Application No. 3

Commission Districts 6 and 7 Community Councils 8, 10 and 12

APPLICATION SUMMARY

Applicant/Representative:	LR 13-18 LLC / Tracy R. Slavens, Esq. & Joseph G. Goldstein, Esq.
Location:	North of NW 7 Street to approximately SW 88 Street, generally along theoretical NW/SW 69 Avenue.
Total Acreage:	±74.0 Gross Acres; ±72.0 Net Acres
Land Use Plan Map Designation:	"Transportation (ROW, Rail, Metrorail, Etc.)"
Requested Land Use Plan Map Designation and CDMP Text Change:	1. Add new language within the Transportation text in the Land Use Element to create a new Land Use Plan map category entitled "Ludlam Trail Corridor"; 2. Add the new "Ludlam Trail Corridor" land use category to the Land Use Plan map legend; and 3. Apply the new "Ludlam Trail Corridor" designation to the former FEC railroad corridor: From: "Transportation (ROW, Rail, Metrorail, Etc.)" To: "Ludlam Trail Corridor"
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, IU-2 and DKUC; 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** (September 2014)
Kendall Community Council (12):	**TRANSMIT AND DENY** for the reason that the applicant should address every single concern raised in the *Initial Recommendations May 2014 Applications to Amend the Comprehensive Development Master Plan* report to the satisfaction of County staff; **and with the recommendation that the County consider purchasing the subject property for public use** (September 23, 2014)
North Central Community Council (8):	**TRANSMIT AND DENY** for the reasons that the applicant should address all concerns raised in the *Initial Recommendations May 2014 Applications to Amend the Comprehensive Development Master Plan* report; that the cost of the acquisition, construction, and maintenance of the recreational trail shall be clearly defined by the applicant; and

	with the condition that the applicant shall commence a charrette-type process involving community input concurrently with the CDMP amendment application process (September 29, 2014)
Westchester Community Council (10):	**DENY AND DO NOT TRANSMIT** (September 30, 2014)
Planning Advisory Board (PAB) acting as Local Planning Agency:	**TRANSMIT AND ADOPT** (October 20, 2014)
Board of County Commissioners:	**TO BE DETERMINED** (November 19, 2014)
Final Action of Board of County Commissioners:	**TO BE DETERMINED** (February/March 2015)

Staff recommends to "**TRANSMIT"** the proposed standard amendment to amend the Comprehensive Development Master Plan (CDMP) Land Use Element text and Adopted 2020 and 2030 Land Use Plan (LUP) map. The Staff recommendation is based on the analysis summarized in the Principal Reasons for Recommendations below:

Principal Reasons for Recommendation:

1. Staff recommends transmittal because the application presents a unique opportunity for infill development with a recreational trail amenity; however, staff has concerns with certain aspects of the application and believes that these concerns can be addressed during the full cycle of the amendment process. The application proposes that new text be added to the CDMP Land Use Element to create the "Ludlam Trail Corridor" land use category, to add the new category to the CDMP Adopted 2020 and 2030 Land Use Plan map, and to redesignate the application site from "Transportation" to the new "Ludlam Trail Corridor" designation.

   The application seeks to facilitate the development of the former Florida East Coast Railway (FECR) railroad corridor with a pedestrian and bicycle trail (Recreational Trail) together with residential and/or non-residential development. The challenge is to accomplish this within the narrow ±100-foot wide ±6.2-mile long former FECR railroad corridor (the Corridor). If accomplished, the development within the Corridor would be consistent with the Corridor's location within the County's Urban Infill Area (UIA), where infill development is prioritized and promoted, and with the CDMP Land Use Element Objective LU-1 and Policies LU-1C and LU-10A. This objective and policies require the County to give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of underdeveloped environmentally suitable urban areas contiguous to existing urban development where urban services and facilities have the capacity to accommodate additional demand. As discussed in Principal Reason No. 4(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.

   Staff's primary concerns with the application are how the timing and location of the recreational trail would be coordinated with the development of the rest of the corridor (discussed in Principal Reason No. 2 below); the compatibility of the proposed residential and/or non-residential development with the existing single-family residences that abut the majority of the Corridor (discussed in Principal Reason No. 4(iii) below); and the multi-jurisdictional issues not addressed or recognized in the proposed "Ludlam Trail Corridor" text (discussed in Principal Reason No. 3 below). The new land use category text proposed in the application does not adequately address these concerns. Therefore, transmittal of the application is recommended to allow additional time for these concerns to be addressed during the full CDMP amendment cycle process. Staff will continue to work with the applicant to address these concerns.

2. A key component of the Application is the proposed development of a Recreational Trail within the Corridor, but as currently drafted, the proposed "Ludlam Trail Corridor" text does not require nor guarantee the development of the Recreational Trail. The proposed text states that "[i]t is ***anticipated*** that the pedestrian and bicycle recreational portion of the Corridor will be conveyed to ***an entity*** that would ensure its availability to the public" [***emphasis added***]. The proposed text should identify the entity/entities to which the trail would be conveyed and the means of conveyance. The development of the Recreational Trail component 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 the Recreational Trail within the Corridor would implement this objective.

   Furthermore, while the application presents a unique opportunity to implement the development of the Recreational Trail, the proposed new "Ludlam Trail Corridor" text that is intended to guide development in the Corridor does not sufficiently describe how and when the trail would be built in relation to the residential and non-residential development within the Corridor. The new proposed text should include adequate criteria to ensure that the trail is built as a usable and functional Recreational Trail, which agency/entity would develop the trail, and how it should be funded.

   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. The most recent successful effort being an application by the Miami-Dade Parks, Recreation and Open Space Department for $3.4 million in grant funds from the Fiscal Year 2014-15 General Appropriations Act, Florida Statutes Chapter 2014-51. This grant is being administered by the Florida Department of Transportation through a contract agreement with the County. However, the total cost of acquisition and construction of the Recreational Trail is undetermined at this time. The applicant needs to estimate the costs to convey and construct the Recreational Trail.

3. The "Ludlam Trail Corridor" text proposed in the application currently does not address nor recognize that the portion of the former FECR corridor between the Tamami Canal (generally at theoretical SW 1 Street) and SW 8 Street is within the City of Miami. Consequently, the City has comprehensive planning and regulatory control over this portion of the Corridor which must be addressed in the proposed "Ludlam Trail Corridor" text if the application is to be approved. The Applicant must coordinate with the City to address development within this portion of the Corridor within the City's limits.

4. 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 not satisfy a deficiency in the LUP map for residential or commercial land, but could allow

for infill development (residential and non-residential) that would implement the CDMP Objective LU-1 ad Polices LU-1C and LU-10A. Additionally, the proposed Recreational Trail would implement the CDMP objective of policies requiring greenways and trail development. If planned well, the proposed development within the Corridor would be of benefit to the adjacent communities and the Recreational Trail would provide a safe, dedicated and direct route for cyclists and pedestrians to schools, parks, and places of employment and shopping.

Currently, the maximum allowable development within the Corridor is 1,345 residential units and 256,132 square feet of industrial uses, subject to compatibility criteria and other land development regulations. If the application is approved the maximum allowable development within the Corridor would increase to a maximum of 2,345 residential units, also subject to compatibility criteria and other land development regulations. (See Supply and Demand Analysis on page 3-28.)

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, sewer Pump Station No. 30-0561 does not have current capacity to receive the additional sewage flows that the proposed development between SW 40 and SW 56 Streets would generate and would require upgrade by the applicant or developer of the site.

iii. *Compatibility:* The application site, the ±6.2-mile long former railroad corridor, abuts numerous existing land uses of which the predominant land use is single-family residential development, which requires appropriate standards be applied to ensure compatibility of development within the Corridor. The Applicant's proposed CDMP text provides that, "[d]evelopment of the Corridor ***should*** be compatible with adjacent and abutting uses and structures and effective land development regulations ***should*** provide for buffering, with landscaping and other features, the adjacent and adjoining residential uses" *[**emphasis added**].* With the current proposed text, it is not demonstrated that development within the entire Corridor is required to be compatible with the existing adjacent development nor is it demonstrated how compatibility would be achieved.

The Applicant's proposed "Ludlam Trail Corridor" text provides that residential development within each segment of the Corridor may be developed at a density up to one density category higher than the highest adjacent Land Use Plan map designated density of the adjoining or adjacent residentially designated area. The text proposes that the Corridor segment between SW 56 Street and SW 80 Street be developed at a density up to 2.5 units per gross acre and that any remaining development potential in this segment may be transferred elsewhere within the corridor. The restriction on density between SW 56 and SW 80 Streets is to assure compatibility with the abutting estate homes. However, while the proposed text provides for the transfer of residential densities throughout the other segments of the Corridor it does not provide adequate criteria that would guide the transfer of such densities. Furthermore, given the limited width of the Corridor (maximum ±100 feet wide) it is uncertain how the residential development at the proposed densities, plus any potential density transfer, would be compatibly integrated with the existing adjacent single-family residential neighborhoods.

The 'Density Averaging' text of the CDMP Land Use Element (page I-32) provide for the transfer of residential densities across Major and Minor roadways where the sending and receiving parcels are legally unified. The text also provides that the parcel receiving the transferred density is to be developed at a density no greater than the density of the

existing development or zoning, whichever is higher, and that the proposed development is compatible with the existing surrounding development. The proposed text does not demonstrate consistency with this CDMP provision for the proposed transfer of densities within the Corridor and does not address how such density transfers would be achieved. The proposed text must be revised to address these concerns.

iv. *Environmental and Historical Resources:* The application, if approved, would not impact any of historic resources, but could impact environmental resources as discussed below (see Environmental Conditions section on page 3-30).

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 and development within the wellfield is subject to Section 24-43 of the Miami-Dade County Code.

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. Furthermore, 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). Development on the property shall comply with Section 24-50 and applicable conditions of the mentioned covenant.

c) The corridor traverses the Snapper Creek Canal (C-2), 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.

v. *Transit Ridership and Pedestrianism:* The application proposes a bicycle and pedestrian trail as a component of the development proposed within the former FECR railroad corridor, which would support and enhance transit ridership and pedestrianism. It could promote multi-modalism within the Corridor with connections to Metrobus routes and Metrorail stations. The ±6.2 miles long Corridor is served by 18 Metrobus Routes that traverse the Corridor, of which, 14 provide local bus service and 4 provide express or limited stop service with connection to Metrorail stations (see Transit analysis on page 3-57). 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 3-23). 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 Land Use Element Text:

Revise the interpretive text of the CDMP Land Use Element to add new language within the Transportation text to create a new Land Use Plan map category entitled "Ludlam Trail Corridor." The recommended change to the application is shown with double strikethrough and double underlined text below.

