>th</sup> Street, east and west of the Corridor, to where the developer may connect, provided there is sufficient depth, to provide service to a portion of the northern area of the Corridor (approx. 1,500 ft.). Any proposed sanitary sewer extension shall be 8-inch minimum. There is also an 8-inch force main along SW 12<sup>th</sup> Street and SW 68<sup>th</sup> Avenue to where the developer may connect and extend a minimum 8-inch force main to the

corridor as needed to provide sewer service (approximately 750 ft.). A pump station will be required.

Coral Way Development Area: This section is within MDWASD's service area. The proposed land use would be required to connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. The proposed development could connect to sanitary sewer mains that discharge sanitary sewer flow pump station 30-001 and then the Central District Wastewater Plant for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP. There is a 12-inch sanitary sewer force main along SW 24<sup>th</sup> St. to where the developer may connect to provide sewer service. A pump station will be required.

Bird Road Development Area: This section is within MDWASD's service area. The proposed land use would be required to connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. The development on the application site could connect to sanitary sewer mains that discharge sanitary sewer flow to either sanitary sewer pump station 30-001 or 30-0561. Sanitary sewer pump station 30-001 directs flow to the Central District Wastewater Treatment Plant. Sanitary sewer pump station 30-0561 directs flow to pump station 30-001 and then to the Central District Wastewater Treatment Plant for treatment and disposal. These pump stations and the South District Wastewater Treatment Plant are owned and operated by MDWASD. The pump stations are currently working under OK status, within the mandated criteria set forth in the new Consent Decree (case 1:12-cv-24400-FAM), effective December 6, 2013. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP.

There is an existing 12-inch sewer force main that intersects the Corridor at SW 44<sup>th</sup> Street to where the developer may connect and extend south a new 8-inch sewer force main (approx. 200 ft.) to install a public pump station. Extension of a new 8-inch sanitary sewer gravity system, to direct flow from the north and south of the Corridor to the pump station will be required to provide service to this segment of the Corridor (approx. 2,600 ft. total). For the portion of the node north of SW 40 Street, there is an 8-inch force main on SW 69 Avenue and SW 39 Terrace to where the developer may connect and extend an 8-in force main to the property to provide sewer service. A pump station will be required. A capacity modeling evaluation will be required at the time of development.

## **Solid Waste**

The Miami-Dade County Public Works and Waste Management Department (PWWM) Solid Waste Functions oversees the proper collection and disposal of solid waste generated in the County through direct operations, contractual arrangements, and regulations. In addition, the Department directs the countywide effort to comply with State regulations concerning recycling, household chemical waste management and the closure and maintenance of solid waste sites no longer in use.

The application site is located inside the PWWM Waste Collection Service Area (WCSA), which consists of all residents of the Unincorporated Municipal Service Area (UMSA) and eight municipalities.

### Level of Service Standard

CDMP Policy SW-2A establishes the adopted Level of Service (LOS) standard for the County's Solid Waste Management System. This CDMP policy requires the County to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The PWWM assesses the solid waste capacity on system-wide basis since it is not practical or necessary to make determination concerning the adequacy of solid waste disposal capacity relative to individual applications. As of FY 2014-15, the PWWM is in compliance with this standard, meaning that there is adequate disposal capacity to meet projected growth in demand, inclusive of the applications reviewed here, which is not anticipated to have a negative impact on disposal service.

### Application Impacts

Per Chapter 15 of the County Code, the PWWM does not actively compete for non-residential waste collection such as multi-family, commercial, business, office, and industrial services at this time; therefore waste collection services may be provided by a private waste hauler. The PWWM has determined that the requested amendment will have no impact or any associated costs to the County; therefore, the PWWM has no objection to the proposed amendment.

### **Parks**

The site is located within Park Benefit District 2 (PBD 2). County owned park and recreation facilities serving PBD 2 are shown in Figure 1. County-owned local parks that are within three miles of the subject application are described in Table A which lists the name, type and acreage for each park.

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

<b>Park Facility</b>	<b>Classification</b>	<b>Acreage</b>
Banyan Park	NEIGHBORHOOD PARK	3.14
Blue Lakes Park	NEIGHBORHOOD PARK	6
Boys & Girls Club of Miami-Kendall Unit	COMMUNITY PARK	22.7
Brothers To The Rescue Memorial Park	SINGLE PURPOSE PARK	5.7
Cherry Grove Park	NEIGHBORHOOD PARK	1.5
Continental Park	COMMUNITY PARK	18.13
Coral Estates Park	COMMUNITY PARK	5.15
Coral Villas Park	MINI-PARK	0.37
Francisco Human Rights Park	MINI-PARK	3.78
Hammock Lake Park	MINI-PARK	0.17
Humble Mini Park	MINI-PARK	0.5
Kendallwood Park	NEIGHBORHOOD PARK	2.68
Killian Library Park	MINI-PARK	3.42
Miller Drive Park	COMMUNITY PARK	4.07
Rockway Park	COMMUNITY PARK	2.52
Ruben Dario Park	COMMUNITY PARK	15.29
San Jacinto Park	MINI-PARK	0.92



<b>Park Facility</b>	<b>Classification</b>	<b>Acreage</b>
Schenley Park	NEIGHBORHOOD PARK	2
Snapper Creek Lake Parkway	MINI-PARK	0.6
Sudlow Park	MINI-PARK	1.12
Sunkist Park	NEIGHBORHOOD PARK	0.77
Sunset Heights Park	MINI-PARK	0.32
Sunset Park	NEIGHBORHOOD PARK	2.6

Impacts to Local Recreation Open Space: Recreation and Open Space Element policies ROS-2a (i); (ii); (iii); (iv); and (v) provide for the establishment of Miami-Dade County's minimum Level of Service standard for the provision of local recreation open space. This application is in Park Benefit District 2 (PBD2) which has a surplus capacity of 491.32 acres when measured by the County concurrency level-of-services standard for the unincorporated area of 2.75 acres of local recreation open space for 1,000 persons in UMSA.

The potential development of the Application Area under the existing CDMP land use designation has a potential for development of a total of 582 single-family and multi-family dwelling units with an estimated population of 1,293; resulting in an impact of approximately 3.56 acres based on the minimum Level of Service standard for the provision of local recreation open space.

The potential for residential "Development Areas" under the proposed land use designation has the potential for a mix of residential unit types with an estimated population totaling up to 1,959. The concurrency analysis for this scenario results in an impact of approximately 5.38 acres based on the minimum Level of Service standard for the provision of local recreation open space, or 1.82 acres more than the impact to the level of service than the currently permitted residential uses. The Development Areas (including a minimum 15 foot wide continuous trail) which shall connect to the Recreational Trail Segments as described in the proposed text of the Ludlam Trail Corridor District. The proposed text of the Ludlam Trail Corridor District also provides that the Downtown Kendall Urban Center District regulations shall be amended to require the continuation of the trail to the M-Path.

As mentioned above, this application is in Park Benefit District 2 (PBD2) which has a surplus capacity of 491.32 acres when measured by the County concurrency level-of-services standard for the unincorporated area of 2.75 acres of local recreation open space for 1,000 persons in UMSA and therefore meets concurrency.

## **Fire and Rescue**

### Level of Service Standard for Minimum Fire Flow and Application Impacts

CDMP Policy WS-2A establishes the County's minimum Level of Service standard for potable water. This CDMP policy requires the County to deliver water at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi, unless otherwise approved by the Miami-Dade Fire Rescue Department. A minimum fire flow of 3,000 gallons per minute (gpm) is required for business and industrial uses, and 750 gpm for single family and duplexes.

MDFR requests that each phase of development be transmitted accordingly through the MDFR Planning Section and the Fire Engineering & Water Supply Bureau for assessment and to determine compliance with the standards of the national Fire Protection Association (NFPA).

MDFR also requires that vehicular connections with, to, and through the proposed Corridor be in accordance with the Florida Fire Prevention Code (FFPC) and NFPA standards.

#### Impacts to Fire Rescue Services

The assessment of impacts to fire and rescue services below evaluates the maximum development scenario presented for each Development Area within the Corridor.

Blue Lagoon Development Area: The proposed Blue Lagoon Development Area is currently served by Miami-Dade Fire Rescue Station No. 40 (West Miami) located at 975 SW 62 Avenue. The station is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week. The development program for the Blue Lagoon Development Area will allow a proposed potential development anticipated to generate a total of 154 annual alarms for the residential component and 211 annual alarms for the office component. Either development program will result in a moderate to severe impact to existing fire rescue service. Based on the current call volume for Station No. 40 as well as those stations in close proximity to the Blue Lagoon Development Area, all stations combined are capable of mitigating the additional number of alarms generated by development for the Blue Lagoon Development Area. The Blue Lagoon Development Area lies in close proximity to the boundary line between Miami-Dade County and the City of Miami. The City of Miami operates its own fire rescue department and in the event of a major disaster or fire, either fire department will provide mutual aid accordingly.

Under normal circumstances, the aforementioned number of alarms would not have a moderate to severe impact to existing fire rescue service. However, the Blue Lagoon Development Area lies within the territory of a moderately busy fire station (Station No. 40) and is surrounded by some of the busiest fire stations in Miami-Dade County. Additional stations include Station No. 17 (Virginia Gardens) located at 7050 NW 36 Street; Station No. 48 (Fontainebleau) located at 8825 NW 18 Terrace; Station No. 29 located at 351 SW 107 Avenue; and Station No. 3 located at 3911 SW 82 Avenue. There are no planned stations in the vicinity of the subject application. However, the Miami-Dade Fire Rescue Department continues searching for a suitable parcel of land in the vicinity of the Blue Lagoon Development Area to construct a fire station.

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

Tamiami Trail Development Area: The Tamiami Trail Development Area is currently served by Miami-Dade Fire Rescue Station No. 40 (West Miami) located at 975 SW 62 Avenue. The station is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day seven days a week. The development program for the Tamiami Trail Development Area will allow a proposed potential development anticipated to generate a total of 111 annual alarms for the residential component and 152 annual alarms for the office component. Either development program will result in a moderate impact to existing fire rescue service. Based on the current call volume for Station No. 40 as well as those stations in close proximity to the Tamiami Trail

Development Area, all stations combined are capable of mitigating the additional number of alarms generated by development for the Tamiami Trail Development Area.

Coral Way Development Area: The Coral Way Development Area is currently served by Miami-Dade Fire Rescue Station No. 40 (West Miami) located at 975 SW 62 Avenue. The station is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day seven days a week. The development program for the Coral Way Development Area will allow a proposed potential development anticipated to generate a total of 15 annual alarms for the residential component and 22 annual alarms for the office component. Either development program will result in a minimal impact to existing fire rescue service. Based on the current call volume for Station No. 40 as well as those stations in close proximity to the Coral Way Development Area, all stations combined are capable of mitigating the additional number of alarms generated by development for the Coral Way Development Area.

Bird Road Development Area: The proposed Bird Road Development Area is currently served by Miami-Dade Fire Rescue Station No. 3 (Tropical Park) located at 3911 SW 82 Avenue. The station is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week. The development program for the Bird Road Development Area will allow a proposed potential development anticipated to generate a total of 103 annual alarms for the residential component and 147 annual alarms for the office component. Either development program will result in a moderate to severe impact to existing fire rescue service. Based on the current call volume for Station No. 40 as well as those stations in close proximity to the Bird Road Development Area, all stations combined are capable of mitigating the additional number of alarms generated by development for the Bird Road Development Area.

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

Under normal circumstances, the aforementioned number of alarms would not have a moderate to severe impact to existing fire rescue service. However, the Bird Road Development Area lies within the territory of a moderately busy fire station (Station No. 3) and surrounded by some of the busiest fire stations in Miami-Dade County. In the past years, traffic accidents have increases along the corridor of SW 40 Street between SW 57 Avenue and the Florida Turnpike. Another factor in this area is the increase in traffic volume and new commercial developments along Bird Road.

In the event MDFR can secure a parcel of land in the area of Bird Road and the Turnpike, the build out of the Bird Road Development Area may not have such a severe impact on existing fire rescue service. Presently, and considered top priority, the most intense search being conducted by MDFR is for land in the vicinity of Bird Road and the Turnpike. Unfortunately, vacant land in the area is scarce and those available are slated for development. At one point MDFR came close to reaching an agreement with FDOT to utilize part of the off ramp at the intersection of Bird Road and the Turnpike. However, FDOT discontinued further negotiations with MDFR announcing that they plan to use the land surrounding the off ramp for improvements and widening of the Florida Turnpike.

Presently, fire and rescue service in the vicinity of the Bird Road Development Area is adequate but very borderline. The adequacy so far has been achieved by the strategic

placement of specific or specialized emergency units at particular fire stations surrounding the Bird Road Development Area. Furthermore, the implementation of an effective dispatch system capable of dispatching the closest unit to an emergency has significantly reduced emergency response times. Additionally, existing stations south of Bird Road have been able to absorb the additional number of alarms.

## Public Schools

### Level of Service Standard

The adopted Level of Service (LOS) standard for all public schools in Miami-Dade County is 100% utilization of Florida Inventory of School Houses (FISH) capacity with relocatable classrooms (CDMP Policy EDU-2A). This LOS standard, except for magnet schools, shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by Miami-Dade County Public Schools.

A planning level review, which is considered a preliminary school concurrency analysis, was conducted on this application based on the adopted LOS standard, the Interlocal Agreement (ILA) for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, and current available capacity and school attendance boundaries.

Section 7.5 of the ILA provides for “Public Schools Planning Level Review” (Schools Planning Level Review), of CDMP amendments containing residential units. This type of review does not constitute a public school concurrency review and, therefore, no concurrency reservation is required. Section 7.5 further states that “...this section shall not be construed to obligate the County to deny or approve (or to preclude the County from approving or denying) an application.”

### Application Impact

Segment 1 of the Corridor (NW 7 Street to SW 8 Street) may increase the student population of the schools serving the application site by an additional 144 students – this number reflects an impact reduction of 22.36% for charter and magnet schools (schools of choice). Of the 144 students, 65 will attend elementary schools, 36 will attend middle schools students and 43 will attend senior high schools. The students will be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” table below. At this time, the middle and senior high schools have sufficient capacity available to serve the application while the elementary school level does not meet school concurrency (there is a shortfall 1 seat). However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent.

<b>Concurrency Service Area (CSA) Schools</b>					
Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Flagami Elementary	64	65	64	No	Current CSA/5 Year Plan
West Miami Middle	302	36	36	Yes	Current CSA
South Miami Senior	6	43	6	No	Current CSA/5 Year Plan
<b>Adjacent Concurrency Service Area Schools</b>					
Seminole Elementary	-27	1	0	No	Adjacent CSA/5 Year Plan
Miami Springs Senior	307	37	37	Yes	Adjacent CSA



Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Source: Miami-Dade County Public Schools, August 2015. Miami-Dade County Department of Regulatory and Economic Resources, August 2015.					

Segment 2 of the Corridor (SW 8 Street to SW 24 Street) may increase the student population of the schools serving the application site by an additional 41 students – this number reflects an impact reduction of 22.36% for charter and magnet schools (schools of choice). Of the 41 students, 19 will attend elementary schools, 10 will attend middle schools students and 12 will attend senior high schools. The students will be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” table below. At this time, the schools have sufficient capacity available to serve the application.

Concurrency Service Area (CSA) Schools					
Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Sylvania Heights Elementary	3585	19	19	Yes	Current CSA
West Miami Middle	302	10	10	Yes	Current CSA
South Miami Senior	6	12	6	No	Current CSA/Five Year Plan

Adjacent Concurrency Service Area Schools					
Miami Killian Senior	863	6	6	Yes	Adjacent CSA
Source: Miami-Dade County Public Schools, August 2015. Miami-Dade County Department of Regulatory and Economic Resources, August 2015.					

Segment 3 of the Corridor (SW 24 Street to SW 40 Street) may increase the student population of the schools serving the application site by an additional 7 students – this number reflects an impact reduction of 22.36% for charter and magnet schools (schools of choice). Of the 7 students, 3 will attend elementary schools, 2 will attend middle schools students and 2 will attend senior high schools. The students will be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” table below. At this time, the schools have sufficient capacity available to serve the application.

Concurrency Service Area (CSA) Schools					
Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Emerson Elementary	178	3	3	Yes	Current CSA
West Miami Middle	302	2	2	Yes	Current CSA
South Miami Senior	6	2	2	No	Current CSA

Source: Miami-Dade County Public Schools, August 2015. Miami-Dade County Department of Regulatory and Economic Resources, August 2015.					
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Segment 4 of the Corridor (SW 40 Street to SW 56 Street) may increase the student population of the schools serving the application site by an additional 40 students – this number reflects an impact reduction of 22.36% for charter and magnet schools (schools of choice). Of the 40

students, 18 will attend elementary schools, 10 will attend middle schools students and 12 will attend senior high schools. The students will be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” table below. At this time, the schools have sufficient capacity available to serve the application.

<b>Concurrency Service Area (CSA) Schools</b>					
Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
South Miami K-8 Center (Elem Comp)	30	18	18	Yes	Current CSA
South Miami K-8 Center (Middle Comp)	44	10	10	Yes	Current CSA
South Miami Senior	6	12	6	No	Current CSA/5 Year Plan
<b>Adjacent Concurrency Service Area Schools</b>					
Miami Killian Senior	863	6	6	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, August 2015.  
Miami-Dade County Department of Regulatory and Economic Resources, 2015.

Section 9 of the ILA discusses implementation of school concurrency, indicating the test for school concurrency is at the time of a final subdivision, site plan or functional equivalent, not at the time of application for land use. Miami-Dade County Public Schools is required to maintain the adopted LOS standard throughout the five-year planning period. In the event that there is not sufficient capacity at the time of final subdivision, site plan or functional equivalent, the ILA and the Educational Element of the CDMP describe a proportionate share mitigation process.

## Aviation

The Miami-Dade County Aviation Department (MDAD) does not object to the proposed CDMP amendment provided that all uses and structure heights comply with federal, state and local aviation regulations, including the Code of Miami-Dade County, Chapter 33, as it pertains to airport zoning. However, the proposed Ludlam Trail Corridor traverses through the horizontal and conical height districts referenced in Chapter 33 of the Code of Miami-Dade County, Article XXXVII – Miami International Airport (Wilcox Field) Zoning. The developer is required to coordinate with MDAD once development plans are finalized.

Any proposed permanent and temporary structures may need to be studied by both MDAD and the Federal Aviation Administration (FAA). In general, the FAA requires a developer to notify them using form 7460-1 “Notice of Proposed Construction or Alteration” if a proposed building or structure is to exceed a height greater than:

- 200-feet above ground level at the site; or
- A slope of a 100:1 extending outward and upward for a horizontal distance of 20,000 feet from the nearest point of the nearest runway more than 3,200 feet in length;
- A slope of a 50:1 extending outward and upward for a horizontal distance of 10,000 feet from the nearest point of the nearest runway more than 3,200 feet in length; or
- A slope of a 25:1 extending outward and upward for a horizontal distance of 5,000 feet from the nearest point of the nearest heliport.

## Roadways

### The Ludlam Trail Corridor

The application site is a ±68.20 gross acre property located north of NW 7 Street to SW 80 Street, approximately 6.0 miles long and 100-foot wide, formerly known as the Florida East Coast (FEC) railroad corridor, and generally running along theoretical NW/SW 69 Avenue. The majority of the application site is located within unincorporated Miami-Dade County, with a small segment, between the Tamiami Canal and SW 8 Street, located within the City of Miami. The subject corridor is also located within the County's adopted Urban Infill Area (UIA)<sup>1</sup>, a Transportation Concurrence Exception Area (TCEA).

### Existing Right-of-Way

Kimley-Horn and Associates produced the *Florida East Coast (FEC) Transit Connection Study (2009)* for the Metropolitan Planning Organization that analyzed existing conditions in the Ludlum Trail Corridor from the Dadeland North Metrorail station to the Miami International Airport (MIA). The right-of-way was determined to vary from its assumed 100-foot standard width to 70 and 45 feet in areas south of the SR 878/Snapper Creek expressway and immediately west of the Dadeland Station Shopping Center. The Study also detailed various locations along the Ludlam Corridor where surrounding land uses appeared to be encroaching on the FEC right-of-way for activities such as warehousing, parking, driveways, and fencing. One such area includes a segment north of SW 8 Street and east of the R-O-W where the Tropic Garden Hotel building, parking lot and wooden fence are within the corridor right-of-way. The Study also notes the presence of other structures in the Ludlam corridor, such as a 75-foot long railroad bridge located approximately 100 feet south of Waterway Drive that crosses the Coral Gables Waterway Canal right-of-way.

### Vehicular Access to the Corridor

Access to the 6.0-mile long corridor is currently provided by the following major east-west section-line roadways traversing the corridor: NW 7 Street, West Flagler Street, SW 8 Street/Tamiami Trail, SW 24 Street/Coral Way, SW 40 Street/Bird Road, SW 56 Street/Miller Drive, and SW 72 Street/Sunset Drive. Many of these east-west arterial roadways provide access to the west to SR 826/Palmetto Expressway and on the east to NW/SW 67 Avenue and NW/SW 57 Avenue, which provide access to other areas in the County. In addition, the following two-lane undivided roadways provide access to the Ludlam corridor: SW 4 Street, SW 12 Street, SW 16 Street, SW 21 Street, SW 22 Street, SW 60 Street, SW 64 Street, Waterway Drive, and SW 80 Street. Numerous two-lane undivided roadways such as SW 6 Street, SW 19 Street, SW 44 Street, SW 62 Street, and SW 66 Street dead-end at the Ludlam corridor. All future vehicular accesses to the corridor—not just by the existing major section- and half-section line roadways as well as any possible non-vehicular connections should be addressed by the property owner(s) at the time of platting and zoning application.

### Studies and Plans

The County's adopted CDMP Traffic Circulation Subelement Figure 6, Planned Non-Motorized Network 2030, depicts the subject Ludlam Trail Corridor from US-1 to approximately SR 836/Dolphin Expressway as a Greenways Network. In addition, the "Ludlam Trail Corridor" is listed as a future trail in the County's adopted *North Dade Greenways Master Plan*.

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<sup>1</sup> UIA is defined as that part of Miami-Dade County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95.

The *Miami-Dade County Trail Design Guidelines and Standards: Ludlam Trail Case Study* (the “Trail Guidelines”) was identified in a Miami-Dade County Mayor memorandum dated March 5, 2013 as the tool for planning and designing trails and greenways in the County. The “Trail Guidelines” conducted by AECOM in May 2011 for the Parks, Recreation and Open Spaces Department, provides recommendations and standards for the trail components such as trail striping, surface materials, and most critically—trail width. The guidelines call for, at a minimum, a twelve-foot multi-purpose shared-use path for cyclists and skaters and a separate six-foot path for pedestrians. However, under constrained conditions, the guidelines recommend that the minimum trail width is a single fourteen-foot trail, with an eight-foot, two-lane multi-purpose share-use path for cyclists and skaters and an adjacent six-foot pedestrian path. The applicant should adhere to the standards and guidelines contained in the study, especially concerning the trail width.

#### Traffic Impact Analysis

To determine the impact of the subject application on the existing and future roadway networks, a Short-term (Year 2018) and a Long-term (Year 2040) traffic impact analyses were performed. The Planning Division of the Department of Regulatory and Economic Resources (RER) performed the Short-term (Concurrency) traffic impact analysis. The Long-term traffic impact analysis was performed in cooperation with the Metropolitan Planning Organization (MPO). These analyses assess the impacts that the application would have on the roadways adjacent to and in the vicinity of the application site and on the study area future roadway network, respectively.

The approximately 6.0-mile corridor was divided into six segments, primarily along the existing major east-west section-line roadways traversing the corridor. Segment 1 encompasses the area of the corridor between NW 7 Street and SW 8 Street; Segment 2 covers the area between SW 8 Street and SW 24 Street; Segment 3 the area between SW 24 Street and SW 40 Street; Segment 4 the area from SW 40 Street to SW 56 Street; Segment 5 the area between SW 56 Street and SW 72 Street; and Segment 6 the area from SW 72 Street to SW 80 Street.

Study Area. A study area (area of influence) was selected to determine the Application’s traffic impact on the future roadway network within the study area. The limits of the study area are NW 12 Street on the north, NW/SW 57 Avenue on the east, SW 88 Street on the south, and NW/SW 87 Avenue on the west.