Ludlam Trail Corridor

The Ludlam Trail Corridor ("Corridor") is an approximately 6.2 mile long, generally one-hundred foot wide, abandoned Florida East Coast Railway spur-line that stretches from the southern edge of the Miami International Airport to the Downtown Kendall Urban Center. This Corridor abuts and navigates through a mix of uses including schools, parks, industrial, office, retail and residential. This subcategory contemplates the conversion and activation of this abandoned railway corridor into a public pedestrian and bicycle corridor planned and ultimately developed in conjunction with private development intended to connect to and integrate with these abutting uses. This sub-category accommodates a mix of land uses intended to correspond and be compatible with the abutting use, consisting primarily of residential, retail, personal and professional services, commercial and professional offices, hotels/motels, entertainment and cultural facilities, amusements and commercial/private/public recreation facilities. The mixing of residential and commercial uses, including live-work and work-live developments shall also be permitted, particularly where the Corridor serves as a buffer between commercial/industrial and residential areas.

It is understood that this Corridor is intended to serve, in part, as an active recreational amenity and, in part, private development, with associated benefits. Development of the Corridor should be compatible with adjacent and abutting uses and structures and effective land development regulations should provide for buffering, with landscaping and other features, the adjacent and adjoining residential uses. The compatible relationship between existing facilities and the development of the Corridor shall be governed by Policies LU-4A - LU-4D. The width of the Corridor is expected to vary throughout its length and final configuration shall be established through the adopted zoning and land development regulations. Pedestrian and vehicular connections with, to, and through the Corridor shall be in accordance with adopted standards of and coordinated with the applicable governmental agencies with jurisdiction.

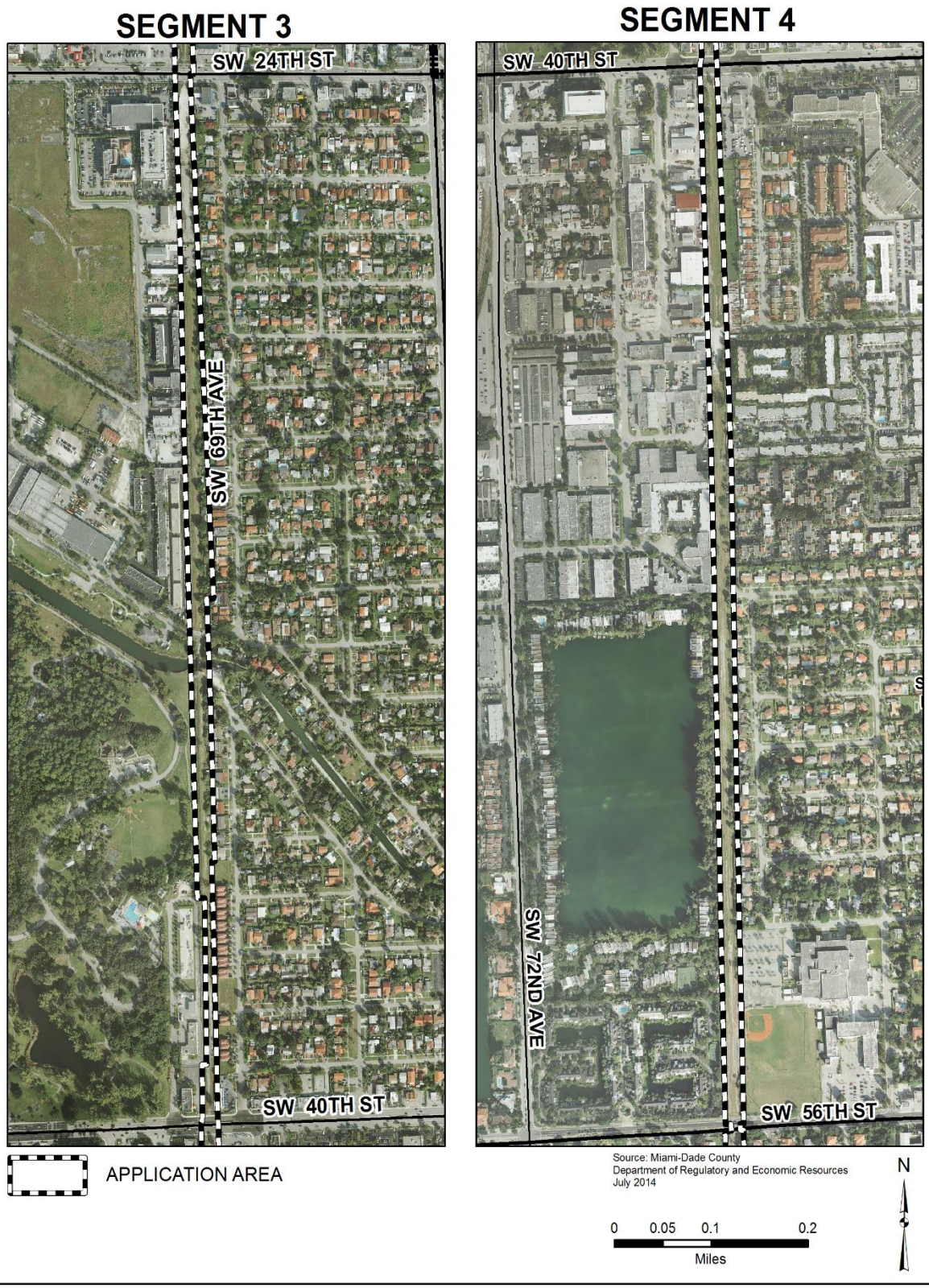
- Residential development may be authorized to occur in this sub-category at a density up to one density category higher than the highest LUP- designated density of the adjacent or adjoining residentially designated area, as shown on the LUP Map, or up to the density of any such existing residential development or zoning if the adjacent or adjoining land is undeveloped, whichever is higher.
- Where there is no residential use, zoning or designation on either side of the Corridor, the intensity of residential development, including height, bulk, and floor area ratio shall be no greater than that which would be permitted for an exclusively commercial use of the site. Residential density in such situations shall be based on the average unit sizes within the area. These areas may be developed with exclusively residential or non-residential uses or with a mix of uses or live-work units.
- The segment from NW 7 Street south to the Tamiami Canal extension may be developed at a residential density of up to 50 du/ac. Mixing of non-residential with residential uses or exclusively the development of non-residential uses within this area are also allowed.

- The segment from SW 56 Street (Miller Road) to SW 80 Street shall be developed at the existing land use designation of up to 2.5 du/ac. As described in more detail below, additional density afforded within this segment may be spread/transferred to other segments of the Corridor.
- Where SURs or TDRs are transferred parcels within the corridor, which are zoned or to be used for residential development, or when a residential project utilizes the inclusionary zoning program the allowances of the Residential Communities section may be used within the limits provided in this paragraph.

It is anticipated that the pedestrian and bicycle recreational portion of the Corridor will be conveyed to an entity that would ensure its availability to the public. Notwithstanding any such conveyance, for purposes of calculating residential density or commercial intensity, gross acreage shall be used and shall include the entire Corridor, including any portion of the Corridor that is dedicated to recreational use or conveyed to the public for such purpose, even after such conveyance is made. The residential density ceiling for land within this Corridor will apply to the entire corridor. The averaging or transfer of density may be authorized among different parcels throughout the Corridor. Portions of the Corridor may be developed at densities higher than that shown on the LUP map provided that other portions are developed at correspondingly lower densities so that the average density of the entire development does not exceed the maximum gross density limits shown on the LUP map, except that the increases in densities that may be otherwise be attributed to the development of lands abutting those areas designated for Estate Density may be spread/transferred throughout the Corridor from the Estate Density such that residential densities abutting those areas designated for Estate Density shall not exceed Estate Density. The above provisions, however, are all conditioned upon a determination being made that the requested density and housing types are compatible with the surrounding development and would not create a significant negative impact on services within the area.

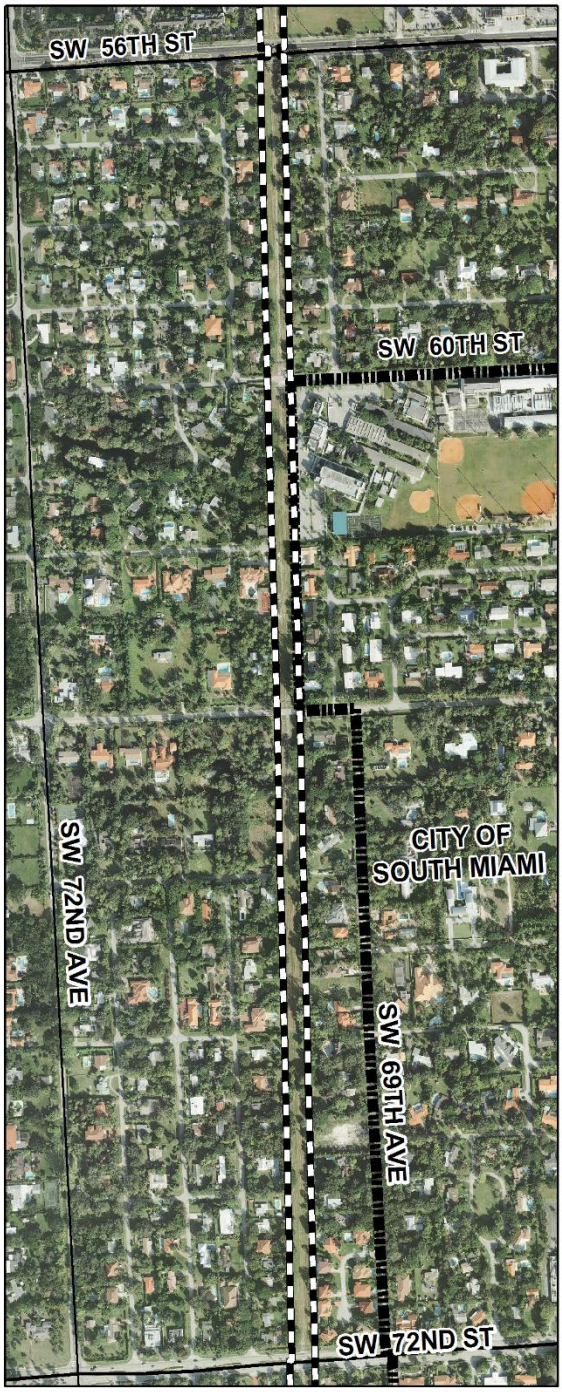
APPLICATION NO. 3
AERIAL PHOTO (A)

APPLICATION NO. 3
AERIAL PHOTO (B)



APPLICATION NO. 3
AERIAL PHOTO (C)

SEGMENT 5



SEGMENT 6

APPLICATION AREA

MUNICIPAL BOUNDARY

Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014

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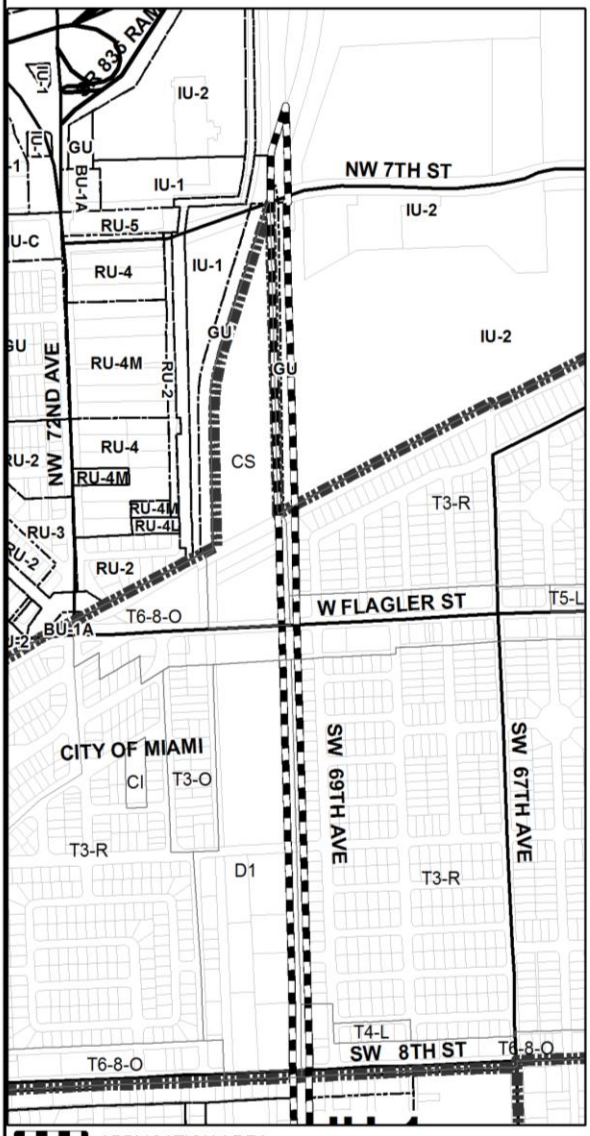
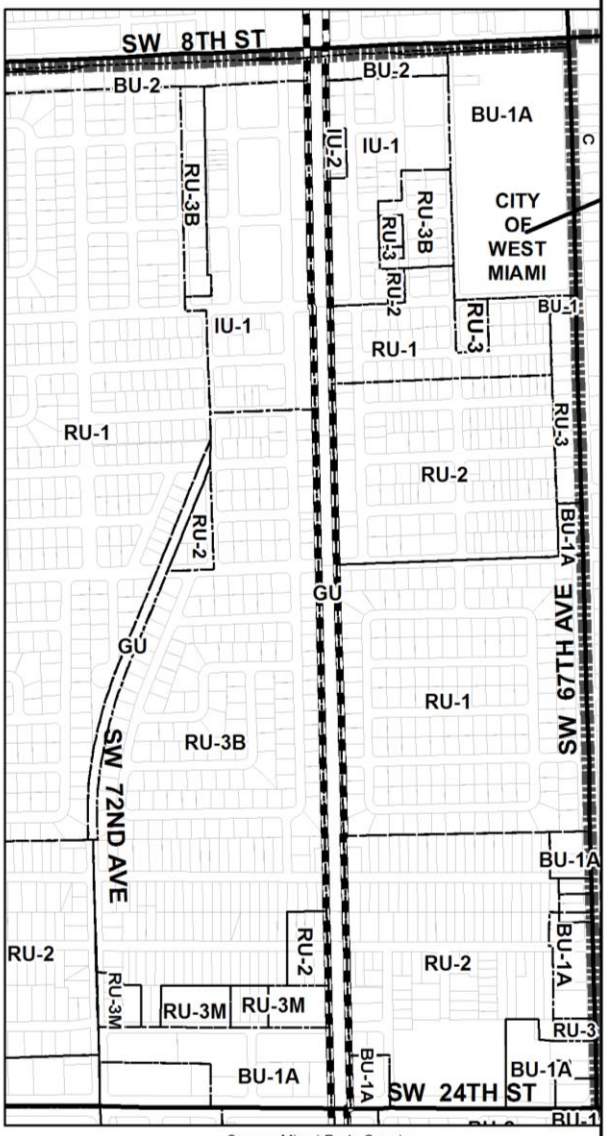
APPLICATION NO. 3
ZONING MAP (A)

SEGMENT 1



SEGMENT 2



APPLICATION AREA
MUNICIPAL BOUNDARY

Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014

MIAMI-DADE COUNTY ZONING DISTRICTS

AU	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

CI	CIVIC INSTITUTION
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

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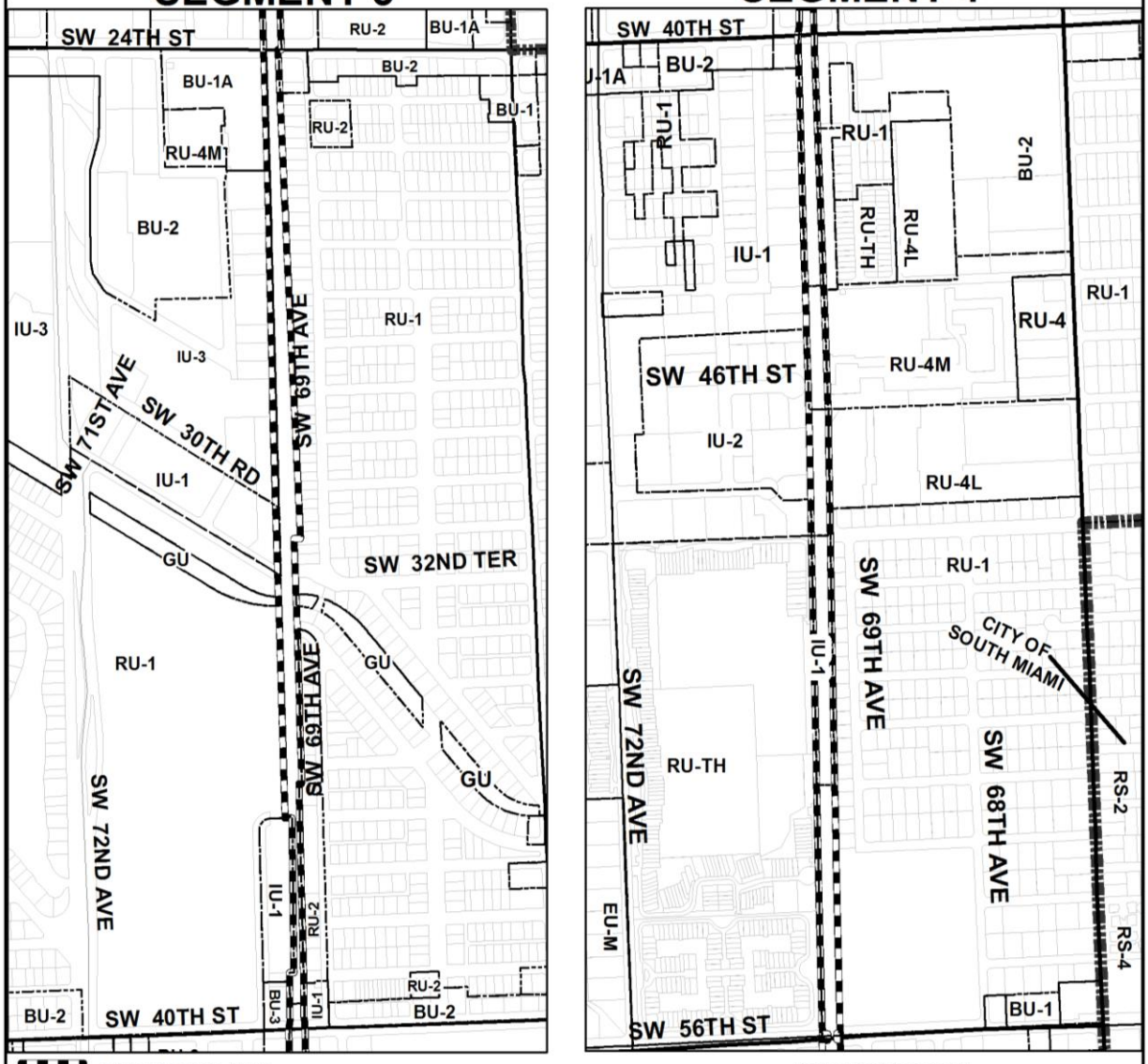
APPLICATION NO. 3
ZONING MAP (B)



APPLICATION AREA

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July 2014

MIAMI-DADE COUNTY ZONING DISTRICTS

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
RU-2	TWO-FAMILY RESIDENTIAL DISTRICT, 7,500 FT2 NET
RU-3	FOUR-UNIT APARTMENT DISTRICT
RU-4	HIGH DENSITY APARTMENT HOUSE DISTRICT
RU-4L	LIMITED APARTMENT HOUSE DISTRICT
RU-4M	MODIFIED APARTMENT HOUSE
RU-5	SEMI-PROFESSIONAL OFFICES AND APARTMENTS
RU-TH	TOWNHOUSE