East-west arterials and expressways within the study area include: NW 12 Street, SR 836/Dolphin Expressway, West Flagler Street, SW 8 Street, SW 24 Street/Coral Way, SW 40 Street/Bird Road, SW 56 Street/Miller Road, SW 72 Street/Sunset Drive, SR 878/Snapper Creek Expressway, and SW 88 Street/Kendall Drive. North-south arterials and expressways include NW/SW 87 Avenue, SR 826/Palmetto Expressway, NW/SW 72 Avenue, NW/SW 67 Avenue/Ludlam Road, and NW/SW 57 Avenue/Red Road.

Traffic conditions are evaluated by the level of service (LOS), which is represented by one of the letters “A” through “F”, with A generally representing the most favorable driving conditions and F representing the least favorable.

Existing Conditions. The following roadway segments are currently operating at their adopted LOS D standard:

- SR 836/Dolphin Expressway from SR 826 to NW 72 Avenue and between NW 72 Avenue to NW 57 Avenue;
- SW 56 Street between SW 87 Avenue and SR 826; and



- SR 826/Palmetto Expressway from SR 836 to Flagler Street.
- 

The following roadway segments are currently operating at their adopted LOS E standard:

- SW 67 Avenue from SW 8 Street to SW 24 Street;
- SW 67 Avenue from SW 56 Street to US-1; and
- SW 67 Avenue between US-1 to SW 88 Street.

One roadway segment on US-1 from SW 67 Avenue to SW 88 Street is operating at E+21% (E+50% is the adopted LOS standard); and the roadway segment of SW 57 Avenue from SW 42 Street to Brescia Avenue is operating at LOS F, in excess of its adopted LOS E standard. However, it should be pointed out that SW 57 Avenue/Red Road is a state-designated historic roadway, which cannot be widened; however, this roadway is currently served by Metrobus Route 57 with 30 minutes AM and PM peak headways. The rest of the roadways currently monitored are operating at acceptable levels of service. See "Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS)" table below.

**Existing Traffic Conditions  
Roadway Lanes and Peak Period Level of Service (LOS)**

Roadway	Location/Link (Sta. No.)	Lanes	LOS Std.	LOS
NW 12 Street	NW 87 Ave. to NW 72 Ave. (9358)	4 DV	D	B (2014)
SR 836/Dolphin Expy.	NW 87 Ave. to SR 826 (2244)	6 LA	D	C (2014)
	SR 826 to NW 72 Ave. (2188)	10 LA	D	D (2014)
	NW 72 Ave. to NW 57 Ave. (2193)	8 LA	D	D (2014)
SR 968/W. Flagler Street	NW/SW 87 Ave. to SR 826 (1141)	6 DV	E+20%	C (2014)
	SR 826 to NW/SW 72 Ave. (1140)	6 DV	E+50%	C (2014)
	NW/SW 72 Ave. to NW/SW 57 Ave. (1139)	4 DV	E+50%	C (2014)
SR 90/SW 8 Street	SW 87 Ave. to SR 826 (92)	6 DV	E+20%	C (2014)
	SR 826 to SW 67 Ave. (5)	4 DV	E+50%	D (2014)
	SW 67 Ave. to SW 57 Ave. (527)	4 DV	E+50%	D (2014)
SW 24 St./Coral Way	SW 87 Ave. to SR 826 (7057)	6 DV	E+20%	C (2014)
	SR 826 to SW 57 Ave. (9120)	4 DV	E+20%	C (2013)
SR 976/SW 40 St./Bird Rd.	SW 87 Ave. to SR 826 (92)	6 DV	E+20%	C (2014)
	SR 826 to SW 67 Ave. (1050)	6 DV	E+50%	C (2014)
	SW 67 Ave. to SW 57 Ave. (80)	6 DV	E+50%	C (2014)
SW 56 St./Miller Road	SW 87 Ave. to SR 826 (9262)	4 DV	D	D (2014)
	SR 826 to SW 67 Ave. (9261)	4 DV	E	A (2014)
	SW 67 Ave. to SW 57 Ave. (9260)	2 UD	E	D (2014)
SR 986/SW 72 St./Sunset Dr.	SW 87 Ave. to SR 826 (1068)	4 DV	E+20%	C (2014)
	SR 826 to SW 67 Ave. (1067)	4 DV	E	C (2014)
SR 878/Snapper Creek Expy.	SR 878 to US-1 (2002)	4 LA	E+20%	B (2014)
SR 94/SW 88 St./Kendall Dr.	SW 87 Ave. to SR 826 (684)	6 DV	E+20%	C (2014)
	SR 826 to US-1 (683)	6 DV	E+50%	C (2014)

**Existing Traffic Conditions**  
**Roadway Lanes and Peak Period Level of Service (LOS)**

Roadway	Location/Link (Sta. No.)	Lanes	LOS Std.	LOS
NW/SW 87 Ave./Galloway Rd.	SR 836 to Flagler St. (1211)	6 DV	E	C (2014)
	Flagler St. to SW 8 St. (44)	4 DV	E	C (2014)
	SW 8 St. to SW 24 St. (1074)	4 DV	E	C (2014)
	SW 24 St. to SW 40 St. (42)	4 DV	E	C (2014)
	SW 40 St. to SW 56 St. (41)	4 DV	E	C (2014)
	SW 56 St. to SW 72 St. (1075)	4 DV	E	C (2014)
	SW 72 St. to SW 88 St. (1076)	4 DV	E	C (2014)
SR 826/Palmetto Expressway	SR 836 to Flagler St. (569)	10 LA	D	D (2014)
	Flagler St. to SW 8 St. (568)	10 LA	D	C (2014)
	SW 8 St. to SW 24 St. (567)	10 LA	D	C (2014)
	SW 24 St. to SW 40 St. (566)	10 LA	D	C (2014)
	SR 874 to SW 56 St. (565)	6 LA	D	C (2014)
	SW 56 St. to SW 72 St. (564)	6 LA	D	C (2014)
	SW 72 St. to SW 88 St. (563)	6 LA	D	C (2014)
NW/SW 72 Ave.	NW 12 St. to Flagler St. (1201)	6 DV	E	C (2014)
	SW 40 St. to SW 56 St. (9684)	4 DV	E	A (2014)
	SW 56 St. to SW 72 St. (9686)	2 UD	E+50%	B (2014)
	SW 72 St. to SW 80 St. (9688)	2 UD	E+50%	C (2014)
NW/SW 67 Ave./Ludlam Rd.	Tamiami Canal Rd. to SW 8 St. (9236)	4 DV	E	B (2014)
	SW 8 St. to SW 24 St. (8306)	4 DV	E	E (2014)
	SW 24 St. to SW 40 St. (9240)	4 DV	E	B (2014)
	SW 40 St. to SW 56 St. (9242)	2 UD	E	B (2014)
	SW 56 St. to US-1 (9243)	2 UD	E	E (2014)
	US-1 to SW 88 St. (9244)	2 DV	E	E (2014)
NW/SW 57 Ave./Red Rd.	SR 836 to NW 7 St. (1189)	6 DV	E	C (2014)
	W. Flagler St. to SW 8 St. (36)	4 DV	E	C (2014)
	SW 8 St. to SW 24 St. (37)	2 DV	E	D (2014)
	SW 24 St. to SW 42 St. (35)	2 DV	E	D (2014)
	SW 42 St. to Brescia Ave. (34)	2 DV	E	F (2014)
	US-1 to SW 72 St. (9634)	4 DV	E+50%	E (2014)
US-1/S. Dixie Highway	SW 67 Ave. to SW 88 St. (164)	6 DV	E+50%	E+21% (2014)
SR 874/Don Shula Expy.	SR 826 to SR 878 (2278)	6 LA	D	C (2014)

Source: Miami-Dade County Department of Regulatory and Economic Resources; Miami-Dade County Department of Public Works and Solid Waste Management; and Florida Department of Transportation, August 2015.

Notes: () Identifies year traffic count was taken or LOS analysis performed.

DV= Divided Roadway; UD= Undivided Roadway; LA= Limited Access.

LOS Std. = Adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

**Trip Generation.** Two potential development scenarios for each of the four segments where development would be permitted were analyzed. Under the proposed CDMP land use designation, Scenario 1 assumes the corridor developed with residential uses and Scenario 2 assumes the corridor developed with office space.

**Segment 1 (North of NW 7 Street to SW 8 Street).** Two potential development scenarios were analyzed for traffic impacts under the requested CDMP land use designation. Scenario 1 assumes

the segment developed with 551 multi-family residential dwelling units (apartments); and Scenario 2 assumes the segment developed with 961,125 square feet of general office use. Scenario 1 is estimated to generate approximately 360 PM peak-hour vehicle trips and Scenario 2 approximately 1,233 PM peak hour vehicle trips.

*Segment 2 (SW 8 Street to SW 24 Street).* The two development scenarios analyzed for this segment assume the segment developed with 360 multifamily dwelling units (Scenario 1) or with 626,965 square feet of general office use (Scenario 2) under requested CDMP land use designation. Scenario 1 is estimated to generate approximately 231 PM peak hour vehicle trips and Scenario 2 approximately 780 PM peak hour vehicle trips.

*Segment 3 (SW 24 Street to SW 40 Street).* The two development scenarios under the requested CDMP land use analyzed for traffic impacts under the requested CDMP land use designation assumes the segment developed with 65 multifamily dwelling units (Scenario 1), or with 119,037 square feet of general office use (Scenario 2). Scenario 1 is estimate to generate approximately 43 PM peak-hour vehicle trips and Scenario 2 approximately 369 PM peak hour trips.

*Segment 4 (SW 40 Street to SW 56 Street).* The two development scenarios analyzed for this segment assume the subject segment developed with 398 multifamily dwelling units (Scenario 1) or with 721,047 square feet of general office use (Scenario 2) under requested CDMP land use designation. Scenario 1 is estimated to generate approximately 287 PM peak hour vehicle trips and Scenario 2 approximately 1,200 PM peak hour vehicle trips.

Based on the results of the Charrette no development will be permitted in *Segment 5 (SW 56 Street to SW 72 Street)* and *Segment 6 (SW 72 Street and SW 80 Street)*. The application proposes to limit private development to four "Development Areas" (Segments 1 through 4) comprising a total of approximately 15 acres. The remaining portions of the Corridor, including segments 5 and 6 that abut single family residential neighborhoods, will be designated for "Recreational Trail Use." Therefore, no traffic impact analyses were performed for Segments 5 and 6. The table below summarizes the estimated AM and PM peak-hour trip generation for the two development scenarios analyzed for Segments 1 through 4.

**Estimated AM and PM Peak Hour Trip Generation  
By Maximum Potential Development Under The Requested CDMP Land Use Designations**

Segment			Scenario 1			Scenario 2	
No.	Limits	Apartment Units	AM Peak Hr. Trips	PM Peak Hour Trips	Office Sq. ft.	AM Peak Hr. Trips	PM Peak Hr. Trips
1	NW 7 St. to N/O SW 8 St.	551	302	360	961,125	1,341	1,233
2	S/O SW 8 St. to N/O SW 24 St.	360	197	231	626,695	831	780
3	N/O SW 24 St. to N/O SW 40 St.	65	35	43	119,037	269	369
4	N/O SW 40 St. to N/O SW 56 St.	398	222	287	721,047	1,219	1,200
5	S/O SW 56 St. to N/O SW 72 St.	0	0	0	0	0	0
6	S/O SW 72 St. to N/O SW 80 St.	0	0	0	0	0	0
Total		1,374	756	921	2,427,905	3,660	3,582

Source: Institute of Transportation Engineers, Trip Generation, 9<sup>th</sup> Edition, 2012. Compiled by Miami-Dade County Department of Regulatory and Economic Resources, August 2014.

Notes: Scenario 1 assumes the Ludlam Trial Corridor developed with multifamily dwelling units (apartments) at the nodes south of NW 7 Street, south of SW 8 Street, north and south of SW 24 Street, and north and south of SW 40 Street.  
Scenario 2 assumes the Ludlam Trail developed with office uses at the nodes south of NW 7 Street, south of SW 8 Street, north and south of SW 24 Street and north and south of SW 40 Street.

The trip generation analysis indicates that if the application were approved and the segments developed as described above, Scenario 1 would generate approximately 921 PM peak-hour vehicle trips, and Scenario 2 would generate approximately 3,582 PM peak-hour vehicle trips.

Future Conditions. The table below enumerates all roadway capacity improvement projects listed in MPO's adopted *2016 Transportation Improvement Program* located within the study area that are programmed for construction in fiscal years 2015-2020.

**Programmed Road Capacity Improvements  
Fiscal Years 2015/2016 – 2019/2020**

Roadway	From	To	Type of Improvement	Fiscal Year
SR 874/Killian Parkway Interchange	HEFT	Kendall Drive	Mainline widening and interchange reconstruction	2015/2016
SW 67 Avenue	South of US-1		Bridge replacement	2015/2016
SW 97 Avenue	North of SW 8 Street		Bridge replacement	2016/2017
SW 92 Avenue	North of SW 16 Street		Bridge replacement	2016/2017
SW 72 Avenue	North of SW 40 Street		Bridge replacement	2016/17-2017/18
SR 826/SR 836 Interchange	NW 25 Street NW 87 Ave.	SW 8 Street NW 57 Ave.	Interchange improvement and add lanes	Under Const.
SR 836/Dolphin Expressway	NW 137 Ave.	NW 62 Ave.	Infrastructure modifications for open road tolling	Under Const.
SR 836/Dolphin Expressway	NW 57 Ave.	NW 17 Ave.	Mainline Widening and Interchange Improvements	2015/16-2019/20
SR 826/Palmetto Expressway	Flagler St. & I-75	NW 154 St. and 170. St.	Special use lanes	Under Const.

Source: 2016 *Transportation Improvement Program*, Miami-Dade County Metropolitan Planning Organization, May 21, 2015.

The table below lists all roadway capacity projects listed in the MPO's adopted 2040 *Long Range Transportation Plan (LRTP)*, Cost Feasible Plan, which are funded for construction in the next 25 years.

**Planned Roadway Capacity Improvements  
Fiscal Years 2015/2016 through 2039/2040**

Roadway	From	To	Type of Improvement	Priority
SR 874/Killian Parkway Interchange	HEFT	Kendall Dr.	Mainline widening and interchange reconstruction	I
SR 874 Ramp Connector	SW 128 St.	SR 874/Don Shula	New connector ramp construction	I
SR 826/SR 836 Interchange	NW 25 Street NW 87 Ave.	SW 8 Street NW 57 Ave.	Interchange modification and add lanes	Under Const.
SR 836/Dolphin Expressway	NW 57 Ave.	NW 17 Ave.	Mainline Widening and Interchange Improvements	I
SR 836/Dolphin Expressway	SR 826/SR 836	West of NW 27 Avenue	Two new managed lanes within ROW	III

**Planned Roadway Capacity Improvements  
Fiscal Years 2015/2016 through 2039/2040**

Roadway	From	To	Type of Improvement	Priority
SR 836/Dolphin Expressway	SR 821/HEFT	SR 8296/SR 836 Interchange	Two new managed lanes within ROW	III
SR 826/Palmetto Expressway	Flagler St. & I-75	NW 154 St. and 170. St.	Special use lanes	Under Const.
NW 82 Ave.	NW 8 St.	NW 12 St.	New four-lane construction	II
SW 24 St.	SW 107 Ave.	SW 87 Ave.	Add two lanes and reconstruct	II

Source: Miami-Dade 2040 *Long Range Transportation Plan*, Metropolitan Planning Organization for the Miami Urbanized Area, October 23, 2014.

Notes: Priority I – Project improvements to be funded between 2015-2020; Priority II – Project improvements to be funded between 2021 and 2025; Priority III – Project improvements to be funded between 2026 and 2030; and Priority IV – Projects to be funded between 2031 and 2040.

**Traffic Concurrency Evaluation.** An evaluation of peak-period traffic concurrency conditions as of July 2015, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County's adopted 2016 *Transportation Improvement Program (TIP)*, and the PM peak hour trips estimated to be generated by the application under the requested CDMP LUP map designation, was performed for the four segments in the "Ludlam Trail Corridor" where development will be permitted. The evaluation determined that all roadways — adjacent to and in the vicinity of the application site— analyzed have available capacity to handle the additional traffic impact that would be generated by the application and are projected to operate at acceptable levels of service. The "Traffic Impact Analysis" table below lists the cumulative impact that the application will have on the traffic count stations analyzed. It should be noted that the application site is located within the Urban Infill Area, the County's designated Transportation Concurrency Exception Area, where development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted Comprehensive Development Master Plan (CDMP, page IX-16). See the "Traffic Impact Analysis" table below.



**Traffic Impact Analysis on Roadways Serving the Amendment Site**  
**Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)**

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
<b>Ludlam Trail Corridor: Segment 1 From NW 7 St. to SW 8 St.</b>													
<b>Scenario 1: 551 Multifamily Dwelling Units</b>													
9358	NW 12 Street	NW 87 Ave. to NW 72 Ave.	4 DV	D	4,120	2,210	B	9	2,219	B	28	2,247	B
2193	SR 836/Dolphin Expy.	NW 72 Ave. to NW 57 Ave.	8 LA	D	13,390	12,587	D	0	12,587	D	18	12,605	D
9348	NW 7 St.	NW 67 Ave. to NW 57 Ave.	4 DV	E+50%	4,515	1,719	B	23	2,283	B	94	2,377	B
1139	SR 968/Flagler St.	NW 72 Ave. to NW 57 Ave.	4 DV	E+50%	5,370	3,106	C	3	3,109	C	332	3,441	C
1140	SR 968/Flagler St.	SR 826 to NW 72 Ave.	6 DV	E+50%	8,085	3,684	C	2	3,687	C	30	3,717	C
569	SR 826/Palmetto.	SR 836 to W. Flagler St.	10 LA	D	16,840	15,736	D	0	15,736	D	32	15,768	D
568	SR 826/Palmetto	W. Flagler St. to SW 8 St.	10 LA	D	16,840	12,538	C	0	12,538	C	43	12,581	C
1201	SR 969/NW 72 Ave.	NW 12 St. to W. Flagler St.	6 DV	E	5,390	2,157	C	20	2,177	C	28	2,205	C
9236	SW 67 Ave.	W. Flagler St. to SW 8 St.	4 DV	E	3,510	931	A	16	947	A	45	992	A
<b>Scenario 2: 961,125 Sq. Ft. Office Space</b>													
9358	NW 12 Street	NW 87 Ave. to NW 72 Ave.	4 DV	D	4,120	2,210	B	9	2,219	B	96	2,315	B
2193	SR 836/Dolphin Expy.	NW 72 Ave. to NW 57 Ave.	8 LA	D	13,390	12,587	D	0	12,587	D	61	12,648	D
9348	NW 7 St.	NW 67 Ave. to NW 57 Ave.	4 DV	E+50%	4,515	1,719	B	23	2,283	B	321	2,604	B
1139	SR 968/Flagler St.	NW 72 Ave. to NW 57 Ave.	4 DV	E+50%	5,370	3,106	C	3	3,109	C	1137	4,246	E+19%
1140	SR 968/Flagler St.	SR 826 to SW 72 Ave.	6 DV	E+50%	8,085	3,684	C	2	3,687	C	104	3,791	C
569	SR 826/Palmetto	SR 836 to W. Flagler St.	10 LA	D	16,840	15,736	D	0	15,736	D	110	15,846	D
568	SR 826/Palmetto	W. Flagler St. to SW 8 St.	10 LA	D	16,840	12,538	C	0	12,538	C	149	12,687	C
1201	SR 969/NW 72 Ave.	NW 12 St. to W. Flagler St.	6 DV	E	5,390	2,157	C	20	2,177	C	96	2,273	C
9236	SW 67 Ave.	W. Flagler St. to SW 8 St.	4 DV	E	3,510	931	A	16	947	A	151	1,098	A

**Traffic Impact Analysis on Roadways Serving the Amendment Site**  
**Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)**

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
<b>Ludlam Trail Corridor: Segment 2 From SW 8 St. to SW 24 St.</b>													
<b>Scenario 1: 360 Multifamily Dwelling Units (Apartments)</b>													
92	SR 90/SW 8 St.	SW 87 Ave. to SR 826	6 DV	E+20%	6,468	4,530	C	8	4,538	C	56	4,594	C
5	SR 90/SW 8 St.	SR 826 to SW 67 Ave.	4 DV	E+50%	4,560	2,866	D	12	2,878	D	118	2,996	E
527	SR 90/SW 8 St.	SW 57 Ave. to SW 67 Ave.	4 DV	E+50%	4,560	2,589	D	7	2,596	D	65	2,634	D
568	SR 826/Palmetto	W. Flagler St. to SW 8 St.	10 LA	D	16,840	12,538	C	0	12,538	C	43+31	12,526	C
567	SR 826/Palmetto	SW 8 St. to SW 24 St.	10 LA	D	16,840	13,211	C	0	13,211	C	31	13,242	C
9236	SW 67 Ave.	W. Flagler St. to SW 8 St.	4 DV	E	3,510	931	A	16	947	A	45+31	1,023	A
8306	SW 67 Ave.	SW 8 St. to SW 24 Street	4 DV	E	2,736	978	C	0	978	C	16	994	C
<b>Scenario 2: 626,695 Sq. Ft. Office Space</b>													
92	SR 90/SW 8 St.	SW 87 Ave. to SR 826	6 DV	E+20%	6,468	4,530	C	8	4,538	C	190	4,728	C
5	SR 90/SW 8 St.	SR 826 to SW 67 Ave.	4 DV	E+50%	4,560	2,866	D	12	2,878	D	400	3,278	E+8%
527	SR 90/SW 8 St.	SW 67 Ave. to SW 57 Ave.	4 DV	E+50%	4,560	2,589	D	7	2,596	D	220	2,816	D
568	SR 826/Palmetto	W. Flagler St. to SW 8 St.	10 LA	D	16,840	12,538	C	0	12,538	C	43+105	12,686	C
567	SR 826/Palmetto	SW 8 St. to SW 24 St.	10 LA	D	16,840	13,211	C	0	13,211	C	105	13,316	C
9236	SW 67 Ave.	W. Flagler St. to SW 8 St.	4 DV	E	3,510	931	A	16	947	A	45+104	1,096	A
8306	SW 67 Ave.	SW 8 St. to SW 24 Street	4 DV	E	2,736	978	C	0	978	C	56	1,034	C

**Traffic Impact Analysis on Roadways Serving the Amendment Site**  
**Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)**

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
<b>Ludlam Trail Corridor: Segment 3 From SW 24 St. to SW 40 St.</b>													
<b>Scenario 1: 398 Multifamily Dwelling Units (Apartments)</b>													
7057	SW 24 St.	SW 87 Ave. to SR 826	6 DV	E	4,851	3,307	C	37	3,344	C	4	3,348	C
9120	SW 24 St.	SR 826 to SW 57 Ave.	4 DV	E+20%	3,156	2,467	C	28	2,495	C	9	2,504	C
567	SR 826/Palmetto	SW 8 St. to SW 24 St.	10 LA	D	16,840	13,211	D	9	13,220	C	31+4	13,255	C
566	SR 826/Palmetto	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,714	C	19	12,733	C	4	12,737	C
8306	SW 67 Ave.	SW 8 St. to SW 24 St.	4 DV	E	2,736	978	C	0	978	C	16+6	1,000	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	2,380	1,379	B	71	1,450	B	4	1,454	B
9690	SW 74 Ave.	SW 8 St. to SW 24 St.	2 UD	E	960	544	C	7	551	C	2	553	C
8398	SW 72 Ave.	SW 24 St. to SW 40 St.	2 UD	E	1,269	784	D	0	784	D	2	786	D
<b>Scenario 2: 721,047.50 Sq. Ft. Office Space</b>													
7057	SW 24 St.	SW 87 Ave. to SR 826	6 DV	E	4,851	3,307	C	37	3,344	C	84	3,428	C
9120	SW 24 St.	SR 826 to SW 57 Ave.	4 DV	E+20%	3156	2,467	C	28	2,495	C	181	2,676	D
567	SR 826/Palmetto	SW 8 St. to SW 24 St.	10 LA	D	16,840	13,211	C	9	13,220	C	105+37	13,362	C
566	SR 826	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,714	C	19	12,733	C	33	12,766	C
8306	SW 67 Ave.	SW 8 St. to SW 24 St.	4 DV	E	2,736	978	C	0	978	C	56+58	1,092	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	2,380	1,379	B	71	1,450	B	31	1,481	B
9690	SW 74 Ave.	SW 8 St. to SW 24 St.	2 UD	E	960	544	C	7	551	C	19	570	C
8398	SW 72 Ave.	SW 24 St. to SW 40 St.	2 UD	E	1,269	784	D	0	784	D	16	800	D

**Traffic Impact Analysis on Roadways Serving the Amendment Site**  
**Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)**

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
<b>Ludlam Trail Corridor: Segment 4 From SW 40 St. to SW 56 St.</b>													
<b>Scenario 1: 382 Multifamily Dwelling Units (Apartments)</b>													
78	SR 976/SW 40 St.	SW 87 Ave. to SR 826	6 DV	E+20%	6,468	4,733	C	14	4,747	C	66	4,813	C
1050	SR 976/SW 40 St.	SR 826 to SW 67 Ave.	6 DV	E+50%	8,085	4,648	C	66	4,714	C	150	4,864	C
80	SR 976/SW 40 St.	SW 67 Ave. to SW 57 Ave.	6 DV	E+50%	8,085	3,353	C	68	3,420	C	65	3,505	C
566	SR 826/Palmetto	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,714	C	19	12,733	C	4+31	12,768	C
565	SR 826/Palmetto	SR 874 to SW 56 St.	6 LA	D	10,060	7,747	C	12	7,759	C	25	7,784	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	2,380	1,379	B	71	1,450	B	4+48	1,502	B
9242	SW 67 Ave.	SW 40 St. to SW 56 St.	2 UD	E	1,600	1,354	B	62	1,416	B	22	1,438	B
8398	SW 72 Ave.	SW 24 St. to SW 40 St.	2 UD	E	1,269	784	D	0	784	D	2+15	801	D
9684	SW 72 Ave.	SW 40 St. to SW 56 St.	4 DV	E	5,080	1,108	A	24	1,132	A	13	1,145	A
<b>Scenario 2: 721,047.50 Sq. Ft. Office Space</b>													
78	SW 40 St.	SW 87 Ave. to SR 826	6 DV	E+20%	6,468	4,733	C	14	4,747	C	269	5,016	C
1050	SW 40 St.	SR 826 to SW 67 Ave.	6 DV	E+50%	8,085	4,648	C	66	4,714	C	629	5,343	D
80	SW 40 St.	SW 67 Ave. to SW 57 Ave.	6 DV	E+50%	8,085	3,353	C	68	3,420	C	279	3,699	C
566	SR 826/Palmetto	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,714	C	19	12,733	C	33+129	12,895	C
565	SR 826/Palmetto	SR 874 to SW 56 St.	6 LA	D	10,060	7,747	C	12	7,759	C	111	7,870	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	2,380	1,379	B	71	1,450	B	31+195	1,676	B
9242	SW 67 Ave.	SW 40 St. to SW 56 St.	2 UD	E	1,600	1,354	B	62	1,416	B	99	1,515	B
8398	SW 72 Ave.	SW 24 St. to SW 40 St.	2 UD	E	1,269	784	D	0	784	D	16+65	895	D
9684	SW 72 Ave.	SW 40 St. to SW 56 St.	4 DV	E	5,080	1,108	A	24	1,132	A	55	1,187	A

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, August 2015.