CITY OF SOUTH MIAMI ZONING DISTRICTS

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

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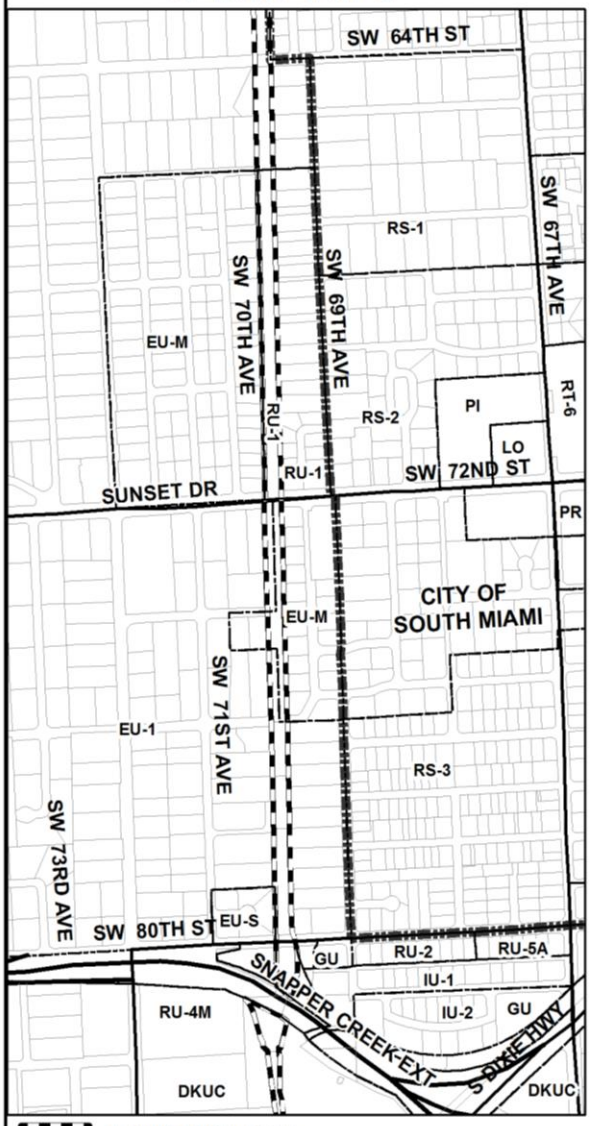
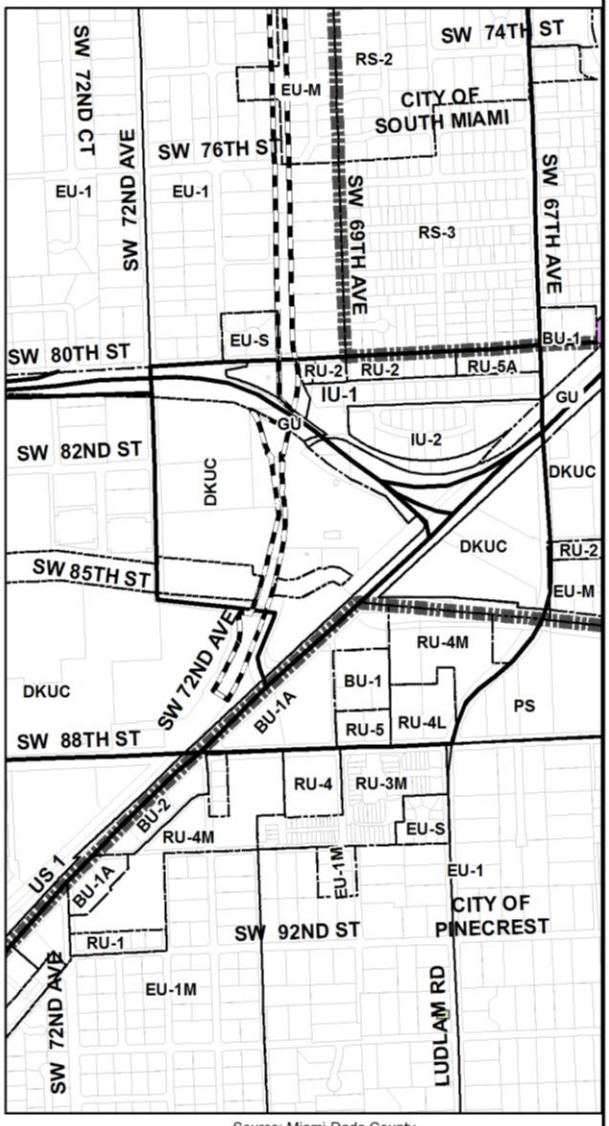
APPLICATION NO. 3
ZONING MAP (C)

SEGMENT 5



SEGMENT 6



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July 2014

MIAMI-DADE COUNTY ZONING DISTRICTS

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BU-1A	BUSINESS DISTRICTS, LIMITED
DKUC	DOWNTOWN KENDALL URBAN CENTER
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EU-S	ESTATE USE, SUBURBAN SINGLE-FAMILY
GU	INTERIM DISTRICT
IU-1	INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING
IU-2	INDUSTRIAL DISTRICTS, HEAVY MANUFACTURING
RU-1	SINGLE-FAMILY RESIDENTIAL
RU-2	TWO-FAMILY RESIDENTIAL DISTRICT, 7,500 FT2 NET
RU-4M	MODIFIED APARTMENT HOUSE
RU-5A	SEMI-PROFESSIONAL OFFICE

CITY OF SOUTH MIAMI ZONING DISTRICTS

LO	LOW INTENSITY OFFICE
RS-1	ESTATE DENSITY
RS-2	SEMI-ESTATE RESIDENTIAL
RS-3	LOW DENSITY SINGLE FAMILY
RT-6	TOWNHOUSE RESIDENTIAL
PR	PARK AND RECREATION
P-I	PUBLIC INSTITUTIONAL

CITY OF PINECREST ZONING DISTRICTS

BU-1	RESTRICTED BUSINESS
BU-1A	GENERAL BUSINESS
BU-2	SPECIAL BUSINESS
EU-1	RESIDENTIAL ESTATE
EU-1M	RESIDENTIAL MODIFIED ESTATE
EU-S	RESIDENTIAL SUBURBAN ESTATE
RU-1	RESIDENTIAL SINGLE-FAMILY
RU-4L	RESIDENTIAL MULTI-FAMILY LOW-MEDIUM
RU-4M	RESIDENTIAL MULTI-FAMILY MEDIUM-HIGH

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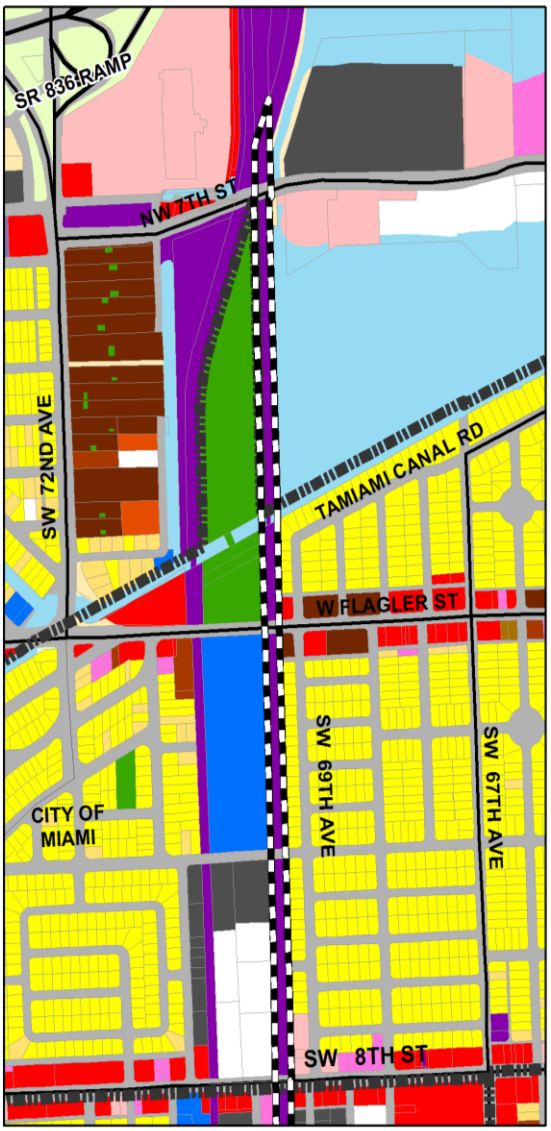
APPLICATION NO. 3
EXISTING LAND USE (A)

SEGMENT 1



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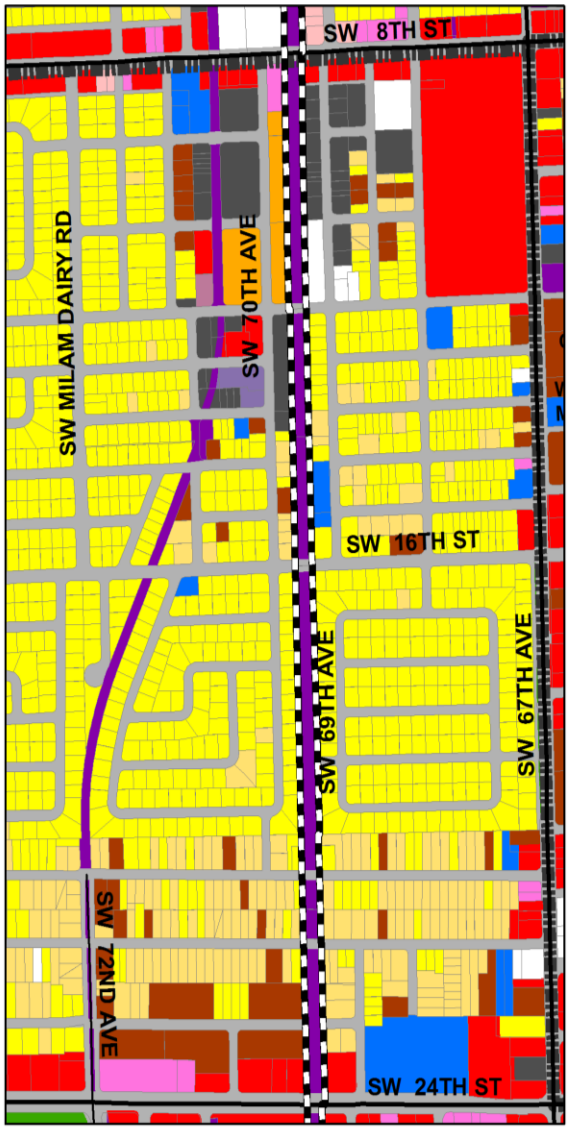