Notes: DV= Divided Roadway; UD=Undivided Roadway.

\* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity) for roadways serviced with mass transit having 20 minutes or less headways between the Urban Development Boundary (UDB) and the Urban Infill Area (UIA); and E+50% (150% capacity) for roadways serviced with Express Bus service inside the Urban Infill Area.

Future Traffic Conditions. The same development scenarios that were analyzed in the Short-Term Traffic Impact Analysis (Concurrency Analysis) were also analyzed in the future (2040) traffic condition analysis. These development scenarios assume the application site developed with 1,374 multi-family residential units (Scenario 1) or with 2,427,905 sq. ft. of office space (Scenario 2).

The future traffic conditions (Year 2040) analysis shows that numerous roadway segments adjacent to the application area and throughout the study area are projected to operate at or exceeding their adopted LOS standards without the application's traffic impact. The trips that will be generated by the application will further impact some of those failing roadways. Five roadway segments are projected to exceed their adopted LOS standards. Those roadway segments are along the following corridors:

- NW 12 Street between NW 72 Avenue and NW 57 Avenue;
- NW 7 Street between NW 72 Avenue and NW 57 Avenue;
- SW 72 Street between SW 67 Avenue and US 1/South Dixie Highway;
- SR 826/Palmetto Expressway between SW 8 Street and SW 24 Street; and
- SR 826/Palmetto Expressway between SW 24 Street and SW 40 Street.

In addition, four roadway segments are projected to operate at their adopted LOS E standard. Those roadway segments are along the following corridors:

- SW 72 Street between US 1 and SW 57 Avenue;
- SW 80 Street between US 1 and SW 62 Avenue;
- SR 959/SW 57 Avenue between SW 8 Street and SW 24 Street; and
- SW 57 Avenue between SW 72 Street and SW 80 Street.

The proposed CDMP amendment would further deteriorate the operating conditions of some of these roadway segments. These roadway segments are:

- SW 72 Street between SW 67 Avenue and US 1 –from LOS B/F (0.60-1.01) to LOS B/F (0.59-1.02); E is the adopted LOS standard;
- SR 826/Palmetto Expressway between SW 8 Street and SW 24 Street –from LOS D/E (0.85-0.93) to LOS E/E (0.92-0.96); D is the adopted LOS standard; and
- SR 826/Palmetto Expressway between SW 24 Street and SW 40 Street –from LOS B/E (0.45-0.96) to LOS B/E (0.50-0.96); D is the adopted LOS standard.

The table below summarized the projected levels of service of all major roadways within the study area for the Base Scenario (current CDMP land use designation) and for the CDMP Amendment Scenarios 1 and 2.



**Daily Bidirectional Volume to Capacity (V/C) Ratios**  
**Future Traffic Conditions For Year 2040 Without and With CDMP Amendment Application Development Scenarios**

Roadway Segment	Year 2040 No. of Lanes	Adopted CDMP LOS Std. <sup>1</sup>	Base Scenario (Without Application)		Development Scenario 1 <sup>3</sup> (With Application – Residential Use)		Development Scenario 2 <sup>4</sup> (With Application – Office Use)	
			V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS
<b>NW 12 Street</b>								
NW 87 Ave. to NW 72 Ave.	4 DV	E	0.78-0.82	C/D	0.78-0.82	C/D	0.78-0.82	C/D
NW 72 Ave. to NW 57 Ave.	4 DV	E	1.05	F	1.05	F	1.05	F
<b>NW 7 Street</b>								
NW 72 Ave. to NW 57 Ave.	4 DV	E	0.91-1.19	E/F	0.90-1.17	D/F	0.92-1.19	E/F
<b>SR 836/Dolphin Expy.</b>								
NW 87 Ave. to SR 826	6 LA	D	0.24-0.27	B/B	0.24-0.28	B/B	0.24-0.28	B/B
SR 826 to NW 72 Ave.	10 LA	D	0.38-0.45	B/B	0.38-0.46	B/B	0.37-0.46	B/B
NW 72 Ave. to NW 57 Ave.	8 LA	D	0.32-0.45	B/B	0.38-0.50	B/B	0.37-0.46	B/B
<b>W. Flagler Street</b>								
NW/SW 87 Ave. to SR 826	6 DV	E+20%	0.57-0.84	B/D	0.54-0.83	B/D	0.59-0.85	B/D
SR 826 to NW/SW 72 Ave.	6 DV	E+50%	0.69-0.72	B/C	0.70-0.72	B/C	0.70-0.84	B/D
NW/SW 72 Ave. to NW/SW 67 Ave.	4 DV	E+50%	0.93-1.40	E/E+40%	0.93-1.39	E/E+39%	0.94-1.40	E/E+40%
NW/SW 67 Ave. to NW/SW 57 Ave.	4 DV	E+50%	0.93-0.98	E/E	0.93-0.98	E/E	0.94-0.98	E/E
<b>SW 8 Street</b>								
SW 87 Ave. to SR 826	6 DV	E+20%	0.80-0.92	C/E	0.80-0.92	C/E	0.83-0.92	D/E
SR 826 to SW 67 Ave.	4 DV	E+50%	0.78-0.96	C/E	0.78-1.01	C/E+1%	0.78-1.01	C/E+1%
SW 67 Ave. to SW 57 Ave.	4 DV	E+50%	0.85-0.92	D/E	0.85-0.91	D/E	0.84-0.91	D/E
<b>SW 24 St./Coral Way</b>								
SW 87 Ave. to SR 826	6 DV	E+20%	0.59-0.75	B/C	0.60-0.75	B/C	0.59-0.74	B/C
SR 826 to SW 67 Ave.	4 DV	E+50%	0.88-1.01	D/E+1%	0.88-1.01	D/E+1%	0.88-1.05	D/E+5%
SW 67 Ave. to SW 57 Ave.	4 DV	E+50%	0.74-0.78	C/C	0.75-0.78	C/C	0.75-0.78	C/C
<b>SW 40 St./Bird Road</b>								
SW 87 Ave. to SR 826	6 DV	E	0.54-0.69	B/B	0.54-0.69	B/B	0.54-0.70	B/B
SR 826 to SW 67 Ave.	6 DV	E+20%	0.90-1.10	D/E+10%	0.91-1.10	E/E+10%	0.91-1.10	E/E+10%
SW 67 Ave. to SW 57 Ave.	6 DV	E+20%	0.79-0.82	C/D	0.80-0.83	C/D	0.79-0.83	C/D
<b>SW 56 St./Miller Rd.</b>								
SW 87 Ave. to SR 826	4 DV	D	0.68-0.85	B/D	0.70-0.84	B/D	0.68-0.85	B/D
SR 826 to SW 67 Ave.	4 DV	E	0.61-0.87	B/D	0.61-0.88	B/D	0.61-0.86	B/D
SW 67 Ave. to SW 57 Ave.	2 UD	E	0.75-0.82	C/D	0.76-0.83	C/D	0.76-0.83	C/D
<b>SW 72 St./Sunset Dr.</b>								
SW 87 Ave. to SR 826	4 DV	E+20%	0.73-0.77	C/C	0.75-0.78	C/C	0.74-0.78	C/C

**Daily Bidirectional Volume to Capacity (V/C) Ratios**  
**Future Traffic Conditions For Year 2040 Without and With CDMP Amendment Application Development Scenarios**

Roadway Segment	Year 2040 No. of Lanes	Adopted CDMP LOS Std. <sup>1</sup>	Base Scenario (Without Application)		Development Scenario 1 <sup>3</sup> (With Application – Residential Use)		Development Scenario 2 <sup>4</sup> (With Application – Office Use)	
			V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS
SR 826 to SW 67 Ave.	4 DV	E	0.66-0.81	B/D	0.68-0.82	B/D	0.67-0.82	B/D
SW 67 Ave. to US-1	4 DV	E	0.60-1.01	B/F	0.59-1.01	B/F	0.59-1.02	B/F
US-1 to SW 57 Ave.	2 UD	E	0.98-1.00	E/E	0.97-0.98	E/E	0.98-0.99	E/E
<b>SW 80 Street</b>								
SW 72 Ave. to US-1	2 UD	E	0.59	B/B	.59	B/B	0.57-0.60	B/B
US-1 to SW 62 Ave.	2 UD	E	0.92-0.94	E/E	0.87	D/D	0.94	E
<b>SW 88 St./Kendall Dr.</b>								
SW 87 Ave. to SR 826	6 DV	E+20%	0.69-0.79	B/C	0.69-0.80	B/C	0.70-0.80	B/C
SR 826 to US-1	6 DV	E+50%	0.65-0.70	B/B	0.65-0.70	B/B	0.65-0.70	B/B
US-1 to SW 67 Ave.	4 DV	E+50%	0.45	B	0.44	B	0.46	B
<b>NW/SW 87 Ave./Galloway Rd.</b>								
SR 836 to Flagler St.	6 DV	E	0.36-0.56	B/B	0.37-0.57	B/B	0.36-0.56	B/B
Flagler St. to SW 8 St.	4 DV	E	0.80-0.90	C/D	0.80-0.90	C/D	0.80-0.90	C/D
SW 8 St. to SW 24 St.	4 DV	E	0.59-0.63	B/B	0.61-0.64	B/B	0.60-0.62	B/B
SW 24 St. to SW 40 St.	4 DV	E	0.51-0.63	B/B	0.51-0.64	B/B	0.52-0.63	B/B
SW 40 St. to SW 56 St.	4 DV	E	0.42-0.53	B/B	0.42-0.55	B/B	0.42-0.53	B/B
SW 56 St. to SW 72 St.	4 DV	E	0.48-0.61	B/B	0.48-0.63	B/B	0.48-0.62	B/B
SW 72 St. to SW 88 St.	4 DV	E	0.55-0.78	B/C	0.55-0.79	B/C	0.55-0.78	B/C
<b>SR 826/Palmetto Expy.</b>								
SR 836 to Flagler St.	10 LA	D	0.34-0.47	B/B	0.35-0.46	B/B	0.44-0.47	B/B
Flagler St. to SW 8 St.	10 LA	D	0.45-0.94	C/E	0.44-0.94	B/E	0.47-0.96	B/D
SW 8 St. to SW 24 St.	10 LA	D	0.85-0.93	D/E	0.85-0.97	D/E	0.92-0.96	E/E
SW 24 St. to SW 40 St.	10 LA	D	0.45-0.96	B/E	0.46-0.96	B/E	0.50-0.96	B/E
SW 40 St. to SR 874	10 LA	D	0.43-0.76	B/C	0.43-0.76	B/C	0.43-0.75	B/C
SR 874 to SW 56 St.	6 LA	D	0.43-0.90	B/D	0.48-0.90	B/D	0.48-0.90	B/D
SW 56 St. to SW 72 St.	6 LA	D	0.51-0.88	B/D	0.51-0.88	B/D	0.51-0.88	B/D
SW 72 St. to SW 88 St.	6 LA	D	0.60-0.88	B/D	0.60-0.88	B/D	0.60-0.88	B/D
<b>NW/SW 72 Ave./NW 75 Ave.</b>								
NW 12 St. to Flagler St.	6 DV	E	0.63-0.69	B/B	0.65-0.69	B/B	0.64-0.69	B/B
Flagler St. to SW 8 St.	2 UD	E	0.85-0.87	D/D	0.87-0.89	D/D	0.88-0.90	D/D
SW 24 St. to SW 40 St.	2 UD	E	0.48-0.63	B/B	0.49-0.65	B/B	0.47-0.63	B/B
SW 40 St. to SW 56 St.	4 DV	E	0.44-0.77	B/C	0.61-0.80	B/C	0.44-0.77	B/C
SW 56 St. to SW 72 St.	2 UD	E	0.49-0.71	B/C	0.46-0.73	B/C	0.48-0.72	B/C
SW 72 St. to SW 80 St.	2 UD	E+50%	0.70-0.73	B/C	0.68-0.70	B/B	0.70-0.72	B/C
SW 80 St. to SW 85 St.	4 UD	E+50%	1.21	E+21%	1.20	E+20%	1.19	E+19%
<b>NW/SW 67 Ave./Ludlam Rd.</b>								
Tamiami Canal Dr. to W Flagler St.	2 UD	E	0.65-0.71	B/C	0.65-0.71	B/C	0.68-0.75	B/C

**Daily Bidirectional Volume to Capacity (V/C) Ratios**  
**Future Traffic Conditions For Year 2040 Without and With CDMP Amendment Application Development Scenarios**

Roadway Segment	Year 2040 No. of Lanes	Adopted CDMP LOS Std. <sup>1</sup>	Base Scenario (Without Application)		Development Scenario 1 <sup>3</sup> (With Application – Residential Use)		Development Scenario 2 <sup>4</sup> (With Application – Office Use)	
			V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS
W. Flagler St. to SW 8 St.	4 DV	E	0.70-0.71	B/C	0.71-0.72	C/C	0.71-0.72	C/C
SW 8 St. to SW 24 St.	4 DV	E	0.66-0.71	B/C	0.66-0.71	B/C	0.66-0.71	B/C
SW 24 St. to SW 40 St.	4 DV	E	0.57-0.59	B/B	0.58-0.59	B/B	0.58-0.59	B/B
SW 40 St. to SW 56 St.	2 DV	E	0.79-0.85	C/D	0.76-0.83	B/C	0.77-0.84	C/D
SW 56 St. to SW 72 St.	2 DV	E	0.67-0.75	B/C	0.66-0.77	B/C	0.68-0.77	B/C
SW 72 St. to US-1	2/4DV	E	0.71-0.82	C/D	0.71-0.82	C/D	0.71-0.83	C/D
US-1 to SW 88 St.	2 DV	E	0.87-0.88	D/D	0.84-0.87	D/D	0.87-0.88	D/D
<b>NW/SW 57 Ave./Red Rd.</b>								
SR 836 to NW 7 St	6 DV	E	0.64-0.68	B/B	0.65-0.69	B/B	0.64-0.68	B/B
NW 7 St. to W. Flagler St.	4 DV	E	0.71-0.79	C/C	0.71-0.78	C/C	0.71-0.78	C/C
W. Flagler St. to SW 8 St.	4 DV	E	0.60-0.66	B/B	0.60-0.64	B/B	0.60-0.64	B/B
SW 8 St. to SW 24 St.	2 DV	E	0.50-0.98	B/E	0.49-0.96	B/E	0.49-0.98	B/E
SW 24 St. to SW 40 St.	2 DV	E	0.74-0.81	C/D	0.72-0.81	C/D	0.75-0.81	C/D
SW 40 St. to SW 56 St.	2 DV	E	0.65-0.81	B/D	0.66-0.78	B/C	0.66-0.80	B/C
SW 56 St. to US-1	2 UD	E+50%	0.57-0.81	B/D	0.55-0.90	B/D	0.54-0.90	B/D
US-1 to SW 72 St.	4 DV	E+50%	0.66-0.90	B/D	0.65-0.90	B/D	0.65-0.90	B/D
SW 72 St. to SW 80 St.	2 UD	E	0.80-0.98	C/E	0.78-0.95	C/E	0.76-0.92	C/E
<b>US-1/S. Dixie Highway</b>								
SW 57 Ave. to SR 878	6 DV	E+50%	1.01-1.18	E+1%/E+18%	1.04-1.12	E+4%/E+12%	1.02-1.20	E+2%/E+20%
SR 878 to SW 88 St.	6 DV	E+50%	0.90-0.93	D/E	0.90-0.92	D/E	0.92-0.94	E/E
<b>SR 878/Snapper Creek Expy.</b>								
SR 874 to US-1	4 LA	E+20%	0.19-0.44	B/B	0.19-0.43	B/B	0.19-0.44	B/B

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources, August 2015; Metropolitan Planning Organization and Gannett Fleming, Inc. August 2015.

Notes: <sup>1</sup> Adopted Minimum Peak Period operating Level of Service (LOS) standard for State and County Roadways.

<sup>2</sup> Volume-to-Capacity (v/c) ratio, which is the ratio of the number of vehicles using the road to the road capacity. The V/C model output is based on daily volumes.

<sup>3</sup> Scenario 3 assumes the Ludlam Trail developed with residential development at NW 7 Street and West Flagler Street, south of SW 8 Street, north and south of SW 24 Street/Coral Way, and north and south of SW 40 Street/Bird Road.

<sup>4</sup> Scenario 4 assumes the Ludlam Trail developed with office space at NW 7 Street and West Flagler Street, south of SW 8 Street/Tamiami Trail, north and south of SW 24 Street/Coral Way, and north and south of SW 40 Street/Bird Road.

Significance Determination Analysis. A Significance Determination Analysis was performed to identify roadway segments where the CDMP Amendment Application trips would consume 5.0% or more of the adopted LOS maximum service volumes of the future roadway network.

For this exercise, the bidirectional daily volumes of those roadway segments with V/C ratios in violation of the adopted LOS standards were used for both the Base Scenario and Amendment Scenario 1 (Residential) and Scenario 2 (Office) to determine the difference in volume (traffic impact). The two-way roadway capacities were obtained from Table 1, *Generalized Annual Average Daily Volumes for Florida's Urbanized Areas*, of the Florida Department of Transportation's *2013 Quality/Level of Service Handbook* Generalized Tables updated December 18, 2012.

The lane geometry for Year 2040 roadway network reflects all projects that are currently under construction, programmed and funded for construction in the *2016 Transportation Improvement Program* (TIP), and planned and funded for construction in the *2040 Long Range Transportation Plan* (LRTP).

The projected 2040 Daily Volumes were obtained from the plots generated by Gannett Fleming Inc. using the 2040 LRTP Cost Feasible Plan and the SERPM7 computer model for the Base Scenario (without the Amendment Application) and for the Amendment Scenario 1 (Residential) and Scenario 2 (Office use). The higher of the two volumes for the roadway segment for Amendment Scenarios was used in the significance determination analysis.

Bidirectional Daily Capacities were obtained from the FDOT's *2013 Quality/LOS Handbook* Generalized Tables updated 12/18/2012.

The Significance Determination ( $\geq 5\%$  of MSV) Table below summarizes the significance determination analysis. The significance determination analysis was performed to determine which roadway segments the Amendment traffic exceed 5.0% of the segment's maximum service volume (msv) at their adopted LOS standards. Below are the roadway segments analyzed:

- SW 72 Street from SW 67 Avenue to US 1;
- SR 826/Palmetto Expressway from SW 8 Street to SW 24 Street; and
- SR 826/Palmetto Expressway from SW 24 Street to SW 40 Street.

The significance determination analysis indicated that none of these roadway segments exceeds 5% of their adopted maximum service volumes. See Significance Determination Table below.

It should also be recognized that the Ludlam Trail corridor would be developed incrementally over the next 20-30 years and the level of service standards for roadways will have to be met as individual parcels apply for development approvals.

**Significance Determination ( $\geq 5\%$  of MSV)**

Roadway Segment	(1) No. of Lanes	(2) Adopted CDMP LOS Std.	Base Scenario (Without Application)			Development Scenario 1 (With Application – Residential Use)						≥ 5% MSV Yes / No
			(3) V/C Ratios	Projected LOS	(4) Bidirectional Daily Volumes	(3) V/C Ratios	Projected LOS	(4) Bidirectional Daily Volumes	Difference Bidirectional Daily Volumes	(5) Bidirectional Daily Capacity	Percent Difference	
<b>SW 72 St./Sunset Dr.</b>												
SW 67 Ave. to US-1	4 DV	E	0.60-1.01	B/F	33079-37947	0.59-1.01	B/F	32657-38191	-422 - +244	35,820	-1.18% - +0.68%	No
<b>SR 826/Palmetto Expy.</b>												
SW 8 St. to SW 24 St.	10 LA	D	0.85-0.93	D/E	131189-136312	0.85-0.97	D/E	131529-136697	+340 - +385	187100	+0.18% - +0.21%	No
SW 24 St. to SW 40 St.	10 LA	D	0.45-0.96	B/E	127824-135243	0.46-0.96	B/E	128826-135764	+1002 - +340	187100	+0.54% - +0.20%	No

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources, August 2015; Metropolitan Planning Organization and Gannett Fleming, Inc. August 2015.

- 1) Lane geometry for Year 2040 reflects roadway capacity improvements programmed in the 2016 *Transportation Improvement Program* (TIP) and planned in the 2040 *Long Range Transportation Plan* Cost Feasible Plan.
- 2) Adopted Minimum Peak Period operating Level of Service (LOS) standard for State and County Roadways.
- 3) Volume-to-Capacity (v/c) ratios obtained from the V/C model output provided by Gannett Fleming, Inc. generated by the SERTP model and based on daily volumes.
- 4) Projected 2040 Daily Volumes obtained from the model output provided by Gannett Fleming, Inc. generated by the SERTP model and based on daily volumes for Base Scenario and Scenario 1.
- 5) Bidirectional Daily Capacity based on the adopted CDMP Level of Service standards and obtained from the 2013 *Quality Level of Service Handbook*.

**Significance Determination ( $\geq 5\%$  of MSV)**

Roadway Segments	(1) No. of Lanes	(2) Adopted CDMP LOS Std.	Base Scenario (Without Application)			Development Scenario 2 (With Application – Office Use)					≥ 5% MSV Yes / No	
			(3) V/C Ratios	Projected LOS	(4) Bidirectional Daily Volumes	(3) V/C Ratios	Projected LOS	(4) Bidirectional Daily Volumes	Difference Bidirectional Daily Volumes	(5) Bidirectional Daily Capacity		Percent Difference
<b>SW 72 St./Sunset Dr.</b>												
SW 67 Ave. to US-1	4 DV	E	0.60-1.01	B/F	33079-37947	0.59-1.02	B/F	32756-38340	-318 - +393	35820	-0.98% - +1.10%	No
<b>SR 826/Palmetto Expy.</b>												
SW 8 St. to SW 24 St.	10 LA	D	0.85-0.93	D/E	131189-136312	0.85-0.96	E/E	131961-136860	+772 - +548	187100	+0.41% - +0.29%	No
SW 24 St. to SW 40 St.	10 LA	D	0.45-0.96	B/E	127824-135243	0.50-0.96	B/E	127969-135404	+169 - +161	187100	+0.10% - +0.10%	No

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources, August 2015; Metropolitan Planning Organization and Gannett Fleming, Inc. August 2015.

- 1) Lane geometry for Year 2040 reflects roadway capacity improvements programmed in the 2016 *Transportation Improvement Program* (TIP) and planned in the 2040 *Long Range Transportation Plan* Cost Feasible Plan.
- 2) Adopted Minimum Peak Period operating Level of Service (LOS) standard for State and County Roadways.
- 3) Volume-to-Capacity (v/c) ratios obtained from the V/C model output provided by Gannett Fleming, Inc. generated by the SERTP model and based on daily volumes.
- 4) Projected 2040 Daily Volumes obtained from the model output provided by Gannett Fleming, Inc. generated by the SERTP model and based on daily volumes for Base Scenario and Scenario 2.
- 5) Bidirectional Daily Capacity based on the adopted CDMP Level of Service standards and obtained from the 2013 *Quality Level of Service Handbook*.



## Conclusions

Table 4, "Estimated AM and PM Peak Hour Trip Generation by the Requested CDMP Land Use Designation", above identifies the estimated number of AM and PM peak hour trips to be generated by the two development scenarios analyzed under the requested land use amendment. Scenario 1 assumes the four development areas developed with 1,374 multi-family dwelling units (apartments), and Scenario 2 assumes the four development areas developed with 2,427,905 sq. ft. of office space. Scenario 1 would generate approximately 756 AM and 921 PM vehicle trips and Scenario 2 would generate approximately 3,660 AM and 3,582 PM vehicle trips.

The Short-Term (Year 2018) Traffic Impact Analysis on Roadways Serving the Amendment Site analysis presented in Table 7 above identifies the total traffic each of the first directly accessed and secondary traffic count stations that will be impacted by the vehicle trips that would be generated by the development scenarios. The analysis shows that that all roadways adjacent to and in the vicinity of the application area are projected to operate at acceptable levels of service during the PM peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the application's traffic. Based upon these findings, it is determined that adequate transportation infrastructure will exist by 2018 to handle the additional traffic impact that would be generated by the amendment application. It should be pointed out that the subject application site is not owned by Miami-Dade County and, therefore, it is reasonable to assume that the property may not be developed within the next three years but rather within a longer period.

Therefore, a long-term traffic impact analysis was performed to evaluate the adequacy of the future roadway infrastructure to handle the traffic impacts of the amendment application and to meet the adopted LOS standards through the year 2040. The Year 2040 roadway infrastructure incorporates all roadways currently under construction, the funded transportation improvements listed in the adopted 2016 TIP, and the planned Priority I, II, III and IV roadways improvements funded in the Cost Feasible Plan of the adopted 2040 LRTP. The Year 2040 level of service analysis shows that five roadway segments within the study area are projected to exceed the adopted LOS standards without the application impact. These roadway segments are:

- NW 12 Street between NW 72 Avenue and NW 57 Avenue;
- NW 7 Street between NW 72 Avenue and NW 57 Avenue;
- SW 72 Street between SW 67 Avenue and US 1/South Dixie Highway;
- SR 826/Palmetto Expressway between SW 8 Street and SW 24 Street; and
- SR 826/Palmetto Expressway between SW 24 Street and SW 40 Street.

The proposed CDMP amendment would further deteriorate the operating conditions of some of these roadway segments. These roadway segments are:

- SW 72 Street between SW 67 Avenue and US 1 –from LOS B/F (0.60-1.01) to LOS B/F (0.59-1.02); E is the adopted LOS standard;
- SR 826/Palmetto Expressway between SW 8 Street and SW 24 Street –from LOS D/E (0.85-0.93) to LOS E/E (0.92-0.96); D is the adopted LOS standard; and
- SR 826/Palmetto Expressway between SW 24 Street and SW 40 Street –from LOS B/E (0.45-0.96) to LOS B/E (0.50-0.96); D is the adopted Los standard.

The significance determination analysis indicated that none of these roadway segments exceeds 5% of their adopted maximum service volumes.

Based upon these findings, it is determined that adequate transportation infrastructure will exist by 2018 to handle the additional traffic impact that would be generated by the amendment application. It should be pointed out that the subject application site is located in the County's adopted Urban Infill Area (UIA), a Transportation Concurrency Exception Area (TCEA).

## Transit

### Existing Service

The application site and surrounding area are currently served by several Metrobus Routes. Specifically, the Ludlam Trail Corridor traverses 18 existing Metrobus Routes. The service frequencies (headways) of these routes are shown in the "Metrobus Route Service Summary" table below.

Metrobus Route Service Summary									
Route(s)	Service Headways (in minutes)						Proximity to Bus Stop (miles)	Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (Midday)	Evenings (After 8 pm)	Overnight	Saturday	Sunday			
7	(15/30)/(15/30)	(20/30)	(24/30)	n/a	(20/40)	(20/40)	0	0	L
8	(10/15/30)/(10/15/30)	(15/30)	(20/30)	n/a	15	20	0	0	L
11	(8/15)/(8/15)	(12/24)	(20/40)	60	(12/24)	(15/30)	0	0	L
24	(20/30/48)/(20/40)	(20/40)	(30/40)	n/a	(30/60)	(30/60)	0	0	L
40	(15/20/30)/(15/30)	(30/60)	(30/50)	n/a	60	60	0	0	L
51 (Flagler Max)	15	30	30	n/a	n/a	n/a	0	0	F/E
52	30	45	60	n/a	45	60	0	0	L
56	40	60	n/a	n/a	n/a	n/a	0	0	L
72	(30/50/60)/(30/60)	(30/60)	30	n/a	60	60	0	0	L
73	30	40	60	n/a	60	60	0	0	L
87	30	45	60	n/a	45	60	0	0	L
88	20	30	30	n/a	30	30	0	0	L
104	(24/40)/(30)	45	60	n/a	60	60	0	0	L
204 (Killian KAT)	(8.5)/(7.5)	n/a	n/a	n/a	n/a	n/a	0	0	F/E
238 (East-West Connection)	40/45	60	n/a	n/a	n/a	n/a	0	0	F/E

Metrobus Route Service Summary									
Route(s)	Service Headways (in minutes)						Proximity to Bus Stop (miles)	Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (Midday)	Evenings (After 8 pm)	Overnight	Saturday	Sunday			
272 (Sunset KAT)	20	n/a/	n/a	n/a	n/a	n/a	0	0	F/E
288 (Kendall Cruiser)	12	n/a	n/a	n/a	n/a	n/a	0	0	F/E
500 (Midnight Owl)	n/a	n/a	n/a	60	60	60	0	0	L

Source: Miami-Dade Transit (June 2015 Line Up)

Notes: 'L' means Metrobus local route service

'E' means Express or Limited-Stop Metrobus service

'F' means Metrobus feeder service to Metrorail

### Future Conditions

Transit improvements to the existing Metrobus service, such as the replacement of an existing route with a new enhanced route and route alignment extensions/expansions are being planned for the next ten years as noted in the draft 2015 Transit Development Plan. Table 9-2 shows the Metrobus service improvements programmed for the existing routes serving this application area.

**Metrobus Recommended Service Improvements and Service Plan**

Route	Improvement Description	Implementation Year
51 (Flagler MAX)	Route to be transformed to Flagler Enhanced Bus	2021
Flagler Enhanced Bus	This route will provide premium limited-stop transit service along Flagler Street from Downtown Miami to MDT's proposed Panther Station at FIU MMC.	2021
87	Extend to Flagler Station in Medley	2019
288 (Kendall Cruiser)	Route to be transformed to Kendall Enhanced Bus	2023
Kendall Enhanced Bus	This route will provide premium limited-stop transit service from the West Kendall Transit Terminal (Kendall Drive and SW 162nd Avenue) to the Dadeland North Metrorail Station.	2023

Source: 2015 Transit Development Plan, Miami-Dade Transit (June 2015 Line Up).

Based on the CDMP threshold for traffic and/or transit service objectives within a ½ mile distance; the estimated operating or capital costs of maintaining the existing bus service and implementing the bus service improvements is not associated with this application.

### Major Transit Projects:

The Ludlam Trail Corridor consists of an inactive/abandoned rail corridor approximately 6.2 miles long and 100' wide that runs along NW/SW 69th Avenue and NW/SW 70th Avenue from the Dadeland North Metrorail Station to the Miami International Airport. The corridor traverses 18

Metrobus Routes that generally run in an east-west direction and provide a variety of local, feeder and express bus service.

The Ludlam Trail Corridor has been the subject of several studies which have historically considered feasibility of implementing both a transit component and pedestrian/bicycle recreational trail. In 2009, the Metropolitan Planning Organization completed the Florida East Coast (FEC) Transit Connection Study which evaluated three alternatives that included: multi-use trail only, multi-use trail with busway transit, multi-use trail with at-grade passenger rail transit. Findings from the 2009 MPO study indicated that the multi-use trail with busway transit was deemed a viable alternative to provide transit service from MIA to Dadeland North Metrorail Station. Potential funding options and right-of-way ownership (the corridor is privately owned) were cited as two key issues that need to be further addressed before implementation of any public use along the Ludlam Corridor.

In 2011, the Miami-Dade Expressway Authority (MDX) completed the Florida East Coast (FEC) – Miami Intermodal Center (MIC) Busway Conceptual Engineering Analysis. Two busway alternatives were analyzed, a one lane busway option and a two lane busway option. Analysis and cost estimates were also developed for typical sections that included an elevated crossing as well as a depressed crossing at intersections; both were deemed feasible from an engineering perspective. Cost estimates developed as a result of the MDX Analysis indicate that a one lane busway option would cost approximately \$39 million and a two lane busway option would cost approximately \$41 million, exclusive of overpass sections and depressed sections which would typically cost \$5 million and \$10 million respectively. Funding opportunities were not identified as part of the MDX Analysis.

The 2016 Transportation Improvement Program (TIP) lists the Ludlam Trail as an FDOT bicycle path/trail project with funding programed for project development and environmental studies in fiscal year 2014-2015 and funding programed for right-of-way acquisition in fiscal year 2015-2016. The Ludlam Trail is not listed in the 2040 Long Range Transportation Plan.

Regarding future transit projects within this area, MDT is developing premium transit services in the corridors approved by the People's Transportation Plan and other major corridors. These services—enhanced bus corridors and express bus services—will incrementally build local ridership first to justify major improvements later. Enhanced bus services include modern-looking, high-tech buses running in straighter, more direct routes, and running more frequently with fewer stops. They will appear on various corridors including Flagler Street and Kendall Drive.

The Flagler Enhanced Bus will provide premium limited-stop transit service along Flagler Street from Downtown Miami to the proposed Panther Station (Florida International University's Modesto A. Maidique Campus – MMC). This service will connect the new Marlins Ballpark along NW 7 Street as well as serve the Government Center Metrorail Station, Miami-Dade College Wolfson Campus, American Airlines Arena, the Metropolitan Hospital, the Magic City Casino and Mall of the Americas. In addition, this route will serve Florida International University's Engineering Campus (EC). Service headways will be 10 minutes during the AM/PM peak hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2021 using 10 new 60-foot alternative fuel buses.

Miami-Dade Transit is pursuing incremental improvements along Kendall Drive (SW 88th Street) from the West Kendall Transit Center at Kendall Town Center (Kendall Drive and SW 162 Avenue) to the Dadeland North Metrorail Station. Phase I was completed in 2010 with the implementation of Route 288 (Kendall Cruiser) which features 12 minute peak-hour headways using 60-foot

diesel/electric hybrid buses, WiFi, and real-time “Where is the Bus?” information. Phase II is expected to be complete in 2023. Phase II service headways will be 10 minutes during the AM/PM peak-hour using nine (9) 60-foot alternative fuel buses. This phase consists of robust stations, queue jump and by-pass lanes, transit signal priority, and real-time “Next Bus” arrival information via electronic signs at the stations.

As previously mentioned, the Ludlam Trail Corridor traverses 18 existing Metrobus Routes that generally run in an east-west direction along major section-line roadways. As such, MDT recommends that language be included within the proposed CDMP amendment that provides for convenient and strategic pedestrian and bicyclist access to public transportation.

#### Application Impacts in the Traffic Analysis Zone:

A preliminary analysis in the Traffic Analysis Zones (TAZ) where the application is being requested was performed. It has been determined that the Transit impacts produced by this application will be adequately served by the multitude of existing transit routes that bisect the application area as well as planned improvements to existing transit routes and new bus routes that are planned for implementation as indicated above. However, the design of the proposed project should facilitate pedestrian and bicyclist circulation both along the length of the project corridor and at major roadway intersections where pedestrians and bicyclist can connect to transit. As such, in keeping with MDT’s recommendation that language be included within the proposed CDMP amendment that provides for convenient and strategic pedestrian and bicyclist access to public transportation, MDT requests that 15’ X 45’ bus station area footprints be reserved at major roadway intersections (NW 7 Street, West Flagler Street, SW 8 Street, SW 24 Street, SW 40 Street, SW 56 Street and SW 72 Street).



## **Consistency with CDMP Goals, Objectives, Policies and Concepts and Guidelines**

All CDMP amendment applications are evaluated for consistency with pertinent CDMP Objectives, Policies, Land Use Plan Concepts and other Plan provisions. The specific objectives, policies and Land Use Plan Concepts that materially apply to the requested amendment are provided below.

The following CDMP Goals, Objectives, Policies, and Concepts could be furthered should the proposed CDMP amendment Application No. 9 be adopted:

- LU-1: The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- LU-1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- LU-1D: In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of communities which include recreational, educational and other public facilities, houses of worship, places of employment, and safe and convenient circulation of automotive, pedestrian and bicycle traffic throughout the communities.
- LU-1H: The County should identify sites having good potential to serve as greenbelts, and should recommend retention and enhancement strategies, where warranted. Such greenbelts should be suggested on the basis of their ability to provide aesthetically pleasing urban spaces, recreational opportunities, or wildlife benefits. Considered sites should include canal, road or powerline rights-of-way, or portions thereof, particularly where they could link other parklands, wildlife habitats, or other open spaces.
- LU-1T. Miami-Dade County through its land development regulations shall encourage developments that promote and enhance bicycling and pedestrianism through the provision of bicycle and pedestrian facilities and other measures such as building design and orientation, and shall discourage walled and gated communities.
- LU-4A: When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- LU-4B: Uses designated on the LUP map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.

- LU-4C: Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.
- LU-4D: Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements.
- LU-8A: Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.
- LU-10A: Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, moderate to high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation. To facilitate and promote such development Miami-Dade County shall orient its public facilities and infrastructure planning efforts to minimize and reduce deficiencies and establish the service capacities needed to support such development.
- LU-12: Miami-Dade County shall take specific measures to promote infill development that are located in the Urban Infill Area (UIA) as defined in Policy TC-1B or in an built-up area with urban services that is situated in a Community Development Block Grant (CDBG)-eligible area, a Targeted Urban Area identified in the Urban Economic Revitalization Plan for Targeted Urban Areas, an Enterprise Zone established pursuant to state law.
- LU-12D. The County shall consider developing strategies that promote infill development in specific areas.
- TE-2A: The County shall continue to promote and assist in the creation of a Countywide system of interconnected designated bicycle ways, and promote the implementation of the Miami-Dade Bicycle Facilities Plan.
- TE-2B: The County shall continue to develop a comprehensive countywide greenways network providing continuous corridors for travel by pedestrians and non-motorized vehicles incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan.
- TE-2F: The County shall consider the use of utility easements and transit or railroad rights-of-way as locations for bicycle ways linking existing and planned major urban activity centers.
- TE-2G: The County shall encourage inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles in all new development and

redevelopment and shall address this as a consideration in development and site plan review.

- CM-4E: To minimize conflict between boaters and the endangered West Indian Manatee, Miami-Dade County shall continue to implement recommendations contained in Section III. C., Land Development of the Miami-Dade Manatee Protection Plan, approved by the Board of County Commissioners on November 21, 1995.
- ROS-1: Provide a comprehensive system of public and private sites for recreation, including but limited to public spaces, natural preserve and cultural areas, greenways, trails, playgrounds, parkways, beaches and public access to beaches, open space, waterways, and other recreational facilities and programs serving the entire County; and local parks and recreation programs adequately meeting the needs of Miami-Dade County's unincorporated population, through 2017.
- ROS-3B: The County shall improve and promote non-motorized access to existing park and recreation open spaces by implementing the North Miami-Dade Greenways Master Plan and South Miami-Dade Greenway Network Master Plan, as well as improved sidewalks and trails, to improve connectivity between parks and residences, schools, activity centers, and transportation nodes.
- ROS-5F: Continue to implement and consider expansion of segments of the North Miami-Dade Greenways Master Plan and South Miami-Dade Greenway Network Master Plan that provide recreation and environmental benefits while improving connectivity to parks, natural areas, and other recreational facilities.
- ROS-8: The Miami-Dade County Parks and Open Space System Master Plan (OSMP), through a 50-year planning horizon, shall guide the creation of an interconnected framework of parks, public spaces, natural and cultural areas, greenways, trails, and streets that promote sustainable communities, the health and wellness of County residents, and that serve the diverse local, national, and international communities.
- ROS-8E: By 2014, Miami-Dade County shall develop a greenways prioritization plan to prioritize areas to be designated for greenways, trails, and bicycle lanes, and update the North Miami-Dade Greenway Master Plan and South Miami-Dade Greenway Network Master Plan and the CDMP to include such greenways. The update shall include the designation of the Western Greenway and implementation of the Miami-Dade County Trail Design Guidelines and Standards. On an on-going basis, Miami-Dade County shall coordinate with State, regional, federal, and local government agencies to establish a countywide interconnected system of non-motorized pathways that link neighborhoods, parks, natural areas, civic centers, schools, and commercial areas to achieve goals and objectives through a diverse combination of financing methods, partnerships, and interagency coordination.
- CIE-3: CDMP land use decisions will be made in the context of available fiscal resources such that scheduling and providing capital facilities for new development will not degrade adopted service levels.
- EDU-3E: When considering a site for possible use as an educational facility, the Miami-Dade County Public Schools should review the adequacy and proximity of other public facilities and services necessary to the site such as roadway access, transportation,

fire flow and portable water, sanitary sewers, drainage, solid waste, police and fire services, and means by which to assure safe access to schools, including sidewalks, bicycle paths, turn lanes, and signalization.

CHD-1A: Miami-Dade County shall create a network of sidewalks, trails, accessible parks and recreation facilities that establishes a pedestrian-friendly environment, which encourages physical activity and links destinations, such as restaurants, shops, work places and neighborhood-based retail to each other and residential areas.

CHD-1G: Promote coordination between jurisdictions in the planning and implementation of bicycle, trail, transit, pedestrian and other alternative transportation modes to establish continuous networks that support healthy communities.

CHD-2A: Miami-Dade County will encourage land development to incorporate community design principles that encourage physical activity through the promotion of strategies, when appropriate, but not limited to:

1. Utilization of non-motorized transportation modes;
2. Location of public facilities accessible by multiple transportation modes;
3. Availability and maintenance of quality pedestrian paths or sidewalks;
4. Provision of street furniture and lighting enhancements;
5. Provision of civic and recreational facilities;
6. Establishment of interconnectivity between similar development projects through vehicular and/or pedestrian/bicycle cross access; and
7. Provision of pedestrian and bicycle linkages between existing residential and non-residential land uses.

CHD-3B: Encourage walking and bicycle riding as a means of transportation to and from school, by implementing capital projects that support the development of safe routes to school.

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# APPENDICES

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# **APPENDIX A**

## **Amendment Application**

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

1. APPLICANT:

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

2. APPLICANT'S REPRESENTATIVES:

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

By:  September 10, 2015

3. 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.

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

## **Ludlam Trail Corridor District**

The Ludlam Trail Corridor District applies to an approximately 5.8-mile segment of the former Florida East Coast Railway South Little River Branch spur-line that is generally 100 feet wide and extends from SW 80 Street to approximately 400 feet north of NW 7 Street and generally along theoretical NW/SW 69 Avenue ("Corridor") as depicted on Figure 3.1. Approximately 0.6 miles of the Corridor between SW 8 Street and the Tamiami Canal is located within the boundaries of the City of Miami.

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 pedestrian and bicycle trail while ensuring that development along the Corridor occurs at appropriate locations, and in a manner that is sensitive to and compatible with adjacent uses. Several regional and local studies have identified an opportunity for a regionally significant trail and greenway along the Corridor that will connect to the County's greenway and trail network, link the surrounding communities, and provide vital neighborhood connections.

The land use provisions of the Ludlam Trail Corridor District shall be implemented through the adoption of land development regulations addressing all portions of the District within unincorporated Miami-Dade County prior to the issuance of the first building permit for vertical construction within the Development Areas. The land development regulations shall define the urban form of development within the Corridor including flexible design standards and appropriate transitions to adjacent uses, as well as the configuration and design parameters of the recreational trail. Access to the Development Areas shall be provided in a manner that minimizes impacts to 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. All portions of the Corridor shall have received final abandonment approval from the U.S. Surface Transportation Board prior to the issuance of the first building permit for vertical construction within the Development Areas.

Development and trail standards shall be coordinated with the Miami-Dade County Parks, Recreation and Open Spaces Department and Miami-Dade Transit 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. 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 Director of the Department of Regulatory and Economic Resources shall be responsible for interpreting the precise boundaries of the Development Areas and Recreational Trail segments. Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of development regulations that provide for the seamless continuation of a recreational trail along the length of the Corridor. The specific location, density/intensity, and configuration of development within this portion of the Corridor shall be governed by the City of Miami.

**Recreational Trail Segments.** The Recreational Trail segments shall 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 including 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.

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 detrimentally impact residential neighborhoods. Where provided, such access roadway(s) shall be the minimum necessary to meet the need.

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

Development Areas shall be developed in a manner that is compatible with adjacent uses. Open space shall be provided in the form of a minimum 15-



foot wide continuous trail within each Development Area. Building features oriented toward the recreational trail shall have a human scale, and design variations at short intervals to create interest for users of the trail. The maximum development allowed within the Ludlam Trail Corridor District is 582 residential units and 256,132 square feet of industrial uses, or a combination of 281 residential units, 256,132 square feet of industrial uses, 103,572 square feet office uses and 39,377 square feet 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) demonstrating to the satisfaction of the County 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 specified for each Development Area below.

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) stories

**Tamiami Trail Development Area:** The Tamiami Trail Development Area includes those portions of the corridor located between SW 8<sup>th</sup> Street and SW 12<sup>th</sup> Street. Uses permitted in the Tamiami Trail Development Area shall include the full range of sales and service activities. Light industrial uses are also permitted where compatible with existing residential uses. Residential uses, and mixing of residential use with commercial, office and hotels are also permitted. The land development regulations 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) stories

**Coral Way Development Area.** The Coral Way Development Area includes those portions of the corridor located between 270 feet north of the centerline of Coral Way and 240 feet south of the centerline of Coral Way. Uses permitted in the Coral Way Development Area shall include the full range of sales and service activities. Residential uses, and 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)

**Bird Road Development Area.** The Bird Road Development Area includes those portions of the corridor located between ±248 feet north of the centerline of Bird Road to ±2,600 feet south of the centerline of Bird Road. Uses permitted in the Bird Road Development Area shall include the full range of sales and service activities. Residential uses, and 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) stories <<

**FIGURE 3.1: LUDLAM TRAIL CORRIDOR DISTRICT MAP**



*North Segment*



*South Segment*



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

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

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

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

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

#### 4. REASONS FOR THE REQUESTED AMENDMENT:

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

The proposed Ludlam Trail Corridor District seeks to facilitate the conversion of the former Florida East Coast railroad corridor (“Corridor”) into a continuous, publicly-accessible pedestrian and bicycle trail while ensuring that development along the corridor occurs at appropriate locations, and in a manner that is sensitive to and compatible with adjacent uses. Several regional and local studies have identified an opportunity for a regionally significant trail and greenway along the Corridor that will link the surrounding communities and provide vital neighborhood connections. The Corridor is currently held in private ownership.