APPLICATION AREA

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July 2014

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, RAMPS
- STREETS, EXPRESSWAY R/W
- PARKS, PRESERVES, CONSERVATION AREAS
- VACANT PRIVATELY OWNED, UNPROTECTED
- INLAND WATERS
- MAJOR ROADWAYS (3 OR MORE LANES)
- EXPRESSWAYS

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Miles

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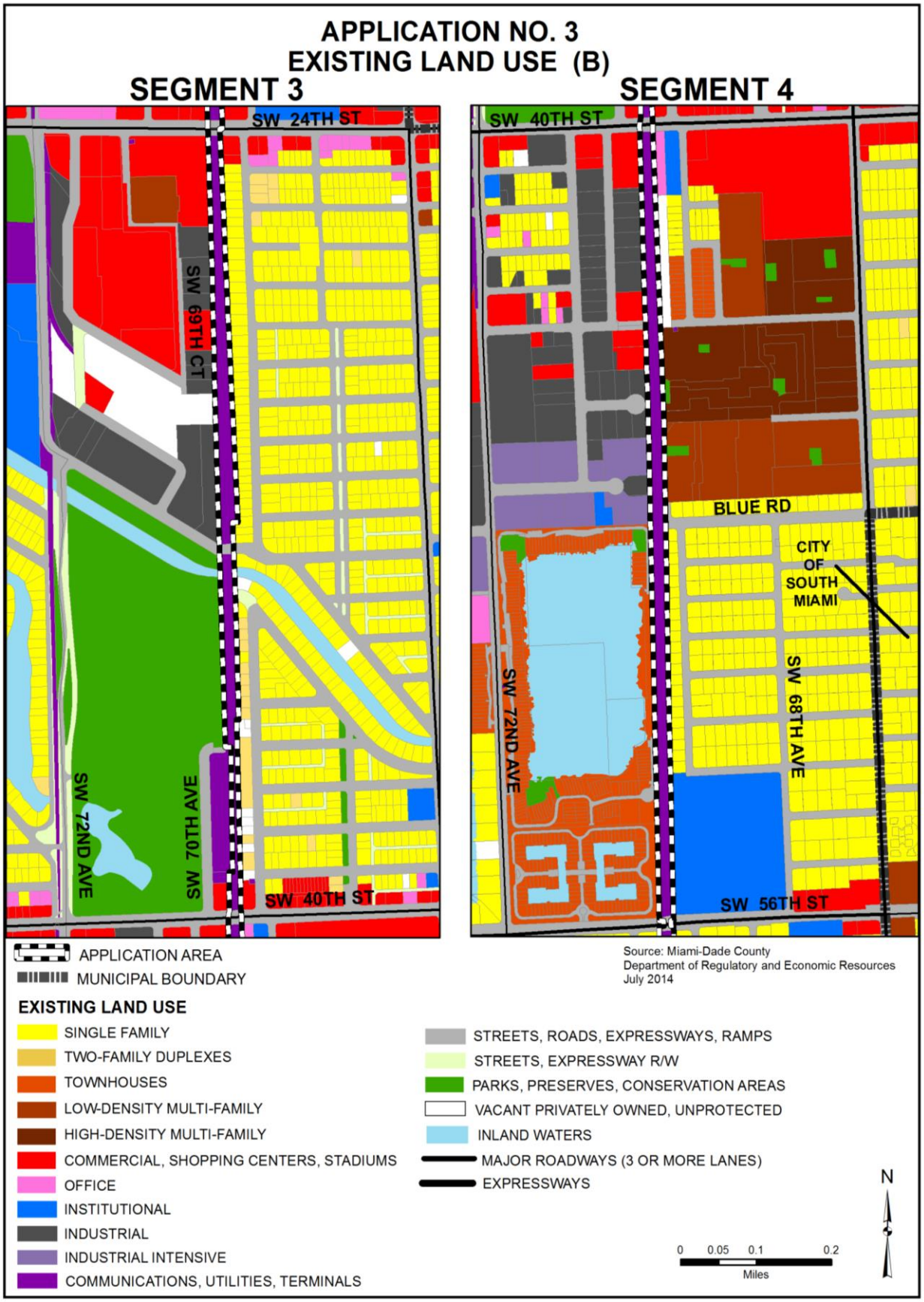
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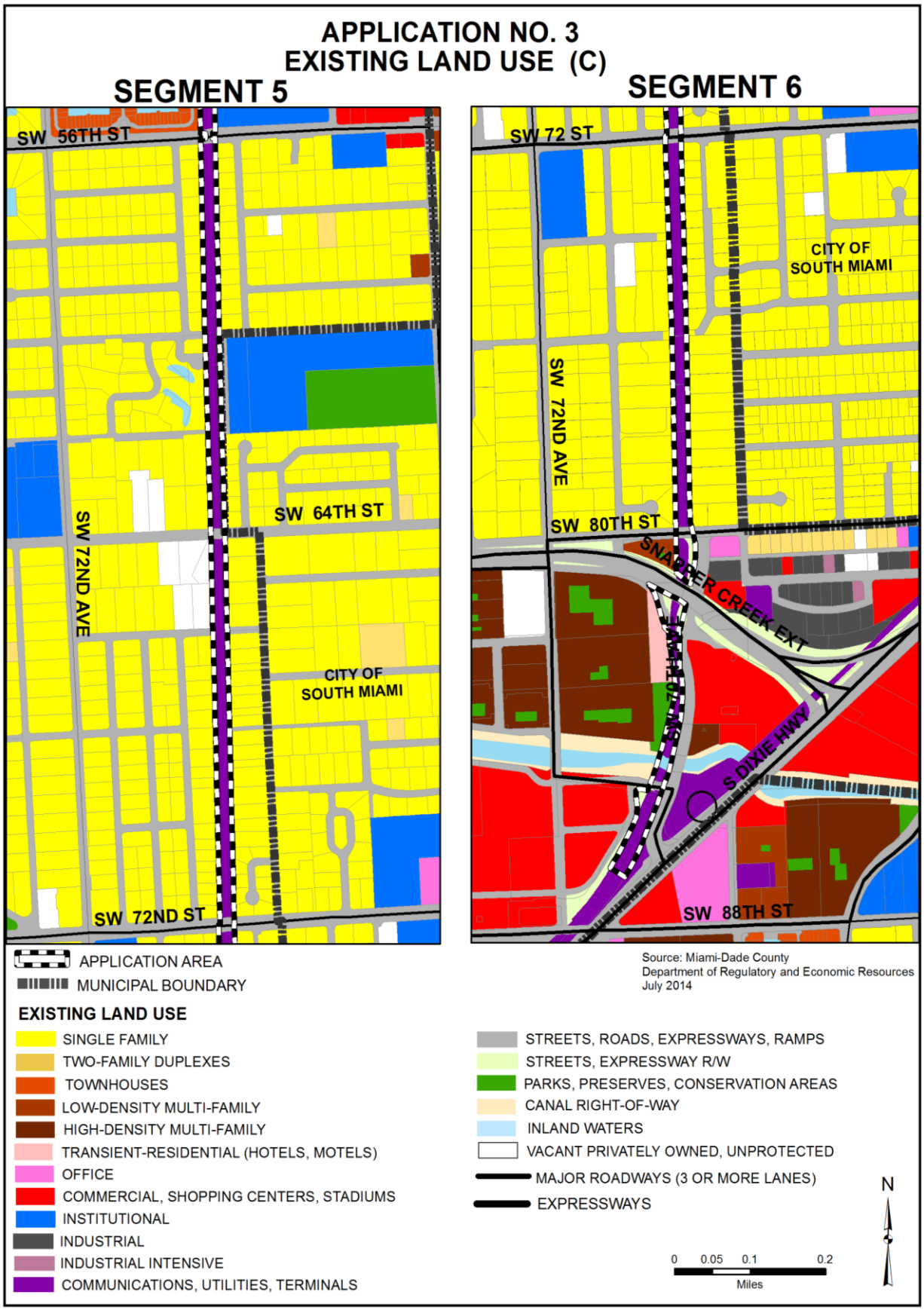
SEGMENT 4
SW 24TH ST
SW 69TH CT
SW 72ND AVE
SW 70TH AVE
SW 40TH ST
SW 40TH ST
BLUE RD
CITY OF SOUTH MIAMI
SW 72ND AVE
SW 68TH AVE
SW 56TH ST
APPLICATION AREA
MUNICIPAL BOUNDARY
Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014
EXISTING LAND USE
SINGLE FAMILY
TWO-FAMILY DUPLEXES
TOWNHOUSES
LOW-DENSITY MULTI-FAMILY
HIGH-DENSITY MULTI-FAMILY
COMMERCIAL, SHOPPING CENTERS, STADIUMS
OFFICE
INSTITUTIONAL
INDUSTRIAL
INDUSTRIAL INTENSIVE
COMMUNICATIONS, UTILITIES, TERMINALS
STREETS, ROADS, EXPRESSWAYS, RAMPS
STREETS, EXPRESSWAY R/W
PARKS, PRESERVES, CONSERVATION AREAS
VACANT PRIVATELY OWNED, UNPROTECTED
INLAND WATERS
MAJOR ROADWAYS (3 OR MORE LANES)
EXPRESSWAYS
N
0 0.05 0.1 0.2
Miles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SEGMENT 6
SW 56TH ST
SW 72ND AVE
SW 64TH ST
CITY OF SOUTH MIAMI
SW 72ND ST
SW 72 ST
CITY OF SOUTH MIAMI
SW 72ND AVE
SW 80TH ST
SNAPPER CREEK EXT
SW 70TH CT
S DIXIE HWY
SW 88TH ST
APPLICATION AREA
MUNICIPAL BOUNDARY
Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014
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
INDUSTRIAL
INDUSTRIAL INTENSIVE
COMMUNICATIONS, UTILITIES, TERMINALS
STREETS, ROADS, EXPRESSWAYS, RAMPS
STREETS, EXPRESSWAY R/W
PARKS, PRESERVES, CONSERVATION AREAS
CANAL RIGHT-OF-WAY
INLAND WATERS
VACANT PRIVATELY OWNED, UNPROTECTED
MAJOR ROADWAYS (3 OR MORE LANES)
EXPRESSWAYS
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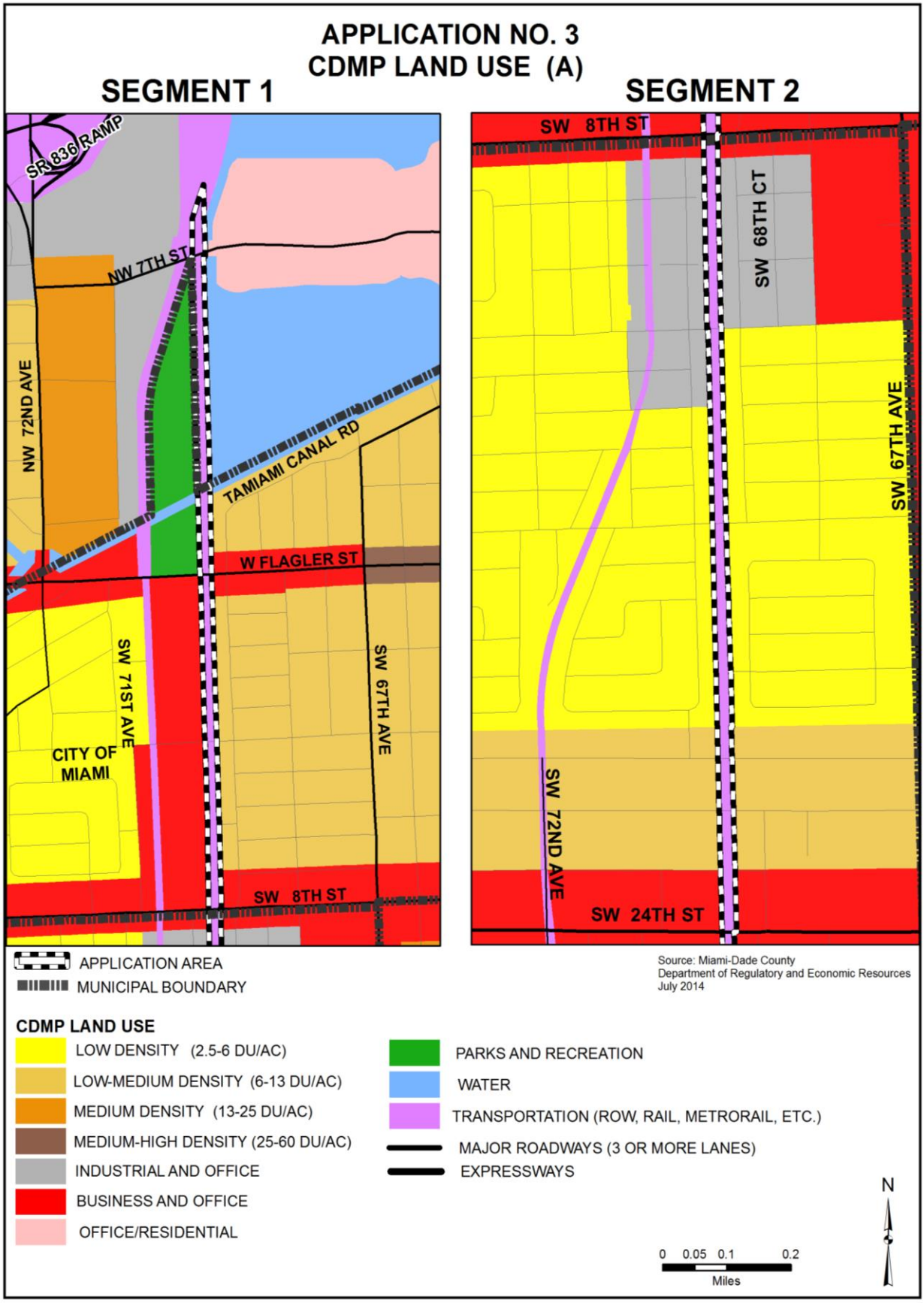
Miles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CDMP LAND USE (A)
SEGMENT 1
SEGMENT 2
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NW 7TH ST
NW 72ND AVE
TAMIAMI CANAL RD
W FLAGLER ST
SW 71ST AVE
SW 67TH AVE
CITY OF MIAMI
SW 8TH ST
SW 8TH ST
SW 68TH CT
SW 67TH AVE
SW 72ND AVE
SW 24TH ST
APPLICATION AREA
MUNICIPAL BOUNDARY
Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014
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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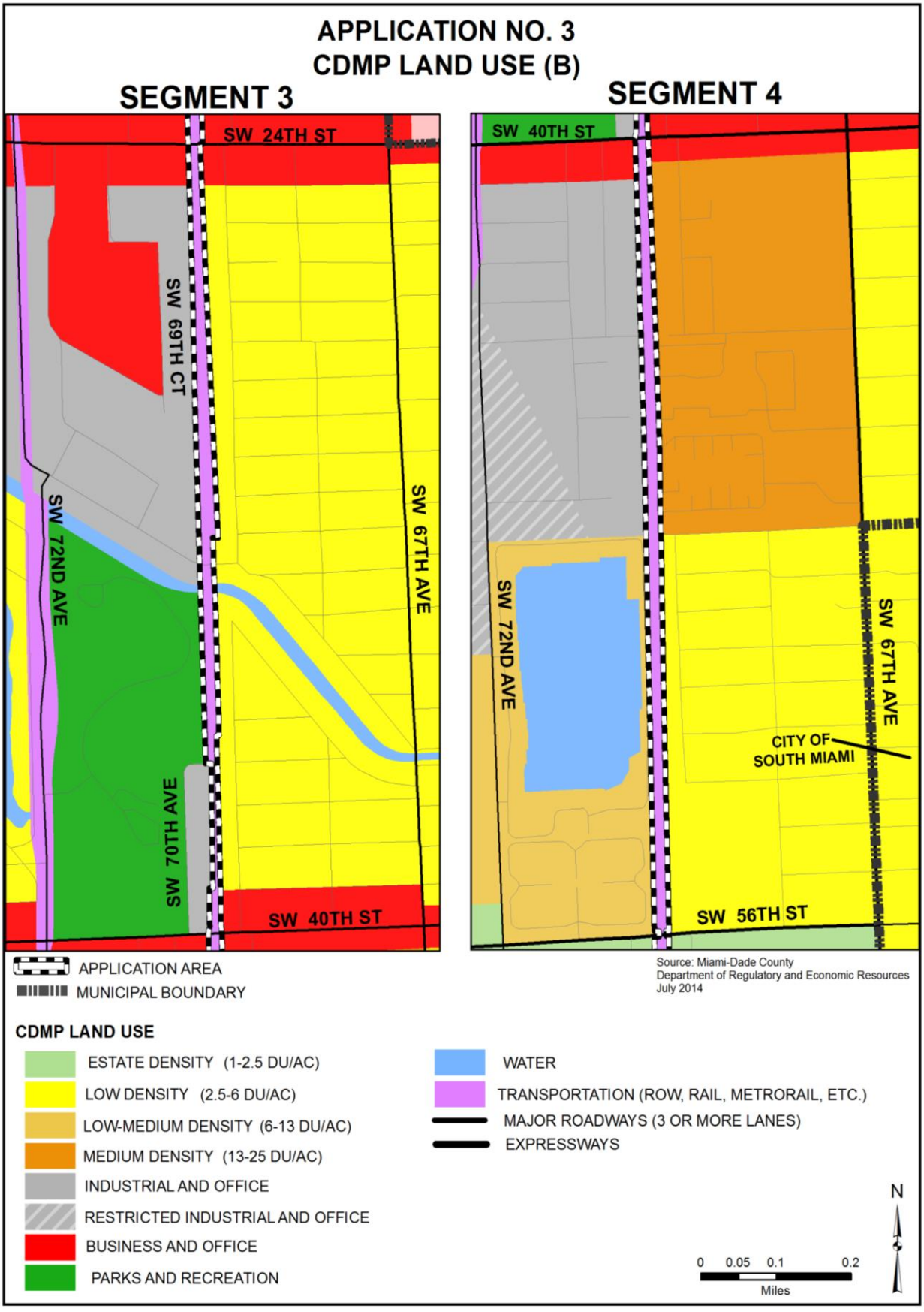
Miles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SEGMENT 4
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SW 69TH CT
SW 67TH AVE
SW 72ND AVE
SW 70TH AVE
SW 40TH ST
SW 40TH ST
SW 72ND AVE
SW 67TH AVE
CITY OF SOUTH MIAMI
SW 56TH ST
APPLICATION AREA
MUNICIPAL BOUNDARY
Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014
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.)
MAJOR ROADWAYS (3 OR MORE LANES)
EXPRESSWAYS
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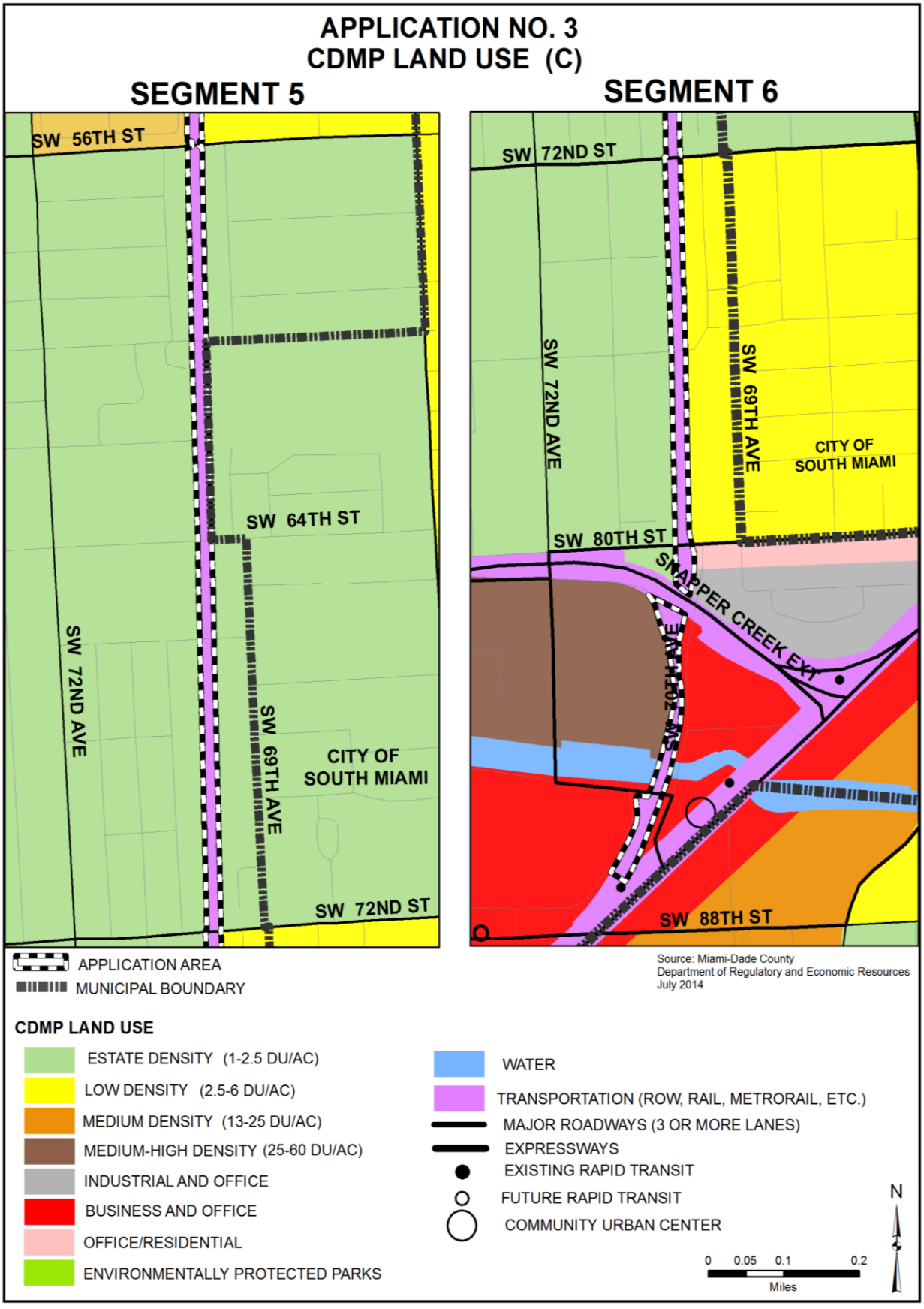
Miles