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

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

corridor. These working sessions were open to the public. On April 21, 2015, the Board adopted Resolution No. 350-15 directing the County administration to file an application in the May 2015 CDMP Amendment Cycle to reflect the results of the Ludlam Trail Corridor charrettes.

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

## 5. DESCRIPTION OF THE SUBJECT PROPERTY

The subject property is an approximately 68.2-acre, 5.8-mile segment of the former Florida East Coast Railway South Little River Branch spur-line ("Corridor"). The Corridor is generally 100 feet wide and extends from SW 80 Street to approximately 400 feet north of NW 7 Street and generally along theoretical NW/SW 69 Avenue.

## 6. DISCLOSURE OF INTEREST:

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

FOLIO

3040350001330

3040350001440

3040020000111

3040110000050

3040110190690

3040110191100

3040110180040

3040140000070

3040260000190

3030520000020

3040110000052

3040230000500

3040350000210

3040350001280

3040110180080

3040260000190



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

## APPLICANT

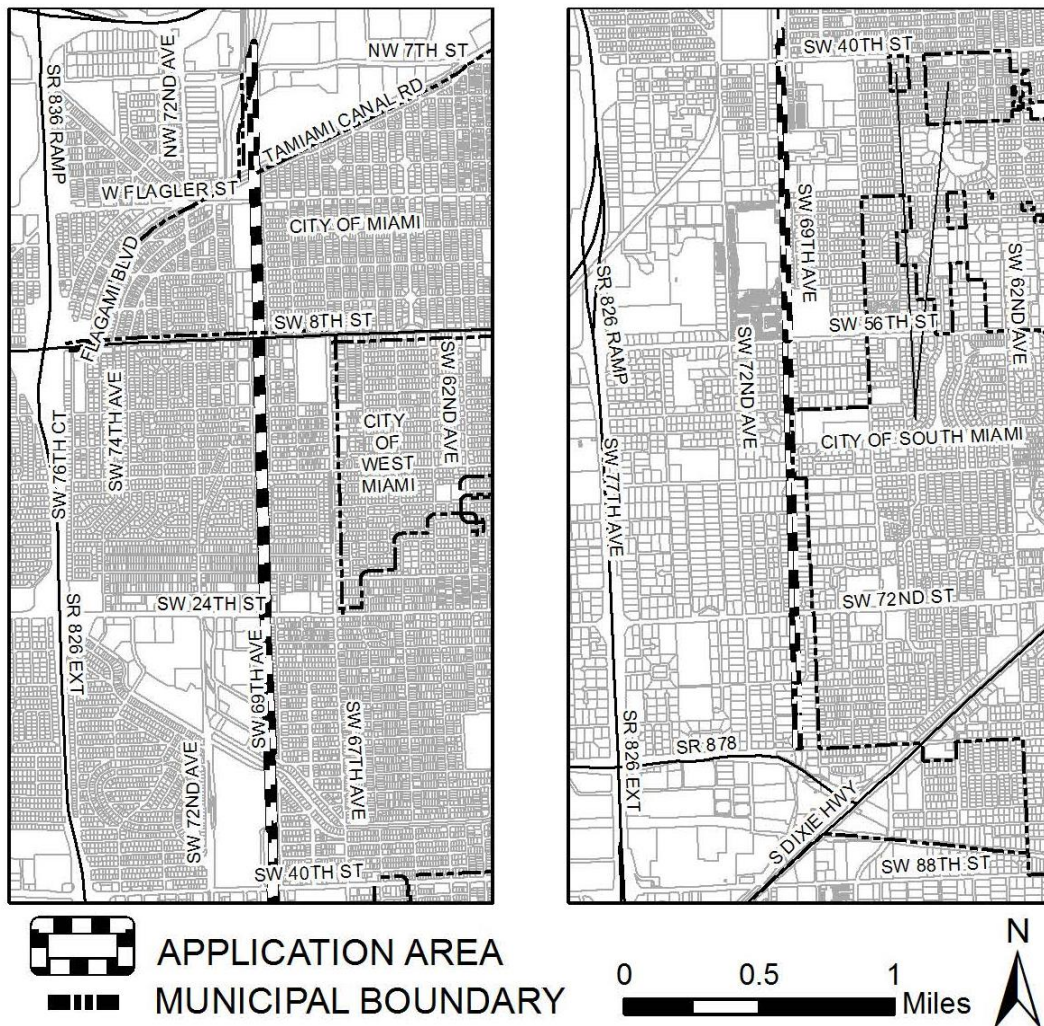
Miami-Dade County

## APPLICANT REPRESENTATIVE(S)

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

## DESCRIPTION OF SUBJECT AREA

The subject property is an approximately 68.2-acre, 5.8-mile segment of the former Florida East Coast Railway South Little River Branch spur-line ("Corridor"). The Corridor is generally 100 feet wide and extends from SW 80 Street to approximately 400 feet north of NW 7 Street and generally along theoretical NW/SW 69 Avenue. The property is more accurately described as: (See list of folio numbers above).



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# **APPENDIX B**

## **Ludlam Trail Corridor Charrette Report**

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# 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

A blue ink signature of Carlos A. Gimenez, Mayor of Miami-Dade County, written over the "From:" line of the memorandum.

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

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# LUDLAM TRAIL CORRIDOR

## CHARRETTE REPORT



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

CITY



Carlos A. Gimenez, *Mayor*

BOARD OF COUNTY COMMISSIONERS

Jean Monestime, *Chair*

Esteban Bovo, Jr., *Vice-Chair*

Barbara J. Jordan <i>District 1</i>	Daniella Levine Cava <i>District 8</i>
Jean Monestime <i>District 2</i>	Dennis C. Moss <i>District 9</i>
Audrey M. Edmonson <i>District 3</i>	Sen. Javier D. Souto <i>District 10</i>
Sally A. Heyman <i>District 4</i>	Juan C. Zapata <i>District 11</i>
Bruno A. Barreiro <i>District 5</i>	José "Pepe" Diaz <i>District 12</i>
Rebeca Sosa <i>District 6</i>	Esteban Bovo, Jr. <i>District 13</i>
Xavier L. Suarez <i>District 7</i>	

Harvey Ruvin, *Clerk of Courts*

Pedro Garcia, *Property Appraiser*

R.A. Cuevas, Jr., *County Attorney*

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**

LUDLAM TRAIL CORRIDOR CHARRETTE REPORT

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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



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.

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

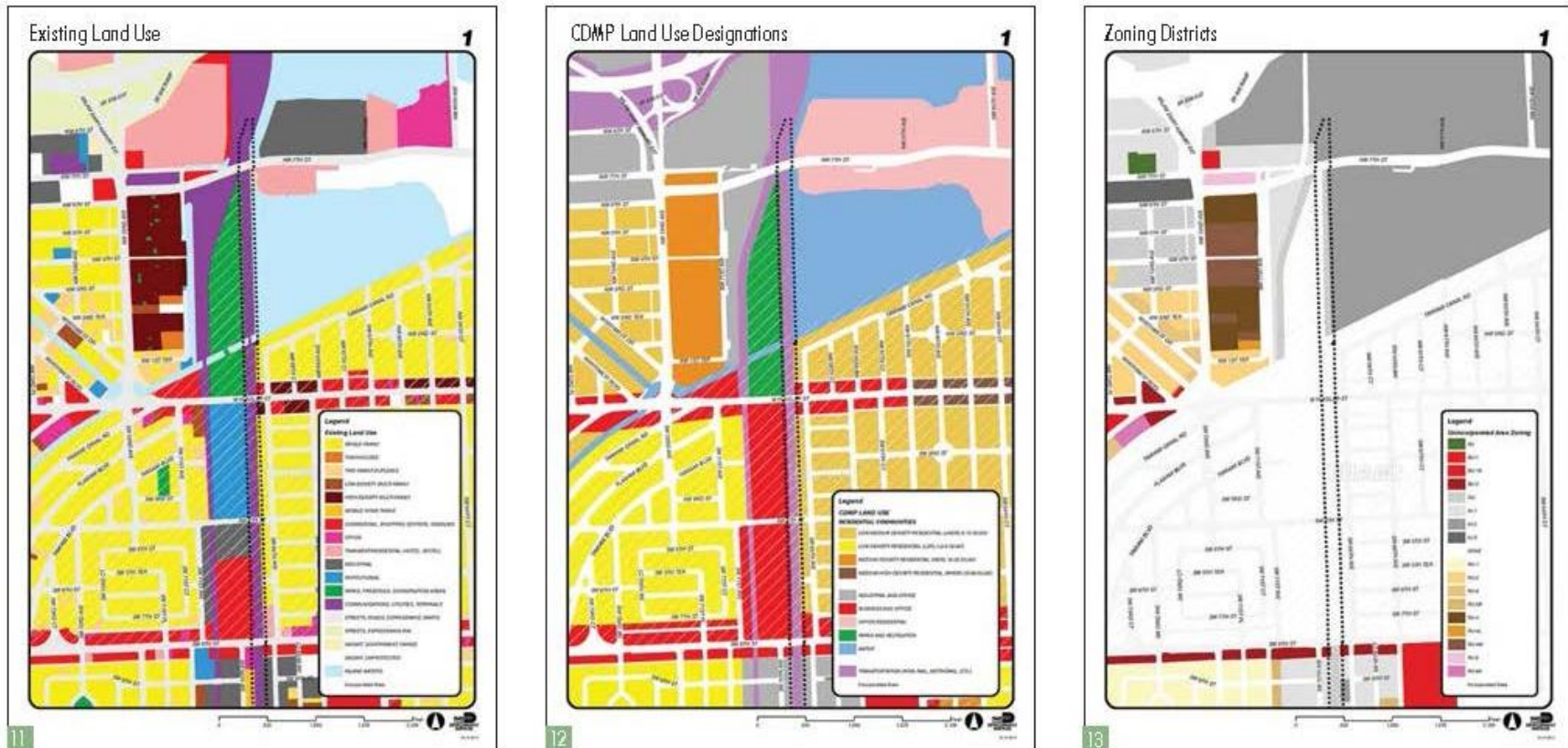
Over the years, the Miami-Dade County Parks and Open Spaces Department and the Metropolitan Planning Organization have sponsored several studies that have identified the corridor as having potential for a regionally significant trail and greenway.

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 REPORT

## 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 I-2 (Industrial, Heavy Manufacturing District). The southern portion of this segment is within the City of Miami and is zoned DT (Work Place District), CS (Civic Space), T6-8-O (Urban Core Zone) and T3-R (Sub-Urban Zone).

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



## Segment 2 Maps



Segment 2: SW 8th Street to SW 24th Street: This vacant segment of the corridor is zoned GU. The FEC railroad bed and tracks are still in place north of SW 12th Street.

14-16: Existing Land Use, CDMP Land Use Designations and Zoning District Maps for Segment 2

## Segment 3 Maps

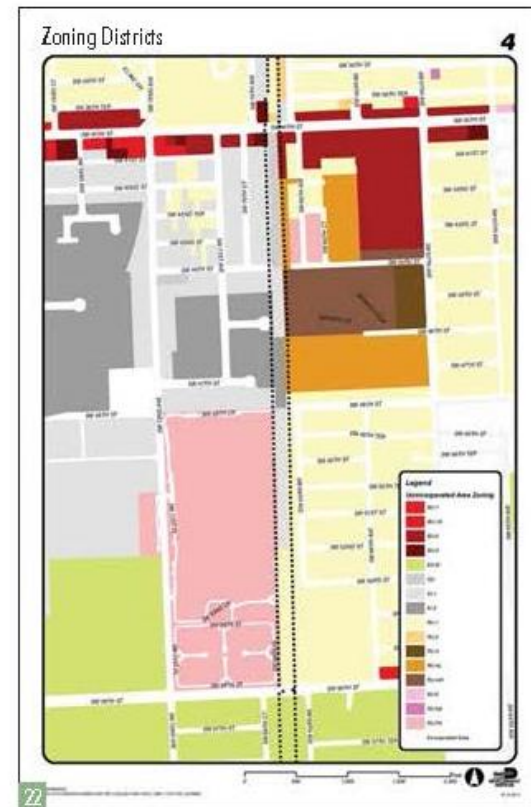
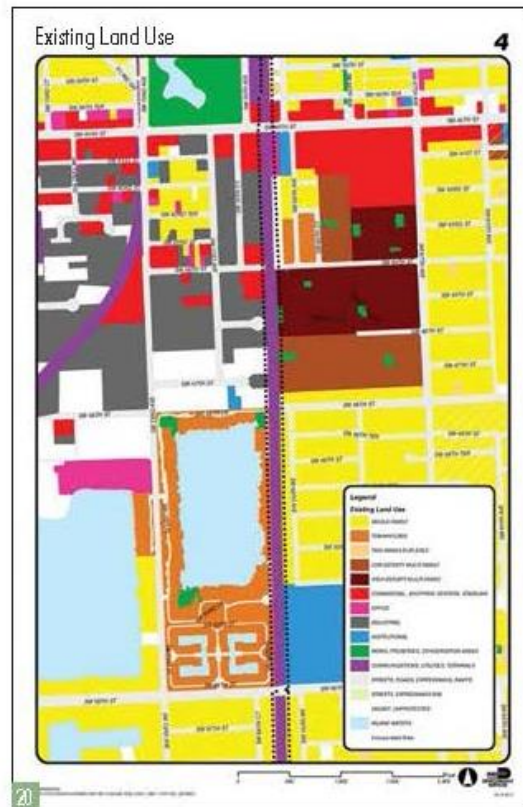


Segment 3: SW 24th Street to SW 40th Street: This segment of the corridor is vacant except for an approximately one-third of an acre portion between theoretical SW 26th Terrace and SW 27th Street that is used as parking for an industrial use abutting on the west side of the corridor. This segment is 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.

20-22: Existing Land Use, CDMP Land Use Designations and Zoning District Maps for Segment 4

### Segment 5 Maps

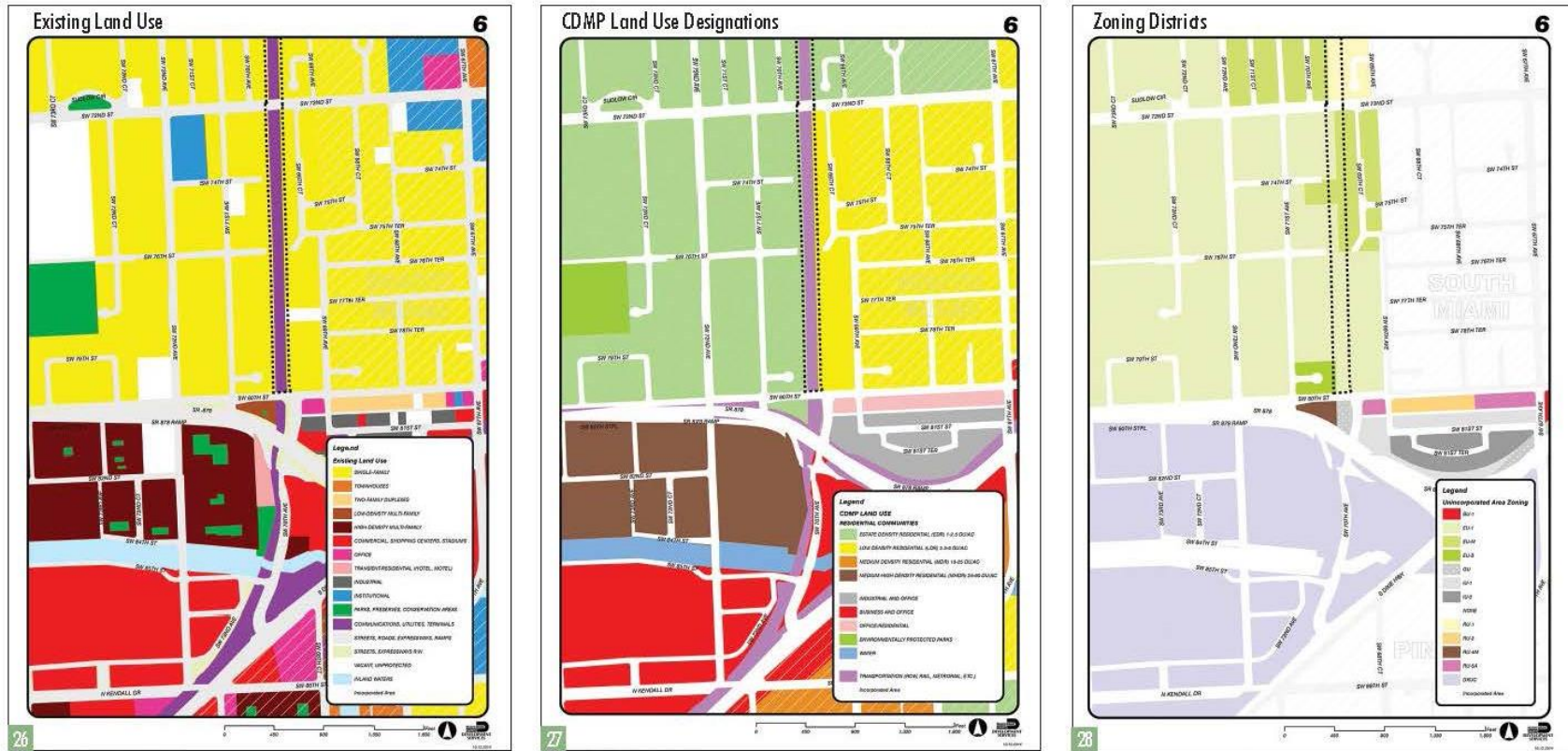


Segment 5: SW 56th Street to SW 72nd Street: This segment is vacant and zoned GU, EU-1 (Single Family One Acre Estate District), EU-M (Estate Modified District) and RU-1.

23-25: Existing Land Use, CDMAP Land Use Designations and Zoning District Maps for Segment 5



## 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

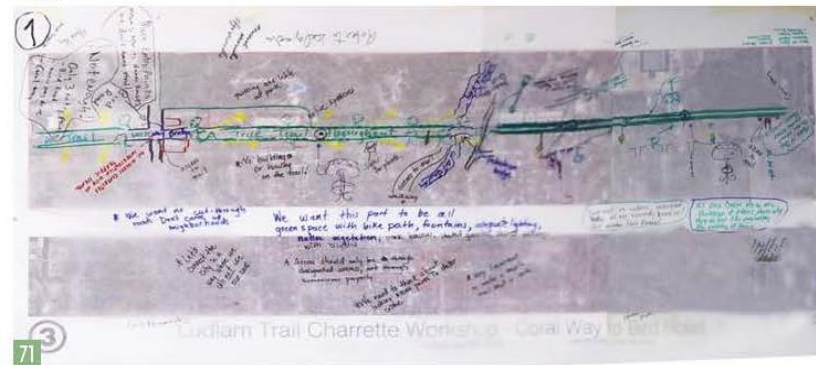


61-70: Participants from District 7 present the ideas drawn and issues discussed at the table sessions

## 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



- 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



- 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)



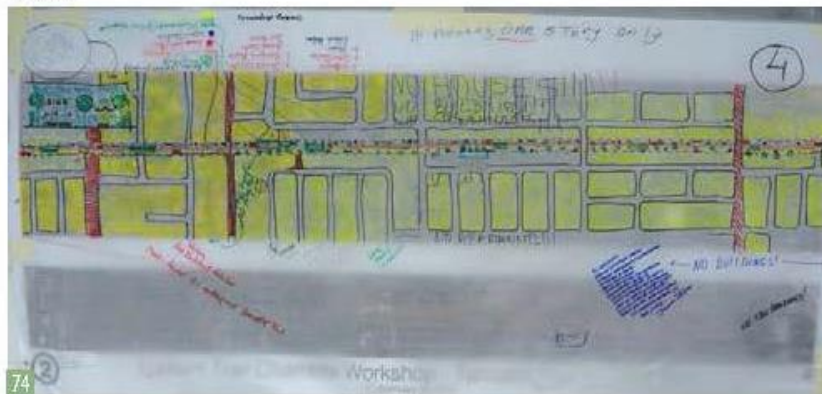
## Citizens' Plans - District 6

Table 3



- 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 mall
- 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



- 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



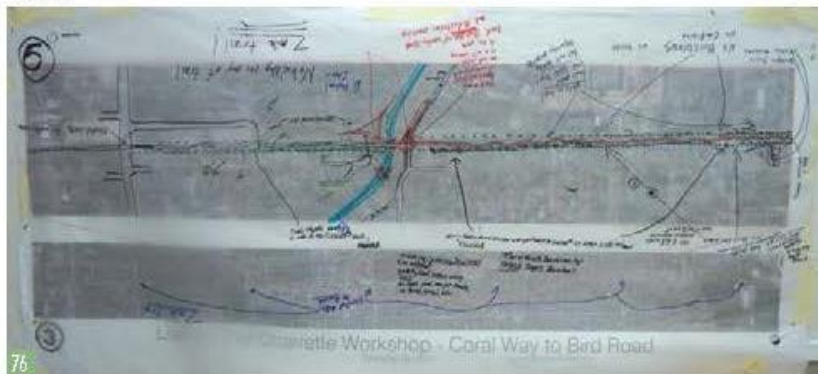
## Citizens' Plans - District 6

Table 5



- No Housing OR Commercial properties (No Houses, apartments OR townhomes)
- Bike trail, walking trail, 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

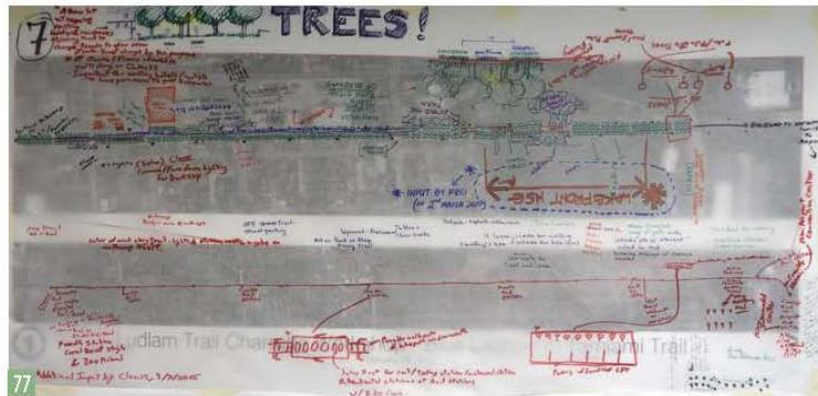
Table 6



- 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

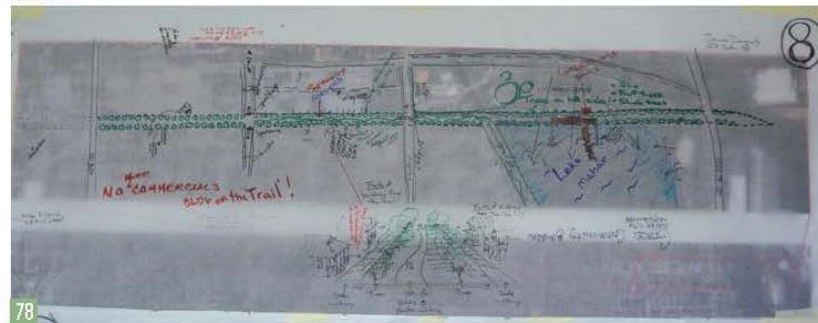
## Citizens' Plans - District 6

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



- 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



- 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

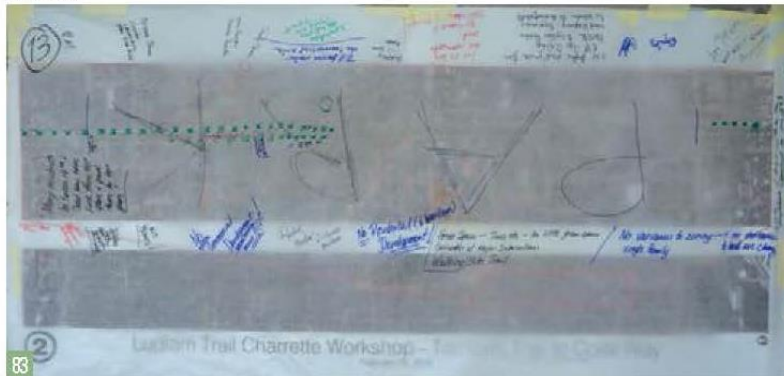
Table 12



- 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)

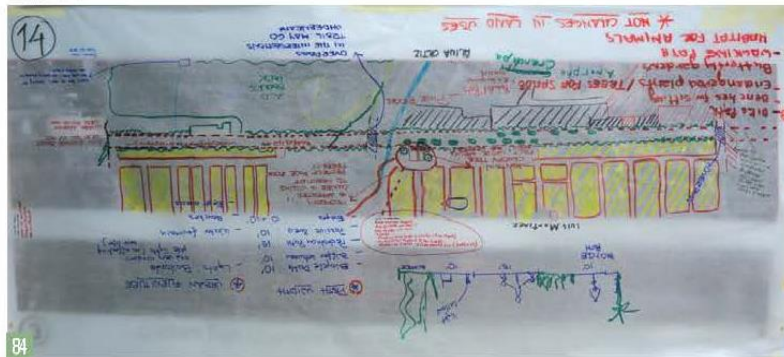
## Citizens' Plans - District 6

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.

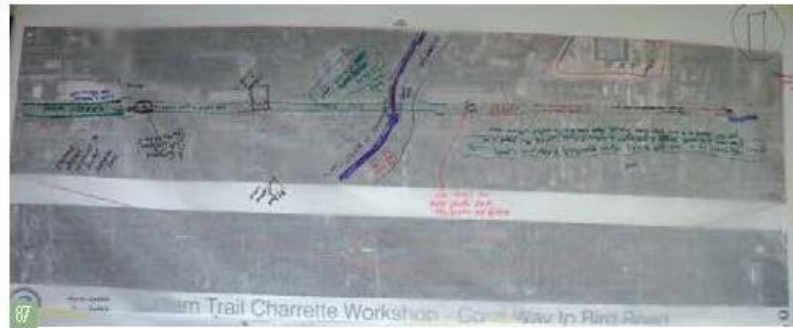
Table 16



- 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

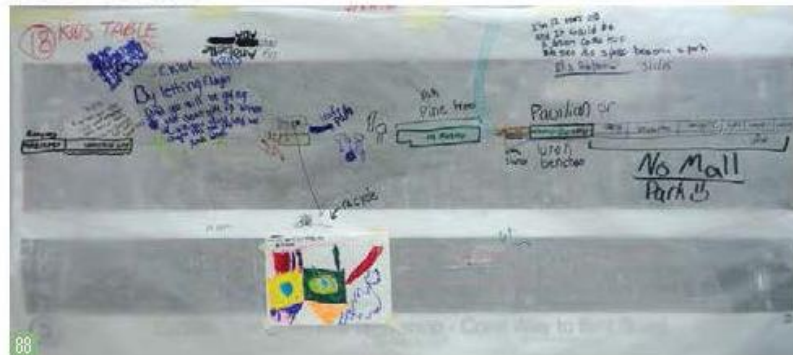
## Citizens' Plans - District 6

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

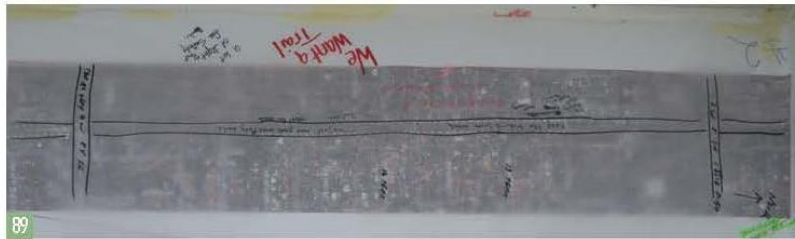
Table 18 - Kids Table



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

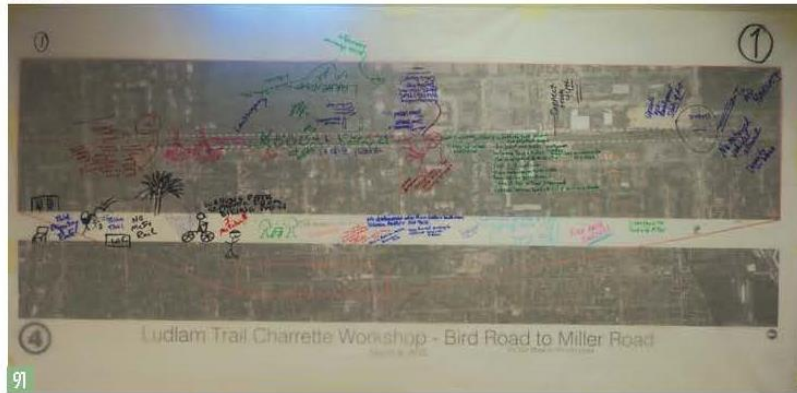
Table 20 - FECI Option\*



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

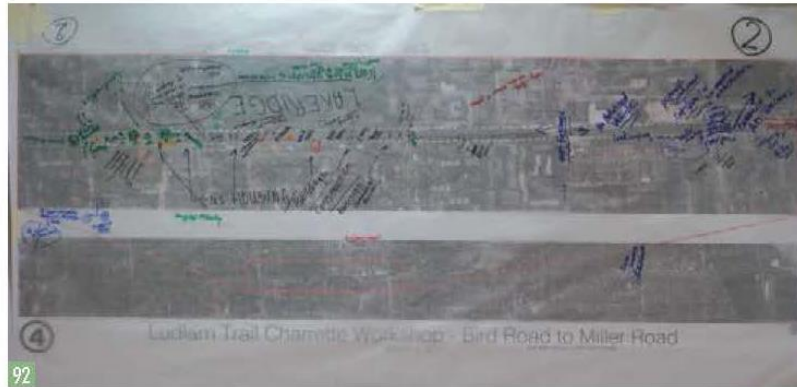
## Citizens' Plans - District 7

Table 1



- 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



- 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



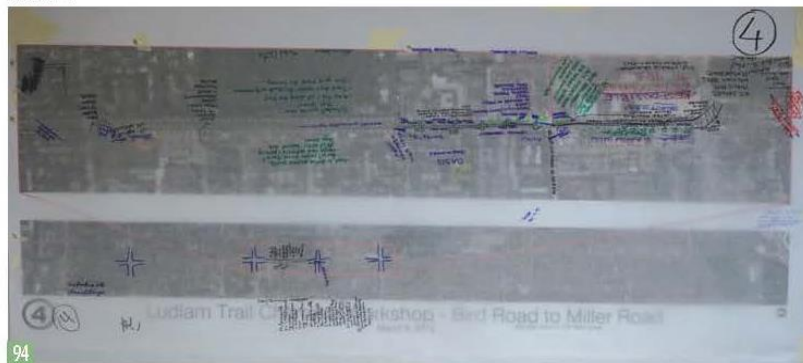
## Citizens' Plans - District 7

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
- Widesidewalks 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



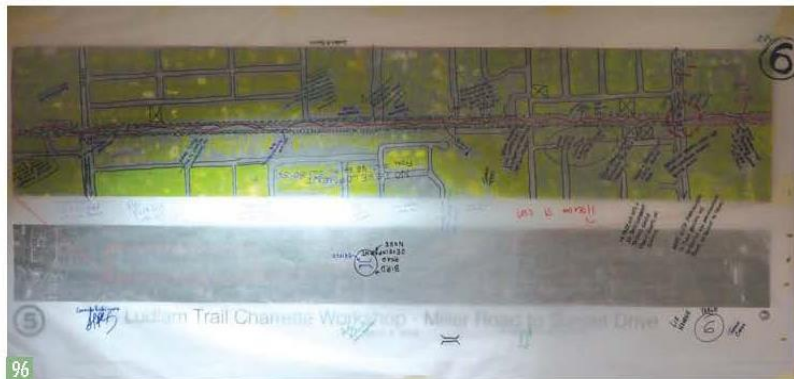
## Citizens' Plans - District 7

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

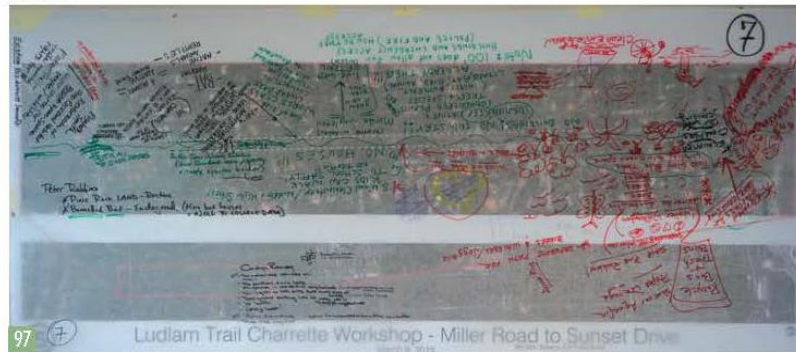
Table 6



- 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 foot buffer on sides of trail
- Bridge on major roads for safe 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

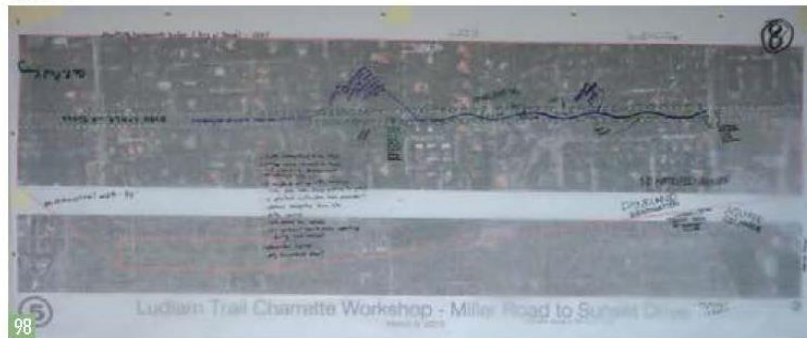
## Citizens' Plans - District 7

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. Connected 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

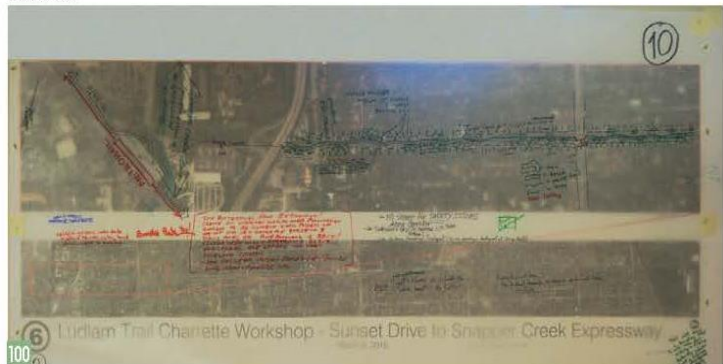
## Citizens' Plans - District 7

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
- Gti 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 11



- Option for owners to buy adjacent property (10'-20') on the trail
- Create a Natural Park
- Ramp over the major intersections
- No construction
- Solar Light Panels and Low level light fixtures
- Connect Ludlam Trail to the underline/easement thru FECI development at Dadeland

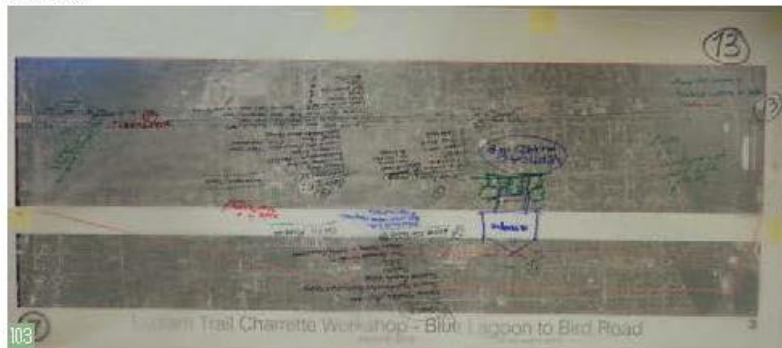
Table 12



- Keep Trail green
- No changes to the Land Use
- Connection to the Underline near Metrorail
- Only pedestrian bike entrances to the trail from the neighborhood
- Trail to go under SW 72nd (or as an overpass)
- Trail design to include:
  - 2 separate paths- bicycle and jogging/walking/skating
  - Median with trees
  - Benches
  - Lighting- bollards, poles only at intersections
  - Security- Emergency buttons, patrol at night
- Garbage cans/bins
- Connect trail to US-1

## Citizens' Plans - District 7

Table 13



- Reduce traffic/number of cars
- Promote bike, 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)



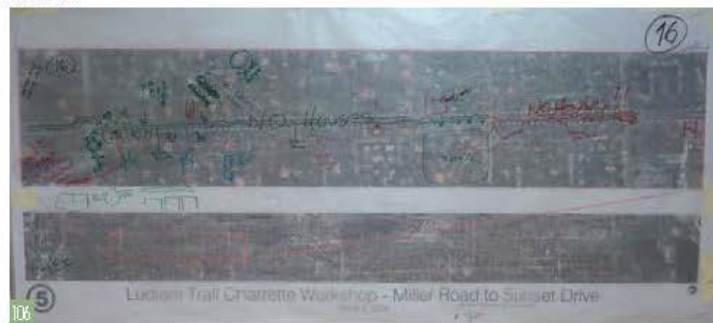
## Citizens' Plans - District 7

Table 15



- 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



- 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

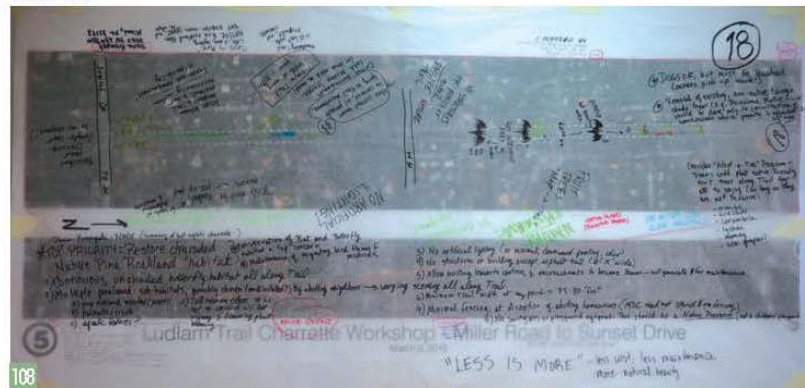
## Citizens' Plans - District 7

Table 17



- 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

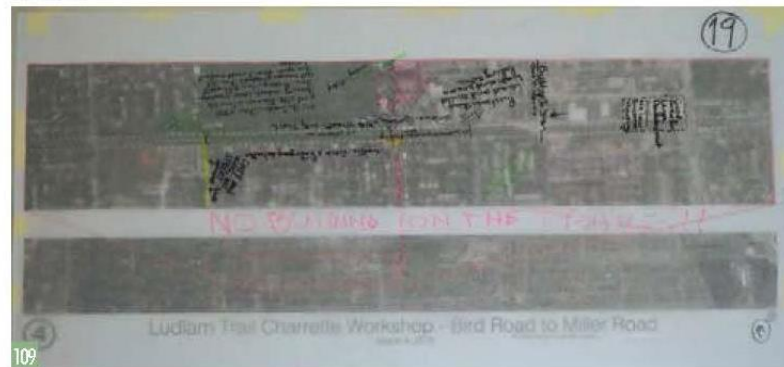
Table 18



- 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 'nature's' 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 SW 48th/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 - FEI 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



120



121



122



123



124



125



126



127



128



129

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.







## 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



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 multiuse 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 multiuse 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 matter 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  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

Agenda Item No. 11(A)(25)  
4-21-15

### 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

3

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.

4



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

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



**Christopher Agrippa**

By: \_\_\_\_\_  
Deputy Clerk

Approved by County Attorney as  
to form and legal sufficiency.

Abbie Schwuender-Raurell



## Acknowledgments

District 6 Commissioner Rebeca Sosa and Staff

District 7 Commissioner Xavier L. Suarez and Staff

### Participating Departments and Agencies

Miami-Dade Parks, Recreation and Open Spaces Department

Miami-Dade Transit Agency

Miami-Dade Public Works and Waste Management



### Department of Regulatory and Economic Resources

Jack Osterholt, Director

Lourdes Gomez, Deputy Director

Leland Salomon, Deputy Director

### Development Services Division

Nathan Kogon, Assistant Director

Amina Newsome, Senior Division Chief

Gilberto Blanco, Area Planning Implementation Section Supervisor

Gianni Lodi, Planning Legislation Section Supervisor

Jess Linn, Principal Planner

Maria Elena Cedeño, Senior Planner

Barbara Menendez, Planning Technician

Maria Guerrero, Executive Secretary

### Urban Design Center

Shailendra Singh, Urban Design Center Section Supervisor

Alejandro Zizold, Principal Planner

Paola Jaramillo, Graphic Designer

### Planning Division

Mark R. Woerner, Assistant Director

### Planning Research Section

Manuel Armada, Chief

A special thanks to all of the RER Staff who contributed their time to assist during both of the Ludlam Trail Corridor Charrettes.

**Thank you to all who participated in the Ludlam Trail Corridor Charrettes.**

A. Carnuy  
Adrian Caballero  
Ailyn Garciga  
Alberto Gonzalez  
Alex Eclevaglia  
Alexander Raecke  
Aley Camejo  
Alfredo Dabasa  
Alicia Ruiz  
Alina Fenton  
Alina Velazquez  
Alina Ortiz  
Alina Delgado  
Ana Giz  
Ana Sotolongo  
Anastasia Royle  
Andres Gomez  
Andy Kershaw  
Angela Fiffe  
Ani McCoun  
Ann Schmidt  
Annette Cristo  
Ann-Sofi Montana  
Antonio Fur  
Antonio Gonzalez  
Ariel Izquierdo  
Aristides Mederos  
Armando Menendez  
Ameud Mosquera  
Arturo Suelga  
Augh Willoughby  
Auriana Niebla  
Barbara Bant  
Barbara Carbonell  
Beatriz Ucha  
Beatriz Escandell  
Bertha Roman  
Beth Adler  
Bettye Douglas  
Beverly Abdenour

Bianca Habib  
Bill Humphreys  
Blanca Betancourt  
Blanca Albury  
Blanco Gonzalez  
Bob Welsl  
Bob Murphy  
Brenda Mc Clymonds  
Brian Neal  
C. Anthony Sellers  
Caridad Balseiro  
Carla Black  
Carlos Velazquez  
Carlos Barreira  
Carlos Velazquez  
Carlos Cejas  
Carmen Fernandez  
Carol Von Arx  
Carol Tosca  
Carolina Parker  
Carolyn Ramsey  
Catherine Menendez  
Cathy Skola  
Celeste De Palma  
Charles Aleman  
Charles Neu  
Charles Hand  
Charles Julian  
Charlie Clarice  
Chloe Johnson  
Chris Groves  
Cina Rubio  
Clarence Cates  
Concepcion Diaz  
Crespo Cristina  
Cynthia Greene  
Cynthia Kucaba  
Dale Sickle  
Dalia Rosales  
Dalia Martinez

Dan Salz  
Dana Bremfels  
Dana Estopinan  
Daniel Montana  
Dave Skinner  
David Alexander  
David Rubin  
David Washted  
David Vacentiur  
Dawn Garcia  
Debbie Stooch  
Debby Kehn  
Dennis Valdez  
Dennis McDougle  
Dhaniel Dye  
Diana Jaramillo  
Diane Jacobs  
Diego Sevilla  
Dieter Schins  
Donna Urban  
Donna Poole  
Donna Wimmeler  
Donna Ondara  
Donna Waugh  
Dora Rodriguez  
Dorothy Suchinsky  
Douglas Thompson  
Douglas Mackey  
Douglas Thompson  
Ebru Ozer  
Edgar Diaz  
Edilio Moreira  
Eduardo Veciz  
Edward Feenane  
Edward Caron  
Edward Claus  
Eleanor Quigley  
Elizabeth Smith  
Emilio Alvarez  
Emilio Goosmoni

Emy de la Fuente  
Enrique Cabala  
Enrique Chavarry  
Enrique Yanes  
Eric Jaramillo  
Eric Gonzalez  
Ernesto Berrios  
Esther Rodriguez  
Eva Swift  
Eva Berrios  
Evelyne Collinot  
Ezequias Chirinos  
F. Yanes  
Felix Gonzalez  
Fidel Jesus  
Francis Ruiz  
Francisca Chavarry  
Francisco Garcia  
Frank Fonseca  
G. Rodriguez  
Gary Held  
George Greene  
Georgina Perera  
Gerardo Soto  
Gerardo Rodriguez  
Ghassan Habib  
Gisele Armour  
Giuseppe Cardani  
Gloria Tejera  
Grace Napoe  
Gray Read  
Gregg Pawley  
Gustavo Lozano  
Hector Figallo  
Hector Parra  
Hector Figallo  
Helene Valentine  
Holly White  
Hugo Diaz  
Ian Radin

Ibis Bovo  
Ideksy Alvarez  
Ignacio Gutierrez  
Ilana Hernandez  
Irene Berry  
Ismel Torres  
Ivis Balseiro  
J. Maggie Duque  
Jack Falk  
Jack Levine  
Jacquelyn McCarthy  
Jaime Canaves  
Jake Johnson  
James Dougherty  
Janine Sanchez  
Jennifer Garcia  
Jennifer Enfield  
Jennifer Marsh  
Jeremy Schnall  
Jesus Garcia  
Jim Brinkman  
Jim Freyre  
Joan Clancey  
Joan Caron  
Joaquin Rodriguez  
Joe Compel  
Joel Torrez  
John Powell  
John Green  
John Orejuela  
Jorge Sanchez  
Jorge Vazquez  
Jorge Duarte  
Jorge Lopez  
Jorge Felipe  
Jorge Chaviano  
Jose Perera  
Jose Garrido  
Jose Napole  
Jose Perez

Jose Mederos  
 Jose Soberon  
 Joseph Isenberg  
 Joy Campbell  
 Juan Prestamo  
 Juan Suarez  
 Judi Sawyer  
 Judith Mitchel  
 Julee Major  
 Julio Documet  
 Julio Sotolongo  
 Justine Clegg  
 Karen Neal  
 Kathryn Moore  
 Kathy Ezell  
 Katyna Lopez-Martin  
 Keren Bajareff  
 Kimberly Gonzalez  
 Kristi Sellars  
 Larry Kaplan  
 Laura Dabasa  
 Lee Jacobs  
 Leidis Arachavaleta  
 Lenora Bach  
 Leticia Valle  
 Lhing Reyes  
 Liana Alvarez  
 Linda Singer  
 Linda Lentz  
 Linda Wuerth  
 Lisa Fox  
 Lisa Dowd  
 Lisa Tucker  
 Liz Hernandez  
 Louis Kateitis  
 Lourdes Alvarez  
 Lourdes de Leon  
 Lourdes Martinez  
 Luis Martinez  
 Luis Gonzalez

Luis Fernandez  
 Luis Figueredo  
 Luis Arbely  
 Luis Ortiz  
 Lynn Herbert  
 M. Johnson  
 M. Beat Alvarez  
 Mann Chael  
 Manuel Carvajal  
 Manuel Menendez  
 Margie Iturialde  
 Maria Cruz  
 Maria Ortiz  
 Maria Mederos  
 Maria May  
 Maria Peralta  
 Maria Yanes  
 Maria Rodriguez  
 Marian Dohman  
 Marilyn Guerra  
 Marilyn de Narvaez  
 Marina Stevens  
 Mary Sandforo  
 Mary Cecchin  
 Mary Mark  
 Matt O'Brian  
 Matthew Olson  
 Maul Santeri  
 Maurice Pipkin  
 Maxine Shinefield  
 Melanie Beard  
 Mercedes Lara  
 Mercedes Parra  
 Michael Ellingwood  
 Michael Cronin  
 Michael Claus  
 Michelle Vries  
 Michelle Fernandez  
 Miguel Maspons  
 Mikolay Plater

Mileydis Morejon  
 Minerva Anderson  
 Mirta Sucena  
 Mona Draper  
 Mr. Lory Snipes  
 Mrs. Lory Snipes  
 Nan Imbesi  
 Nelson Gonzalez  
 Nelson Delgado  
 Nilda Asher  
 Noah Yablonka  
 Noel Cleland  
 Nora Matelis  
 Odilio Moreira  
 Olga Martinez  
 Olga Menendez  
 Orlando Fiffe  
 Otto Alla  
 Oveido Conel  
 Pablo Gonzalez  
 Patricia Molieri  
 Patricia Roman  
 Patricia McDougale  
 Paul Vitro  
 Paul Fernandez  
 Paul Eisenhart  
 Pedro Ortiz  
 Pedro Echevarria  
 Pedro Rubi  
 Pedro Errasti  
 Peter Barton  
 Peter Munteane  
 Peter Rabbino  
 Philip Levy  
 Phillip Albury  
 Phyllis Shaw  
 Pilar Reyes  
 R. Paul Young  
 Rachel Muller  
 Rafael Rodon

Raimundo Delgado  
 Ramon Usategui  
 Ray Lopez  
 Rebecca Grant  
 Reinaldo Postills  
 Richard Santos  
 Richard Muller  
 Richard Formoso  
 Richard Santos  
 Risa Parsons  
 Rita Llado  
 Robert Chisholm  
 Robert Costa  
 Robert Chisholm  
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 Roberto Delgado  
 Roland Gonzalez  
 Rolando Sucena  
 Rosa Hervis  
 Ruth Sickle  
 Ryan Shedd  
 Sabina Neu  
 Sally Phillips  
 Sam Van Leer  
 Sandra Lopez  
 Scott Logan  
 Sean Watson  
 Shanna Nelson  
 Shari Kamali  
 Shirley Brosch  
 Silvia Vargas  
 Singleton Mothad  
 Steve Forman  
 Steve Johnson  
 Steward Seruyn  
 Stuart Grant  
 Subrata Basu  
 Sue Weisenberger  
 Susan Furney  
 Susan Rubin

Suzane Cates  
 Suzanne Gilmore  
 Tamar Moreira  
 Tania Alvarez  
 Thomas Stevens  
 Tom Derringer  
 Tony Piedra  
 Tony Plater-Zyberk  
 Toufic Zakharia  
 Tracy Koco  
 Tracy Magellan  
 Val Matelis  
 Vanett Colon  
 Victor Dover  
 Victor Arechavaleta  
 Vivian Gude  
 Walt Walkington  
 Walter Harris  
 Walter Garcia  
 Wayne LaMura  
 Wendy Markus  
 Y. Kaspar  
 Yvette Rouco  
 Z. Karia Chafik  
 Zoila Documet

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# **APPENDIX C**

## **Miami-Dade County Public Schools Analysis**

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# Miami-Dade County Public Schools

*giving our students the world*

Superintendent of Schools  
Alberto M. Carvalho

Miami-Dade County School Board  
Perla Tabares Hantman, Chair  
Dr. Lawrence S. Feldman, Vice Chair  
Dr. Dorothy Bendross-Mindingall  
Susie V. Castillo  
Dr. Wilbert "Tee" Holloway  
Dr. Martin Karp  
Lubby Navarro  
Dr. Marta Pérez  
Raquel A. Regalado

August 20, 2015

**VIA ELECTRONIC MAIL**

Ms. Helen A. Brown Principal Planner  
Miami-Dade County Department of Regulatory and Economic Resources  
Metropolitan Section, Planning Division  
111 N.W. First Street, Suite 1250  
Miami, Florida 33128  
[hab@miamidade.gov](mailto:hab@miamidade.gov)

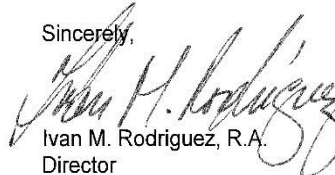
**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS  
APPLICATION #9-1 MAY 2015 CYCLE – LUDLAM TRAIL CORRIDOR  
LOCATED AT LUDLAM TRAIL, NORTH OF NW 7 STREET TO SW 8 STREET  
PH3015080301058 – FOLIO Nos.: 3040020210070, 30400200902500, 3040020090400**

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

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 551 multifamily units, which generate 144 students; 65 elementary, 36 middle and 43 senior high students. **At this time, the middle and senior high school levels have sufficient capacity available to serve the application. However, the elementary school level does not have sufficient capacity to serve the application.** A final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-4501.