APPLICATION NO. 3
CDMP LAND USE (C)
SEGMENT 5
SEGMENT 6
SW 56TH ST
SW 64TH ST
SW 72ND ST
SW 72ND AVE
SW 69TH AVE
CITY OF SOUTH MIAMI
SW 72ND ST
SW 80TH ST
SW 88TH ST
SNAPPER CREEK EXT
APPLICATION AREA
MUNICIPAL BOUNDARY
Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014
CDMP LAND USE
ESTATE DENSITY (1-2.5 DU/AC)
LOW DENSITY (2.5-6 DU/AC)
MEDIUM DENSITY (13-25 DU/AC)
MEDIUM-HIGH DENSITY (25-60 DU/AC)
INDUSTRIAL AND OFFICE
BUSINESS AND OFFICE
OFFICE/RESIDENTIAL
ENVIRONMENTALLY PROTECTED PARKS
WATER
TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
MAJOR ROADWAYS (3 OR MORE LANES)
EXPRESSWAYS
EXISTING RAPID TRANSIT
FUTURE RAPID TRANSIT
COMMUNITY URBAN CENTER
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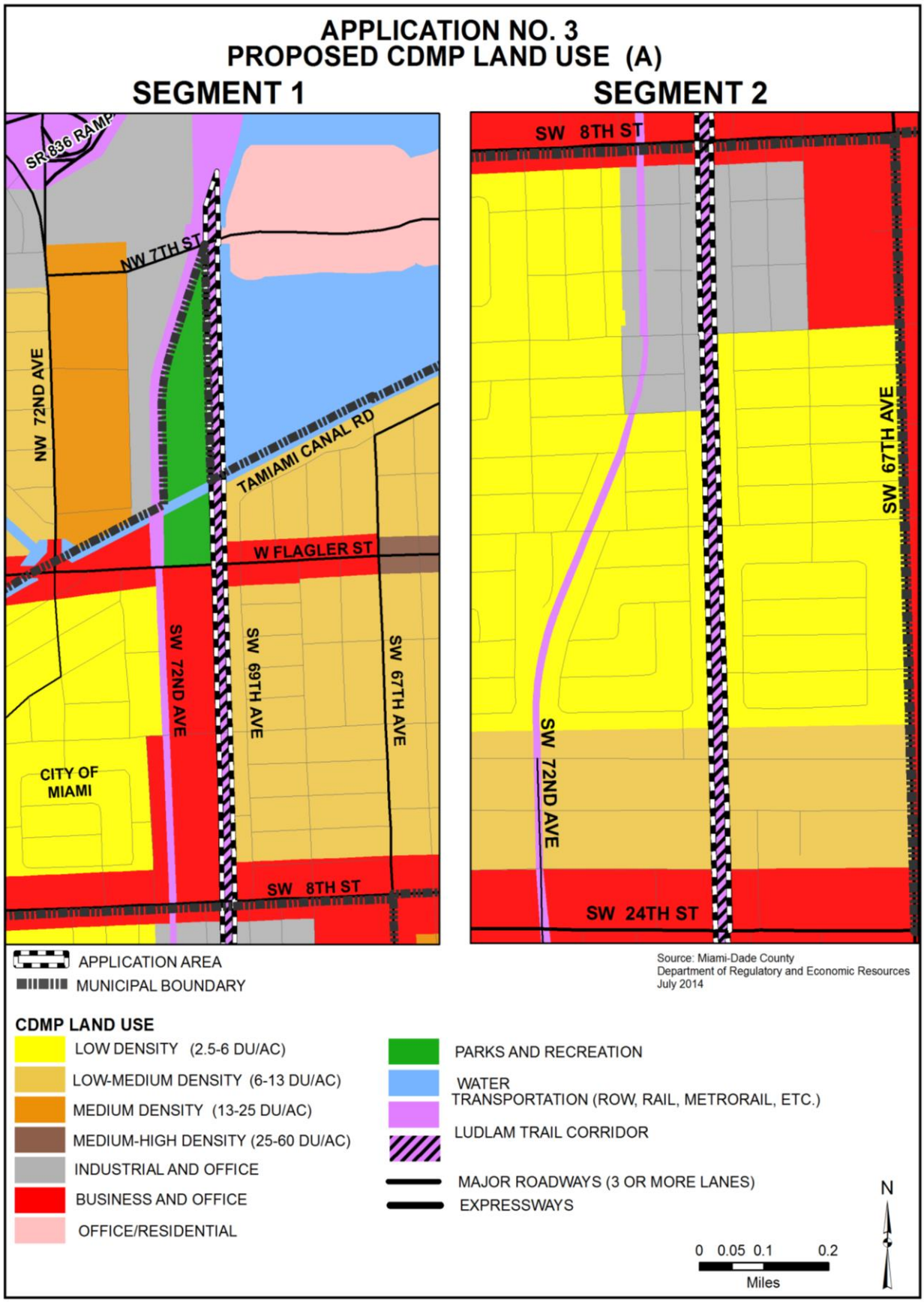
APPLICATION NO. 3
PROPOSED CDMP LAND USE (A)
SEGMENT 1
SEGMENT 2
SR 836 RAMP
NW 7TH ST
NW 72ND AVE
TAMIAMI CANAL RD
W FLAGLER ST
SW 72ND AVE
SW 69TH AVE
SW 67TH AVE
CITY OF MIAMI
SW 8TH ST
SW 8TH ST
SW 67TH AVE
SW 72ND AVE
SW 24TH ST
APPLICATION AREA
MUNICIPAL BOUNDARY
Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014
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.)
LUDLAM TRAIL CORRIDOR
MAJOR ROADWAYS (3 OR MORE LANES)
EXPRESSWAYS
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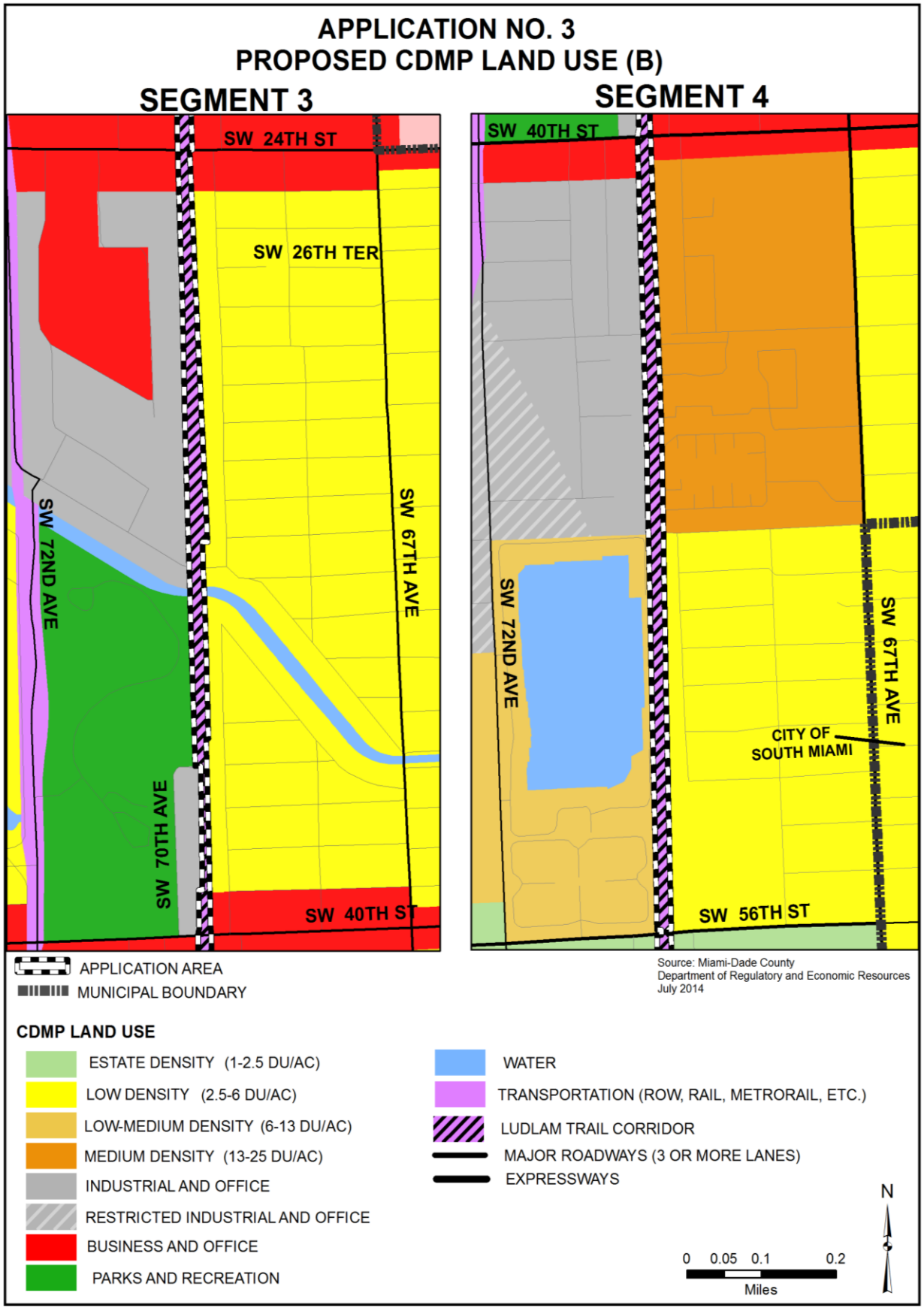
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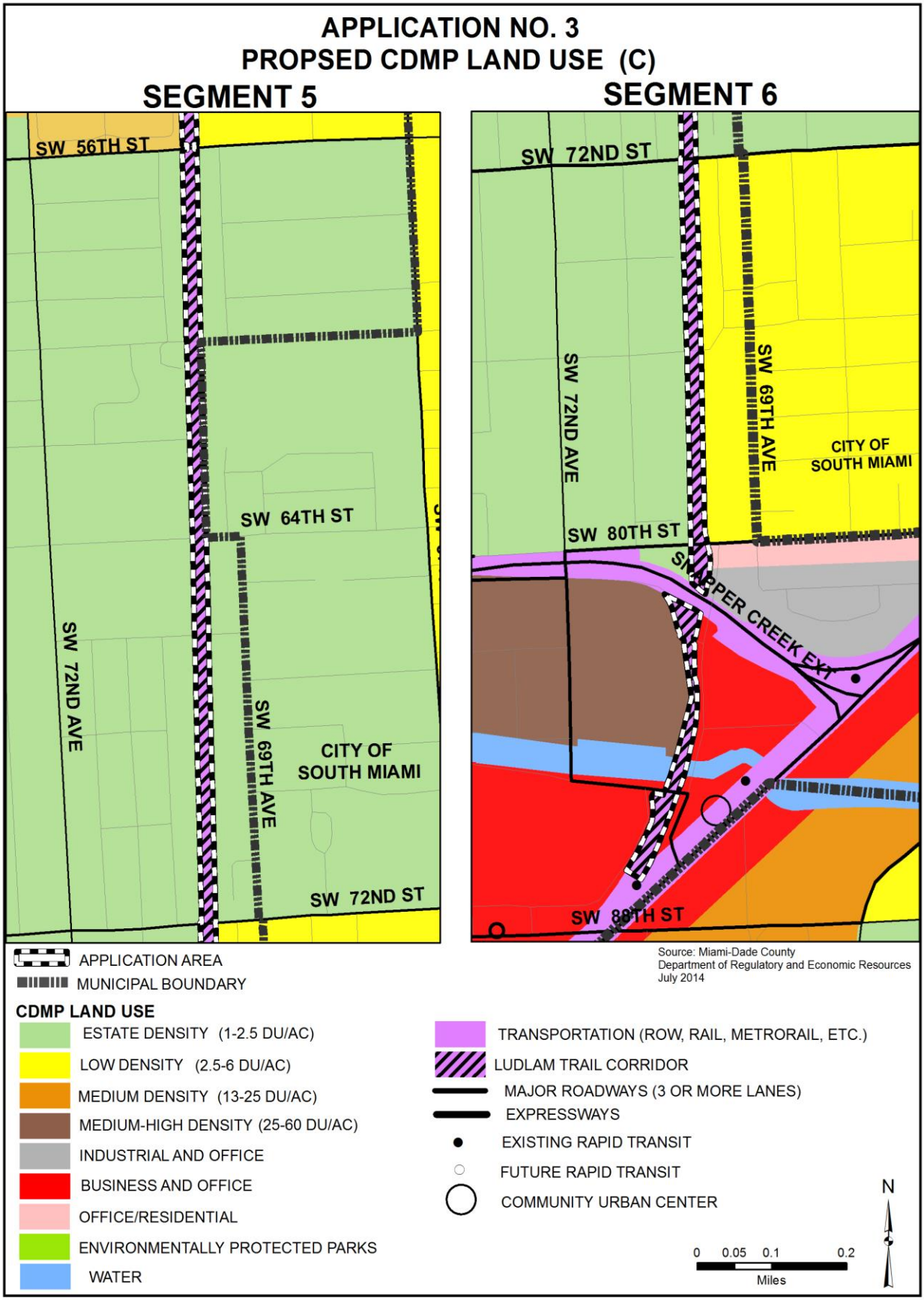
SW 26TH TER
SW 67TH AVE
SW 72ND AVE
SW 70TH AVE
SW 40TH ST
SW 40TH ST
SW 72ND AVE
SW 67TH AVE
CITY OF SOUTH MIAMI
SW 56TH ST
APPLICATION AREA
MUNICIPAL BOUNDARY
Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014
CDMP LAND USE
ESTATE DENSITY (1-2.5 DU/AC)
LOW DENSITY (2.5-6 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.)
LUDLAM TRAIL CORRIDOR
MAJOR ROADWAYS (3 OR MORE LANES)
EXPRESSWAYS
N
0 0.05 0.1 0.2
Miles