Sincerely,



Ivan M. Rodriguez, R.A.  
Director

IMR:ir  
L-098

Enclosure

cc: Ms. Ana Rijo-Conde, AICP  
Mr. Michael A. Levine  
Ms. Vivian G. Villaamil  
Miami-Dade County  
School Concurrency Master File

*Planning, Design & Sustainability*

Ms. Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132  
305-995-7285 • 305-995-4760 (FAX) • [arijo@dadeschools.net](mailto:arijo@dadeschools.net)



## Concurrency Management System (CMS)

Miami Dade County Public Schools

### Miami-Dade County Public Schools

#### Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: PH3015080301058 Local Government (LG): Miami-Dade

Date Application Received: 8/3/2015 4:03:13 PM LG Application Number: Application 9-1 May 2015

Type of Application: Public Hearing Sub Type: CDMP Cycle  
Land Use

Applicant's Name: Ludlam Trail Corridor, Miami-Dade County

Address/Location: LUDLAM TRAIL, NORTH OF NW 7 STREET TO SW 8 STREET

Master Folio Number: 3040020210070

Additional Folio Number(s): 30400200902500, 3040020090400,

PROPOSED # OF UNITS 551

SINGLE-FAMILY DETACHED UNITS: 0

SINGLE-FAMILY ATTACHED UNITS: 0

MULTIFAMILY UNITS: 551

#### CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
1841	FLAGAMI ELEMENTARY	64	65	64	NO	Current CSA
1841	FLAGAMI ELEMENTARY	0	1	0	NO	Current CSA Five Year Plan
6961	WEST MIAMI MIDDLE	302	36	36	YES	Current CSA
7721	SOUTH MIAMI SENIOR	6	43	6	NO	Current CSA
7721	SOUTH MIAMI SENIOR	0	37	0	NO	Current CSA Five Year Plan

#### ADJACENT SERVICE AREA SCHOOLS

4921	SEMINOLE ELEMENTARY	-27	1	0	NO	Adjacent CSA
4921	SEMINOLE ELEMENTARY	0	1	0	NO	Adjacent CSA Five Year Plan
7511	MIAMI SPRINGS SENIOR	307	37	37	YES	Adjacent CSA

\*An Impact reduction of 22.36% included for charter and magnet schools (Schools of Choice).

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

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





# Miami-Dade County Public Schools

*giving our students the world*

Superintendent of Schools  
Alberto M. Carvalho

August 20, 2015

Miami-Dade County School Board  
Perla Tabares Hantman, Chair  
Dr. Lawrence S. Feldman, Vice Chair  
Dr. Dorothy Bendross-Mindingall  
Susie V. Castillo  
Dr. Wilbert "Tee" Holloway  
Dr. Martin Karp  
Lubby Navarro  
Dr. Marta Pérez  
Raquel A. Regalado

**VIA ELECTRONIC MAIL**

Ms. Helen A. Brown Principal Planner  
Miami-Dade County Department of Regulatory and Economic Resources  
Metropolitan Section, Planning Division  
111 N.W. First Street, Suite 1250  
Miami, Florida 33128  
[hab@miamidade.gov](mailto:hab@miamidade.gov)

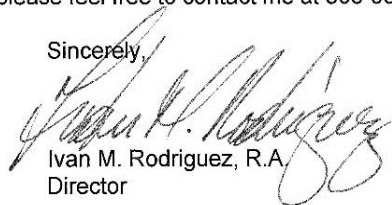
**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS  
APPLICATION #9-2 MAY 2015 CYCLE – LUDLAM TRAIL CORRIDOR  
LOCATED AT LUDLAM TRAIL, SW 8 STREET TO SW 24 STREET  
PH3015080301059 – FOLIO Nos.: 3040110090620, 3040110140420, 3040110141660**

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

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 397 multifamily units, which generate 41 students; 19 elementary, 10 middle and 12 senior high students. **At this time, all school levels have sufficient capacity available to serve the application.** However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-4501.

Sincerely,



Ivan M. Rodriguez, R.A.  
Director

IMR:ir  
L-099

Enclosure

cc: Ms. Ana Rijo-Conde, AICP  
Mr. Michael A. Levine  
Ms. Vivian G. Villaamil  
Miami-Dade County  
School Concurrency Master File

*Planning, Design & Sustainability*

Ms. Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132  
305-995-7285 • 305-995-4760 (FAX) • [arijo@dadeschools.net](mailto:arijo@dadeschools.net)



## Concurrency Management System (CMS)

Miami Dade County Public Schools

### Miami-Dade County Public Schools

#### Concurrency Management System Preliminary Concurrency Analysis

MDGPS Application Number: PH3015080301059 Local Government (LG): Miami-Dade  
 Date Application Received: 8/3/2015 4:12:52 PM LG Application Number: Application 9-2 May 2015  
 Type of Application: Public Hearing Sub Type: CDMP Cycle Land Use  
 Applicant's Name: Ludlam Trail Corridor, Miami-Dade County  
 Address/Location: LUPLAM TRAIL, SW 8 STREET TO SW 24 STREET  
 Master Folio Number: 3040110090620  
 Additional Folio Number(s): 3040110140420, 3040110141660,

PROPOSED # OF UNITS 397  
 SINGLE-FAMILY DETACHED UNITS: 0  
 SINGLE-FAMILY ATTACHED UNITS: 0  
 MULTIFAMILY UNITS: 397

#### CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5441	SYLVANIA HEIGHTS ELEMENTARY	358	19	19	YES	Current CSA
6961	WEST MIAMI MIDDLE	302	10	10	YES	Current CSA
7721	SOUTH MIAMI SENIOR	6	12	6	NO	Current CSA
7721	SOUTH MIAMI SENIOR	0	6	0	NO	Current CSA Five Year Plan

#### ADJACENT SERVICE AREA SCHOOLS

7361	MIAMI KILLIAN SENIOR	863	6	6	YES	Adjacent CSA
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\*An Impact reduction of 22.36% included for charter and magnet schools (Schools of Choice).

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

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 concurrency@dadeschools.net



# Miami-Dade County Public Schools

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Superintendent of Schools  
Alberto M. Carvalho

Miami-Dade County School Board  
Perla Tabares Hantman, Chair  
Dr. Lawrence S. Feldman, Vice Chair  
Dr. Dorothy Bendross-Mindingall  
Susie V. Castillo  
Dr. Wilbert "Tee" Holloway  
Dr. Martin Karp  
Lubby Navarro  
Dr. Marta Pérez  
Raquel A. Regalado

August 20, 2015

**VIA ELECTRONIC MAIL**

Ms. Helen A. Brown Principal Planner  
Miami-Dade County Department of Regulatory and Economic Resources  
Metropolitan Section, Planning Division  
111 N.W. First Street, Suite 1250  
Miami, Florida 33128  
[hab@miamidade.gov](mailto:hab@miamidade.gov)

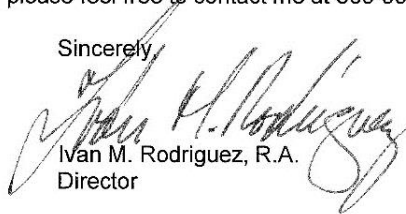
**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS  
APPLICATION #9-3 MAY 2015 CYCLE – LUDLAM TRAIL CORRIDOR  
LOCATED AT LUDLAM TRAIL, SW 24 STREET TO SW 40 STREET  
PH3015080401061 – FOLIO Nos.: 3040140080370, 3040140050640, 3040140084030**

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

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 56 multifamily units, which generate 7 students; 3 elementary, 2 middle and 2 senior high students. **At this time, all school levels have sufficient capacity available to serve the application.** However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-4501.

Sincerely,



Ivan M. Rodriguez, R.A.  
Director

IMR:ir  
L-100

Enclosure

cc: Ms. Ana Rijo-Conde, AICP  
Mr. Michael A. Levine  
Ms. Vivian G. Villaamil  
Miami-Dade County  
School Concurrency Master File

*Planning, Design & Sustainability*

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## Concurrency Management System (CMS)

Miami Dade County Public Schools

### Miami-Dade County Public Schools

#### Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: PH3015080401061 Local Government (LG): Miami-Dade  
 Date Application Received: 8/4/2015 7:50:52 AM LG Application Number: Application 9-3 May 2015  
 Type of Application: Public Hearing Sub Type: CDMP Cycle  
 Applicant's Name: Ludlam Trail Corridor, Miami-Dade County  
 Address/Location: LUDLAM TRAIL, SW 24 STREET TO SW 40 STREET  
 Master Folio Number: 3040140080370  
 Additional Folio Number(s): 3040140050640, 3040140084030,

PROPOSED # OF UNITS 56  
 SINGLE-FAMILY DETACHED UNITS: 0  
 SINGLE-FAMILY ATTACHED UNITS: 0  
 MULTIFAMILY UNITS: 56

--

#### CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
1641	EMERSON ELEMENTARY	178	3	3	YES	Current CSA
6961	WEST MIAMI MIDDLE	302	2	2	YES	Current CSA
7721	SOUTH MIAMI SENIOR	6	2	2	YES	Current CSA

#### ADJACENT SERVICE AREA SCHOOLS

\*An Impact reduction of 22.36% included for charter and magnet schools (Schools of Choice).

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

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August 20, 2015

**VIA ELECTRONIC MAIL**

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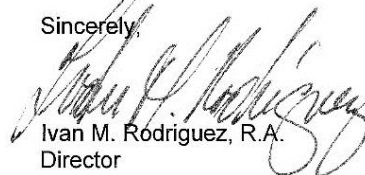
**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS  
APPLICATION #9-4 MAY 2015 CYCLE – LUDLAM TRAIL CORRIDOR  
LOCATED AT LUDLAM TRAIL, SW 40 STREET TO SW 56 STREET  
PH3015080401062 – FOLIO Nos.: 3040230050030, 3040230030020, 3040230120360**

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

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 369 multifamily units, which generate 40 students; 18 elementary, 10 middle and 12 senior high students. **At this time, all school levels have sufficient capacity available to serve the application.** However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-4501.

Sincerely,



Ivan M. Rodriguez, R.A.  
Director

IMR:ir  
L-101

Enclosure

cc: Ms. Ana Rijo-Conde, AICP  
Mr. Michael A. Levine  
Ms. Vivian G. Villaamil  
Miami-Dade County  
School Concurrency Master File

*Planning, Design & Sustainability*

Ms. Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132  
305-995-7285 • 305-995-4760 (FAX) • [arijo@dadeschools.net](mailto:arijo@dadeschools.net)



## Concurrency Management System (CMS)

Miami Dade County Public Schools

### Miami-Dade County Public Schools

#### Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: PH3015080401062 Local Government (LG): Miami-Dade  
 Date Application Received: 8/4/2015 7:58:46 AM LG Application Number: Application 9-4 May 2015  
 Type of Application: Public Hearing Sub Type: CDMP Cycle  
 Applicant's Name: Ludlam Trail Corridor, Miami-Dade County  
 Address/Location: LUDLAM TRAIL, SW 40 STREET TO SW 56 STREET  
 Master Folio Number: 3040230050030  
 Additional Folio Number(s): 3040230030020, 3040230120360,

PROPOSED # OF UNITS 369  
 SINGLE-FAMILY DETACHED UNITS: 0  
 SINGLE-FAMILY ATTACHED UNITS: 0  
 MULTIFAMILY UNITS: 369

#### CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5241	SOUTH MIAMI K-8 CENTER (ELEM COMP)	30	18	18	YES	Current CSA
5242	SOUTH MIAMI K-8 CENTER (MID COMP)	44	10	10	YES	Current CSA
7721	SOUTH MIAMI SENIOR	6	12	6	NO	Current CSA
7721	SOUTH MIAMI SENIOR	0	6	0	NO	Current CSA Five Year Plan
5241	SOUTH MIAMI K-8 CENTER (ELEM COMP)	30	18	18	YES	Current CSA
5242	SOUTH MIAMI K-8 CENTER (MID COMP)	44	10	10	YES	Current CSA
7721	SOUTH MIAMI SENIOR	6	12	6	NO	Current CSA
7721	SOUTH MIAMI SENIOR	0	6	0	NO	Current CSA Five Year Plan

#### ADJACENT SERVICE AREA SCHOOLS

7361	MIAMI KILLIAN SENIOR	863	6	6	YES	Adjacent CSA
7361	MIAMI KILLIAN SENIOR	863	6	6	YES	Adjacent CSA

\*An Impact reduction of 22.36% included for charter and magnet schools (Schools of Choice).

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

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

# **APPENDIX D**

## **Miami-Dade County Mayor's Memorandum**

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# Memorandum



Date: March 5, 2013

To: Distribution

From: Carlos A. Gimenez  
Mayor

A blue ink signature of Carlos A. Gimenez, written in a cursive style.

Subject: Miami-Dade County Trail Design Guidelines and Standards  
Miami-Dade County Trail Benefits

The Miami-Dade County Trail Design Guidelines and Standards is a comprehensive trail guidelines document developed as a reference for trail, greenway, and linear park design and planning. The study includes extensive research and analysis into best practices and successful comparable trails for urban, suburban and rural environments. The Parks, Recreation and Open Spaces Department worked with key department stakeholders including Miami-Dade Metropolitan Planning Organization, Miami-Dade County Regulatory and Economic Resources Development Services Division, Public Works and Waste Management Department, and Transit Department to create this document. The Miami-Dade County Trail Benefits study develops a methodology to estimate quantifiable potential social, environmental and economic benefits of shared-use trails.

The Miami-Dade County Trail Design Guidelines and Standards and Miami-Dade County Trail Benefits study are established to help accomplish the following goals:

- Promote consistency of standards and guidelines for County trails and greenways
- Increase user safety, comfort and convenience by recommending appropriate design considerations for trails, signage, facilities, and landscaping to name a few
- Promote universal access to users with a broad range of skill levels and abilities, including children, older adults and people with disabilities
- Recognize a variety of trail users including pedestrians, cyclists, and in-line skaters
- Support the Parks and Open Space System Master Plan system of trails
- Provide uniform methods and measures for quantifying the benefits of greenways and trails

A copy of both the Trail Design Guidelines and Standards and the Trail Benefits Study will be forwarded to you for your use when planning and designing trails and greenways. Should you need additional information, please do not hesitate to call Jack Kardys, Director, of the Parks, Recreation and Open Spaces Department, at 305-755-7903.

#### Distribution:

Irma San Roman, Director, Metropolitan Planning Organization  
Eric Silva, Assistant Director, Development Services,  
Regulatory and Economic Resources Department  
Kathleen Woods-Richardson, Director, Public Works Waste Management Department  
Ysela Llort, Director, Transit Department

#### Attachments

c: Jack Osterholt, Deputy Mayor, Office of the Mayor  
Lisa M. Martinez, Senior Advisor, Office of the Mayor  
Jack Kardys, Director, Parks, Recreation and Open Spaces Department  
Nichole Hefty, Manager, Office of Sustainability, Regulatory and Economic Resources Department

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# **APPENDIX D-1**

## **Miami-Dade County Trail Design Guidelines and Standards (Executive Summary)**

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# EXECUTIVE *Summary*

## MIAMI-DADE COUNTY TRAIL DESIGN GUIDELINES AND STANDARDS: LUDLAM TRAIL CASE STUDY

### Introduction

Facing the same issues as other large urban areas, Miami-Dade County has developed a new 50 year unifying vision for a livable, sustainable community, anchored by the Miami-Dade County Parks and Open Space System Master Plan. This new vision creates a long-term guide to future park and trail development and stewardship. Most pertinent to this study is the component Great Greenways, Trails and Water trails of the Open Space System Master Plan. This component seeks to provide an interconnected trail system which offers transportation alternatives and reduces traffic congestion, creates new recreation opportunities, increases property values, protects natural resources, and encourages tourism and business development.

The purpose of the Miami-Dade County Trail Design Guidelines and Standards: Ludlam Trail Case Study is to provide specific guidance for the design and development of the Ludlam Trail and provide general guidelines for non-motorized urban shared-use trails and paths throughout Miami-Dade County by building upon the Miami-Dade County Parks and Open Space System Master Plan Great Greenways, Trails and Water Trails Vision. These guidelines and standards were developed to work in concert with other regional and corridor specific studies and planning efforts. In addition, these guidelines and standards intend to inform decision makers on future designs of non-motorized urban shared-use trails and paths within Miami-Dade County.

The needs of a wide array of users have been researched and consolidated into a set of recommendations and standards for Ludlam Trail and non-motorized urban shared-use trails and paths throughout Miami-Dade County.



Ludlam Trail Corridor location map (trail corridor highlighted in red)

### Research of Official Documents

In an effort to build upon the work of previous planning studies and to ensure the coordination with other official documents, AECOM researched multiple sources of information. The documents reviewed included governing codes and ordinances, guiding documents, regional transportation studies, corridor specific studies and design guidelines. Important findings include the Kendall Corridor Transportation Alternatives Analysis which concludes the need for regional transportation alternatives such as Bus-Rapid Transit and Diesel Light Rapid Transit, however, the Ludlam Trail corridor is not identified as a preferred route due to projected lack of ridership.



Examples of official documents researched

### Existing Conditions

The steering committee conducted a one-day field review of the Ludlam Trail corridor to observe existing conditions. Two constraining land uses were observed within the corridor; active rail service and leases. The active freight rail service is limited to the northern two (2) miles of the corridor while active leases are located throughout. Active leases include sub-surface uses such as fiber optic lines and surface leases such as vehicle parking lots and storage. In a few cases, active billboard leases are maintained within the corridor limits. The corridor width is typically one-hundred (100) feet, but due to leases, is reduced to fifty (50) feet in places which is an ample width for a trail.



Example of billboard leases within corridor limits

The Ludlam Trail corridor faces many challenges as the demand for open space intended for development increases throughout Miami-Dade County. Corridor encroachment and conflicting land uses are examples of conditions that arise, however, potential user safety is of the highest importance when designing Ludlam Trail. With the corridor's north to south layout, trail traffic will travel perpendicular to the flow of automobile traffic throughout south-central Miami-Dade County. This leads to a large number of roadway crossings which should be evaluated individually.



A person trying to cross SW 8th St.

Throughout the 6.2 mile length of the Ludlam Trail corridor there are four (4) direct school connections, three (3) park connections, and approximately a dozen neighborhood connections. In addition, the corridor passes over three canals and connects to regional transit and shopping facilities. These connections lead to several opportunities to link the Ludlam Trail with surrounding areas and form a vital transportation alternative.



Sidewalk connection to South Miami Senior High School

### Comparable Trails

Several comparable trails were evaluated which pertained to three areas of influence; national comparable trails; Florida comparable trails; and comparable trail facilities. Two national trails studied were the Burke-Gilman Trail, located in Seattle, Washington and the Fred Marquis Pinellas Trail, located in Pinellas County, Florida. Both trails have received numerous awards and recognition for providing both transportation and recreational opportunities.

Two local or Florida based trails were also selected for further study and included the Seminole-Wekiva Trail in Seminole County and the West Orange Trail in Orange County. Both trails offered valuable research on safe roadway crossings and types of trail amenities. A unique, yet comparable trail facility was also selected for research. The Chicago Bike Hub, known as the McDonald's Cycle Center, offers a unique opportunity for transit and trail users to a bike-hub complete with bike lockers, a repair center, restrooms, retail and vending areas. By reviewing these successful examples of shared-use paths and trail facilities, several best practices were identified for further research.



Fred Marquis Pinellas Trail, separate use trails with public artwork

### Best Practice Principles

Intending to assist designers and decision-makers on principles, performance measures and best practices, AECOM provided observational research on how people use shared-use paths. Best practice principles explore thresholds and enhance criteria to help guide decision-makers in designing and placing a variety of trail elements and creating street crossings accessible and safe to a variety of potential trail users. Specific areas researched include; pedestrian needs; cyclists and wheeled devices needs; Americans with Disabilities Act/ Universal design; intersections and crossings; grade separated crossings; trail security issues; and gateways.





Example of typical wheeled device needs for a trail

### Lessons Learned

Through the review and analysis of several comparable trails and facilities, 'lessons learned' were compiled and opportunities identified for the design of Ludlam Trail and trail throughout Miami-Dade County. These include important findings on trail widths, separation of facilities, trail surface materials, trail furnishings and amenities, and street crossings.



Seminole-Wekiva Trail, at-grade crossing with raised landscape median and bar lean rail

### Recommendations and Standards

The AECOM team developed a set of recommendations for specific conditions of Ludlam Trail. A methodical approach which included the research and analysis of existing corridor conditions, best practice principles, national and local comparable trails and facilities, and lessons learned provides decision makers with sound recommendations for the Ludlam Trail and trail throughout Miami-Dade County. Each recommendation is incorporated into the design guidelines and includes information on trail width, trail materials, trail lighting, access barriers, signage and wayfinding, corridor vegetation, trail amenities, street crossings, school and park connections, and trail marking.