APPLICATION NO. 3
PROPSED CDMP LAND USE (C)
SEGMENT 5
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SW 56TH ST
SW 64TH ST
SW 72ND AVE
SW 69TH AVE
CITY OF SOUTH MIAMI
SW 72ND ST
SW 72ND ST
SW 72ND AVE
SW 69TH AVE
CITY OF SOUTH MIAMI
SW 80TH ST
SNAPPER CREEK EXT
SW 80TH ST
APPLICATION AREA
MUNICIPAL BOUNDARY
Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014
CDMP LAND USE
ESTATE DENSITY (1-2.5 DU/AC)
LOW DENSITY (2.5-6 DU/AC)
MEDIUM DENSITY (13-25 DU/AC)
MEDIUM-HIGH DENSITY (25-60 DU/AC)
INDUSTRIAL AND OFFICE
BUSINESS AND OFFICE
OFFICE/RESIDENTIAL
ENVIRONMENTALLY PROTECTED PARKS
WATER
TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
LUDLAM TRAIL CORRIDOR
MAJOR ROADWAYS (3 OR MORE LANES)
EXPRESSWAYS
EXISTING RAPID TRANSIT
FUTURE RAPID TRANSIT
COMMUNITY URBAN CENTER
N
0 0.05 0.1 0.2
Miles

STAFF ANALYSIS

The Application Site

Background

The application site is a ±74.0 gross acre (±72.0 net acre) property that is generally ±100 feet wide and ±6.2 miles in length extending from just north of NW 7 Street to approximately SW 88 Street, generally along theoretical NW/SW 69 Avenue (east of NW/SW 72 Avenue). The subject property is located primarily within the 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 subject property is a former Florida East Coast (FEC) 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. The FEC is seeking abandonment of the remaining portion of corridor north of SW 12 Street.

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 a 12 foot paved multi-purpose path for cyclist and skaters, with a separate 6 foot path for walkers and runners, and an 8 foot two lane multi-purpose shared use path for cyclist and skaters plus an adjacent 6 foot pedestrian path in constrained areas (*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 a unit of analysis 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.

In addition to the studies above, the Miami-Dade Parks, Recreation and Open Space Department (PROS) has actively been seeking funding or a mechanism to acquire land within the corridor for the pedestrian and bicycle trail, with one recent effort being a $3.4 million grant sought from the Fiscal Year 2014-15 General Appropriations Act, Florida Statutes, Chapter 2014-51; to be administered by the Florida Department of Transportation (FDOT), District 6, through contract with the county. Another recent effort is the April 2014 grant application filed by the Parks, Recreation and Open Spaces Department seeking $1.1 million in Transportation Investment Generating Economic Recovery (TIGER) grant funds from the US Department of Transportation's 2014 Discretionary Grant program to conduct a Ludlam Trail Master Plan study. This grant was not awarded.

The significance of the bicycle and pedestrian trail within the former FEC railroad corridor is demonstrated in the fact the corridor is the subject of the varying 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 ±6.2-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 88 Street: This segment is vacant and zoned GU, EU-1, EU-M, and DKUC (Downtown Kendall Urban Center district—on portion south of SR-878). This segment is traversed by SW 80 Street, the Snapper Creek Expressway/SR-878 (elevated roadway) and SR-878 exit/entrance ramp connecting to SW 70 Avenue, the Snapper Creek Canal (C-2) and SW 85 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).

The applicant also requests to create a new land use category in the CDMP Land Use Plan map entitled "Ludlam Trail Corridor" and apply such land use category to the Corridor from "Transportation" to "Ludlam Trail Corridor" (see "Proposed CDMP Land Use" maps on pages 3-20 through 3-22). This new land use category would allow the Corridor to be developed into a pedestrian and bicycle trail in conjunction with a mix of land uses that would be generally compatible with adjacent and abutting residential, commercial, offices and industrial and recreational uses. Furthermore, the applicant requests to add new language within the Transportation section in the Land Use Element to create the new Land Use Plan map category entitled "Ludlam Trail Corridor (see "Requested Amendment to the CDMP Land Use Element Text" on pages 3-6 through 3-7).

Currently, the Corridor may be developed with a maximum of 1,345 residential units and 256,132 sq. ft. industrial uses or a combination of 1,021 residential units, 256,132 square feet (sq. ft.) of industrial uses, 118,046 sq. ft. office uses, and 39,377 sq. ft. retail development. Alternatively, the Corridor may be developed with a maximum of 1,345 residential units and 256,132 sq. ft. of industrial uses. Under the proposed new CDMP land use designation of "Ludlam Trail Corridor", the Corridor may be developed with a maximum of 2,345 residential units or a combination of 1,697 residential units, 118,146 sq. ft. of offices, 256,132 sq. ft. of industrial uses, and 39,377 sq. ft. retail uses.

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".

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.] On October 24, 1957, the BCC adopted Resolution No. 445 approving a zoning district boundary change to BU-2A (Special Business – Masonry) on property located west of the FEC belt line and south of the Snapper Creek