### Design Guidelines

Shared-use paths contain many design elements which can help enhance a trail user's experience and the number of visitors. Eight study areas were identified along the Ludlam Trail corridor based on a number of opportunities and desire for representative areas which demonstrate unique, yet common issues designers will face while planning the trail. Selected study areas include:

- Typical Above-Grade Crossing
- Typical Local Street Crossing
- Typical Collector Street Crossing
- Typical Park Connection
- Typical Arterial Street Crossing
- Typical School Connection
- Typical Neighborhood Connection
- Typical Trail Junction and Canal Crossing

Additional areas studied included:

- Typical Railroad Crossing
- Typical Trailhead

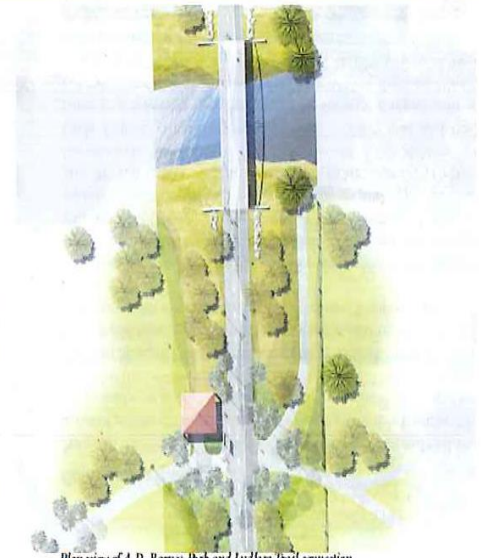
Each study area was observed in detail, researched and analyzed for best practices principles, lessons learned and recommendations. A detailed plan, section and illustrative perspective were prepared for each of the eight study areas to provide decision maker with information for design guidelines for Ludlam Trail and trails throughout Miami-Dade County.



The above image is a 'before' picture of the A.D. Barnes Park and Ludlam Trail connection point. The image to the right is an 'after' image of the same connection point demonstrating the design guidelines for a park connection.



Section view of A.D. Barnes Park and Ludlam Trail connection



Plan view of A.D. Barnes Park and Ludlam Trail connection

# **APPENDIX D-2**

## **Miami-Dade County Trail Benefits Study: Ludlam Trail Case Study (Executive Summary)**

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# EXECUTIVE *Summary*

## MIAMI-DADE COUNTY TRAIL BENEFITS STUDY: *Ludlam Trail Case Study*

### PURPOSE

Residences of many cities and counties around the country have experienced benefits associated with shared-use paths and linear park spaces. From Portland, Oregon to Pinellas County, Florida, the benefits of trails and open spaces on social, environmental and economic conditions for all residents can be profound.

While many of the benefits of shared-use trails and linear parks are intuitive, most can be difficult to quantify without extensive baseline assessments prior to trail development. Building upon work completed for the Miami-Dade County Trail Design Guidelines and Standards: Ludlam Trail Case Study, the Miami-Dade County Trail Benefits Study: Ludlam Trail Case Study uses Ludlam Trail as a case study to identify benefits associated with the development of shared-use non-motorized paths and trails which can be transferable to other similar corridors within Miami-Dade County.

The Miami-Dade County Trail Benefits Study will achieve this task by combining key methodologies for quantifying benefits associated with the development of shared-use paths with research completed throughout the United States and specifically for Miami-Dade County. These benefits have been compiled into one document for application of trails and greenway projects throughout the County.



West Orange Trail near Winter Garden, FL within adjacent residential areas next to and facing out onto the trail



ACKNOWLEDGEMENTS | PAGE 2

### METHODOLOGY

Shared-use trails and linear parks can have significant positive impacts to the social, environmental and economic conditions of surrounding neighborhoods. While there is not a standard methodology to documenting these positive impacts, several quantitative techniques exist which have been utilized and documented for this study and include the following:

#### 1.1 Existing Conditions Analysis

In order to conduct a comprehensive benefits study, the AECOM team completed a review of various regional planning and other guiding documents to ensure a coordinated effort to analyze stated goals of the community. The team then completed an analysis of physical conditions found near the Ludlam Trail corridor and conducted a demographic overview and baseline economic assessment to provide a comprehensive overview of the corridor.



Location Map of Ludlam Trail, shown in red. Courtesy of Microsoft Corporation

#### 2.1 Scenario Development

Using the results of Section One, the AECOM team identified opportunities and constraints associated with the development of Ludlam Trail. This step included preparing a potential future scenario plan for the overall Ludlam Trail corridor which identifies form, scale, street connectivity, open space, and relationship to adjacent developments which are transferable to similar trail corridors throughout Miami-Dade County. The team then identified three types of changes which may occur from the development of a trail. Each type of change was quantified and the correlating goals as stated by the guiding documents reviewed in Section One were identified.

#### 3.1 Benefits Analysis

For the final step, the AECOM team developed a methodology to estimate quantifiable potential social, environmental and economic benefits that could occur from the development of shared-use trails within Miami-Dade County using Ludlam Trail as a case study. The benefits analyzed included, vehicle trips reduction, increase in accessibility, reduction in pollution, affects on property values and job creation.



Above image: Highlighting improvement to mobility and redevelopment of an underutilized parcel, the Bird Road Industrial Sites offer an example of trail-related benefits



Above image: Showing a combination of vacant and underutilized lands, the Coral Way and SW 71 Ave. site offers an example of trail connectivity and accessibility leading to healthier and more beneficial lives for area residents

MIAMI-DADE COUNTY TRAIL BENEFITS STUDY - Ludlam Trail Case Study



## KEY FINDINGS

Development of shared-use non-motorized trails offer extensive opportunities to bring significant positive change to communities. The following social, environmental and economic aspects have been identified as having positive improvements through research based on the development of Ludlam Trail as a case study. Many of the benefits documented below are interconnected and lead to positive change throughout the community. An example of this can be shown by the reduction of vehicle trips which leads to positive environmental benefits, such as the reduction of vehicle emissions, and the economic benefit of area residents spending less on fuel. A summary of important findings follows:

## SOCIAL BENEFITS

### DESTINATION ACCESSIBILITY

The development of Ludlam Trail will enhance overall accessibility to schools, parks, transit stations, and bus stops for as many as 30,550 people living within two (2) miles of Ludlam Trail.

Analysis of existing and post Ludlam Trail destination accessibility has identify the following key findings:

- 261 students will gain access to area schools
- 6,389 residents will gain access to parks
- 186 residents will gain access to bus stops
- 23,900 residents will gain access to transit stations



Commuters at the Dadeland North Metrorail Station adjacent to the Ludlam Trail corridor

### HEALTH AND WELLNESS

The development of Ludlam Trail will save the community between \$1.68 million and \$2.25 million annually in direct medical costs related to lack of physical exercise while leading to approximately 4,931 to 6,579 area residents becoming new exercisers. Residents within the Ludlam Trail Study Area can expect to lose or keep off between 32,664 and 109,939 pounds of weight annually by burning between 2.19 million and 7.39 million calories (kilocalories) per week while exercising on Ludlam Trail.



Cyclists on the West Orange Trail, Winter Garden, FL

## ENVIRONMENTAL BENEFITS

### VEHICLE TRIP REDUCTION

Through the development of Ludlam Trail, improvement will be made in mobility for walking and biking to schools, parks, transit stations, and miscellaneous errands leading to reduced vehicle trips (VDTs) within the Ludlam Trail Study Area by the following amounts per category, per year:

- 262,929 trips to transit stations
- 136,080 trips to area schools
- 2,773 trips to parks
- 458,918 trips for miscellaneous errands

A total reduction of approximately 860,700 vehicle trips (VDTs) from enhanced mobility and connectivity may be realized by the community from the development of Ludlam Trail.

### VEHICLE EMISSIONS

With the reduction of approximately 860,700 vehicle trips the following vehicle emissions will be reduced annually:

- 5,308 fewer lb. of hydrocarbons
- 39,622 fewer lb. of carbon monoxide
- 2,635 fewer lb. of oxides of nitrogen
- 394 fewer tons of carbon dioxide

Demographic research identified that the Ludlam Trail Study Area contains a higher than county average elderly population which is more vulnerable to air pollution due to sensitive respiratory systems. The reduction in vehicle trips translates into an annual savings in fuel consumption of approximately 36,625 gallons or the equivalent of four (4) tanker trucks. Community-wide fuel savings equals approximately \$101,450 a year.

## TREE CANOPY

New tree canopy plantings associated with Ludlam Trail amenities will provide the surrounding community with over \$170 million in pollution control savings over the life span of a typical urban tree (fifty years). This breaks-down into the following pollution control savings:

- \$32.8 million in fresh oxygen
- \$65.1 million in air pollution control
- \$39.4 million in recycled water
- \$32.8 million in soil erosion control

In addition, the planting of approximately 1,050 new canopy trees associated with Ludlam Trail amenities will create clean oxygen for over 2,100 humans.



Increased tree canopy and shade along the Fred E. Marquis Pinellas Trail, Pinellas Co., FL

## CARBON SEQUESTRATION

Based on a University of Georgia Warnell School of Forestry and Natural Resource carbon sequestration calculator, Ludlam Trail will provide for the sequestration of between 3,120 and 4,200 tons of carbon within twenty-five years. In addition, the planting of approximately 1,050 canopy trees associated with trail amenities will provide the sequestration of 5,250 tons of carbon over a fifty (50) year life span.

## ECONOMIC BENEFITS

### PROPERTY VALUES

Based on an analysis of comparable trails from across the country, the presence of Ludlam Trail will increase property values within the Walkable Area, or properties within 1/2 mile of a proposed public access point, at an annual pace of 0.32% to 0.73% faster than other properties throughout Miami-Dade County. This translates into a total property value increase over a twenty-five (25) period of between \$121 million and \$282 million.

## PROPERTY TAXES

Based on increased property values within the Ludlam Trail Walkable Area, Miami-Dade County and surround jurisdictions will receive between \$98,000 and \$229,000 annually in additional property tax revenues. When compiled over a twenty-five (25) year period, between \$2.47 million and \$5.74 million in additional property tax revenue will be realized.

## RETAIL SALES

Retail expenditures related to the Ludlam Trail are expected to be between \$3.19 million and \$8 million annually based on research of trail related expenditures from fourteen comparable suburban and urban trails conducted by Rails-to-Trails Conservancy in 2009. Retail expenditures related to Ludlam Trail will support between 10,500 and 26,500 additional square feet of retail space.



Trail related retail sales, West Orange Trail, Winter Garden, FL

## RETAIL SALES TAX

Miami-Dade County will receive between \$31,900 and \$80,000 in sales tax from trail related expenditures while the State of Florida will receive between \$191,400 and \$480,000 annually in sales tax.

## RETAIL EMPLOYMENT

Ludlam Trail related retail expenditures will support between 27 and 68 new jobs within Miami-Dade County.



Trail-related employment at a bicycle storage and accessory store. The McDonald Cycle Center, Chicago, Illinois

# **APPENDIX E**

## **Fiscal Impact Analysis**

## **Fiscal Impacts On Infrastructure and Services**

On October 23, 2001, the Board of County Commissioners adopted Ordinance No. 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 9 of the May 2015 Cycle of Applications to amend the CDMP from County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owner(s) or will require general taxpayer support and includes an estimate of that support.

The agencies use various methodologies for their calculations. The agencies rely on a variety of sources for revenue, such as, property taxes, impact fees, connection fees, user fees, gas taxes, taxing districts, general fund contribution, federal and state grants, federal funds, etc. Certain variables, such as property use, location, number of dwelling units, and type of units were considered by the service agencies in developing their cost estimates.

### **Solid Waste Services**

#### Concurrency

Since the Public Works and Waste Management Department (PWWM) assesses solid waste disposal capacity on a system-wide basis, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible or necessary to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the PWWM issues a periodic assessment of the County's status in terms of 'concurrency'; that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds this standard as of FY 2014-2015.

#### Residential Collection and Disposal Service

Development on the property is estimated to create approximately 1,373 multifamily units and businesses and industrial facilities. The PWWM does not actively compete for multi-family and non-residential waste collection services; such as, commercial, business, office and industrial services at this time. Waste collection services would be most likely provided by a private hauler.

#### Waste Disposal Capacity and Service (WCSA)

The cost of providing disposal capacity for Waste Collection Service Area (WCSA) customers, municipalities and private haulers is paid for by the system users. For FY 2014-2015, the PWWM charges at a contract disposal rate of \$66.34 per ton to PWWM Collections and to those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is \$87.47 per ton in FY 2014-2015. These rates adjust annually with the Consumer Price Index, South Region. In addition, the PWWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is used to ensure availability of disposal capacity in the system. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail customers of the County's Water and Sewer Department.



## **Water and Sewer**

The Miami-Dade County Water and Sewer Department (WASD) provides for the majority of water and sewer service needs throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on the actual labor and materials costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.3766 per 1,000 gallons for water and \$1.7267 per 1,000 gallons for sewer.

If the Blue Lagoon Development Area is developed with the maximum potential development of 551 multi-family units, water connection charges/impact fees are estimated at \$114,884. Sewer connection charges/impact fees would be \$462,840. Total annual operating and maintenance costs would total \$93,618. If this Segment of the Corridor is developed at the maximum office development allowed of 960,498 square feet, water connection charges/impact fees are estimated at \$66,755. Sewer connection charges/impact fees would be \$268,939. Total annual operating and maintenance costs would total \$54,398. The estimated cost of installing the required 2,570 linear feet of 12-inch water main and 1,270 linear feet of 16-inch water main for maximum development to connect to the County's regional water system is estimated at \$729,300. The estimated cost to install the required 1,800 linear feet of 8-inch sanitary gravity sewer main and 800 linear feet of 8-inch sewer force main to connect to the regional sewer system is \$403,000. A pump station is also required at a cost of \$750,000 and 5 manholes are required at a per-unit cost of \$6,000. The total potential cost for connecting to the regional water and sewer system including engineering fees (10%) and contingency fees (15%) is estimated at \$2,419,060.

If the Tamiami Trail Development Area is developed with the maximum potential development of 397 multi-family units, water connection charges/impact fees are estimated at \$82,775. Sewer connection charges/impact fees would be \$333,480. Total annual operating and maintenance costs would total \$67,453. If this Segment of the Corridor is developed at the maximum office development allowed of 694,782 square feet, water connection charges/impact fees are estimated at \$48,287. Sewer connection charges/impact fees would be \$194,539. Total annual operating and maintenance costs would total \$39,349. The estimated cost of installing the required 1,600 linear feet of 12-inch water main to connect to the County's regional water system is estimated at \$288,000. The estimated cost to install the required 1,500 linear feet of 8-inch sanitary gravity sewer main and the 750 linear feet of 8-inch sanitary sewer force main to connect to the regional sewer system is estimated at \$348,750. A pump station is also required at a cost of \$750,000 and 4 manholes are required at a per-unit cost of \$6,000. The total potential cost for connecting to the regional water and sewer system including engineering fees (10%) and contingency fees (15%) is estimated at \$1,784,599.

If the Coral Way Development Area is developed with the maximum potential development of 56 multi-family units, water connection charges/impact fees are estimated at \$11,676. Sewer connection charges/impact fees would be \$47,040. Total annual operating and maintenance costs would total \$9,515. If this Segment of the Corridor is developed at the maximum office development allowed of 102,366 square feet, water connection charges/impact fees are estimated at \$7,114. Sewer connection charges/impact fees would be \$28,662. Total annual operating and maintenance costs would total \$5,798. The estimated cost of installing the required 505 linear feet of 12-inch water main to connect to the County's regional water system is estimated at \$90,900. The estimated cost to install the required 200 linear feet of 8-inch sanitary gravity

sewer main and the 200 linear feet of 8-inch sanitary sewer force main to connect to the regional sewer system is estimated at \$62,000. Two pump stations are also required at a cost of \$500,000 and 4 manholes are required at a per-unit cost of \$6,000. The total potential cost for connecting to the regional water and sewer system including engineering fees (10%) and contingency fees (15%) is estimated at \$856,279.

If the Bird Road Development Area is developed with the maximum potential development of 369 multi-family units, water connection charges/impact fees are estimated at \$76,937. Sewer connection charges/impact fees would be \$309,960. Total annual operating and maintenance costs would total \$62,695. If this Segment of the Corridor is developed at the maximum office development allowed of 669,735 square feet, water connection charges/impact fees are estimated at \$46,547. Sewer connection charges/impact fees would be \$187,526. Total annual operating and maintenance costs would total \$37,931. The estimated cost of installing the required 2,900 linear feet of 12-inch water main to connect to the County's regional water system is estimated at \$522,000. The estimated cost to install the required 2,750 linear feet of 8-inch sanitary gravity sewer main and the 650 linear feet of 8-inch sanitary sewer force main to connect to the regional sewer system is estimated at \$527,000. Three pump stations are also required at a cost of \$1,500,000 and 7 manholes are required at a per-unit cost of \$6,000. The total potential cost for connecting to the regional water and sewer system including engineering fees (10%) and contingency fees (15%) is estimated at \$3,277,615.

### **Flood Protection**

The Regulatory and Economic Resources Department (Department) is restricted to the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development. The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District; and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial and residential subdivisions.

Additionally, Department staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee is commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems. Based upon the above noted considerations, it is the opinion of the Department that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

The increased imperviousness from the proposed development was included in the future conditions of the C-6 Basin Stormwater Master Plan (Plan). The sub-basin CC6-N-6, according to the Plan, ranks 35<sup>th</sup> in flooding and 22<sup>nd</sup> in water quality, and did not have planned control

measures. In order to minimize the effect on the existing flooding level of service, new constructions should retain/percolate runoff volume within the subject property with an adequate drainage solution. The proposed land use change would not result in a reduction in the LOS standards for flood protection set forth in the CDMP.

### **Public Schools**

The proposed amendment could result in 232 additional students, if approved and the Corridor developed with residences. The average cost for K-12 grade students amounts to \$9,337 per student. Of the 232 students, 105 will attend elementary schools, 58 will attend middle schools and 69 will attend senior high schools. The total annual operating cost for the additional students that would reside in this Corridor, if approved, would total \$2,166,184. If at the time of issuing a development order and reserving student stations for the development, pursuant to the school concurrency, there is not sufficient capacity, the capital costs will be addressed at that time.

### **Fire Rescue**

The Miami-Dade County Fire and Rescue Department indicates that fire and rescue service in the vicinity of the Corridor is adequate.

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# **APPENDIX F**

## **Photos of Site and Surroundings**

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Portion of the former FEC railroad corridor north of SW 88 Street along SW 70 Avenue



Portion of the former FEC railroad corridor south of SW 80 Street along SW 70 Avenue  
Area with view of Snapper Creek Expressway (SR-878) overpass





The Corridor looking southward to development within Downtown Kendall in background SW 76 Street



Single family residential development abutting the Corridor near SW 48 Street





Light industrial development abutting the Corridor at approximately SW 44 Street



The Corridor with abutting townhouses near SW 38 Street



Warehouse adjacent the Corridor south of Flagler Street with railroad tracks in place



FEER railroad bridge over the Tamiami Canal

# **APPENDIX G**

## **Transportation Impact Analysis Executive Summary**

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May 2015 CDMP Amendment Application No. 9  
Transportation Impact Analysis  
Executive Summary

Background

The Ludlam Trail Corridor is approximately a ±68.20 gross acre property located north of NW 7 Street to SW 80 Street, approximately 6.0 miles long and 100-foot wide, formerly known as the Florida East Coast (FEC) railroad corridor, and generally running along theoretical NW/SW 69 Avenue. The majority of the application site is located within unincorporated Miami-Dade County, with a small segment, between the Tamiami Canal and SW 8 Street, located within the City of Miami. The subject corridor is also located within the County's adopted Urban Infill Area (UIA)<sup>2</sup>, a Transportation Concurrency Exception Area (TCEA).

Development Areas

Under the proposed new CDMP land use designation of "Ludlam Trail Corridor," the corridor may be developed with a maximum of 1,374 residential units (Scenario 1) or 2,427,905 sq. ft. of offices (Scenario 2). These densities and intensities of residential and nonresidential developments allowed within the ±100-foot wide Corridor are based solely on total acreages and does not mean that the current and proposed potential development in the Corridor can be accomplished. Development within the corridor will be subject to all applicable land development regulations and compatibility standards. Total permissible development may be significantly less than the maximum that may be allowed under the current and proposed CDMP designations due to land use compatibility and other site-related considerations. Open space shall be provided in the form of a minimum 15-foot wide continuous trail within each Development Area.

Transportation Analysis

To determine the impact of the subject application on the adjacent roadways and the existing and future roadway networks surrounding the application site, a Short-term (Year 2018) and a Long-term (Year 2040) traffic impact analyses were performed. Staff of the Department of Regulatory and Economic Resources (RER) performed the Short-term (Concurrency) traffic impact analysis. The Long-term traffic impact analysis was performed in cooperation with the Metropolitan Planning Organization (MPO). These analyses assess the impacts that the application would have on the roadways adjacent to and in the vicinity of the application site and on the study area future roadway network, respectively.

Existing Conditions

East-west arterials and expressways within the study area include: NW 12 Street, SR 836/Dolphin Expressway, West Flagler Street, SW 8 Street, SW 24 Street/Coral Way, SW 40 Street/Bird Road, SW 56 Street/Miller Road, SW 72 Street/Sunset Drive, SR 878/Snapper Creek Expressway, and SW 88 Street/Kendall Drive. North-south arterials and expressways include NW/SW 87 Avenue, SR 826/Palmetto Expressway, NW/SW 72 Avenue, NW/SW 67 Avenue/Ludlam Road, NW/SW 57 Avenue/Red Road, and US-1.

One roadway segment on US-1 from SW 67 Avenue to SW 88 Street is operating at E+21% (E+50% is the adopted LOS standard); and the roadway segment of SW 57 Avenue from SW 42 Street to Brescia Avenue is operating at LOS F, in excess of its adopted LOS E standard. However, it should be pointed out that SW 57 Avenue/Red Road is a state-designated historic roadway, which cannot be widened; however, this roadway is currently served by Metrobus Route

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<sup>2</sup> UIA is defined as that part of Miami-Dade County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95.

57 with 30 minutes AM and PM peak headways. The rest of the roadways currently monitored by the County and the State are operating at acceptable levels of service.

#### Trip Generation

Under the proposed CDMP land use designation, Scenario 1 assumes the corridor developed with residential use and Scenario 2 assumes the corridor developed with office space. The trip generation analysis indicates that if the application were approved and the segments developed as described above, Scenario 1 would generate approximately 756 AM and 921 PM peak-hour vehicle trips, and Scenario 2 would generate approximately 3,660 AM and 3,582 PM peak-hour vehicle trips.

#### Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County's adopted *2016 Transportation Improvement Program (TIP)*, and the PM peak hour trips estimated to be generated by the application under the requested CDMP LUP map designation, was performed for the four segments in the "Ludlam Trail Corridor" where development will be permitted. The evaluation determined that all roadways—adjacent to and in the vicinity of the application site—analyzed have available capacity to handle the additional traffic impact that would be generated by the application and are projected to operate at acceptable levels of service.

#### Year 2040 Traffic Conditions

The same development scenarios that were analyzed in the Short-Term Traffic Impact Analysis (Concurrency Analysis) were also analyzed in the future (2040) traffic condition analysis. These development scenarios assume the application site developed with 1,374 multi-family residential units (Scenario 1) or with 2,427,905 sq. ft. of office space (Scenario 2). The future traffic conditions analysis shows that numerous roadway segments adjacent to the application area and throughout the study area are projected to operate at or exceeding their adopted LOS standards without the application's traffic impact in 2040. The trips that will be generated by the application will further impact some of those failing roadways. Five roadway segments are projected to exceed their adopted LOS standards. The significance determination analysis was performed to determine which roadway segments the Amendment traffic exceed 5.0% of the segment's maximum service volume (msv) at their adopted LOS standards. The significance determination analysis indicated that none of these roadway segments exceeds 5% of their adopted maximum service volumes.

#### Conclusions

The Short-term (Year 2018) traffic impact analysis shows that that all roadways adjacent to and in the vicinity of the study area are projected to operate at acceptable levels of service during the PM peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the application's traffic. And the Long-term (Year 2040) traffic impact analysis shows that five roadway segments within the study area are projected to exceed the adopted LOS standard without the application impact. However, none of these roadway segments exceeds 5% of their adopted maximum service volumes. It should be pointed out that the subject application site is not owned by Miami-Dade County and, therefore, it is reasonable to assume that the property may not be developed within the next three years but rather within a longer period.

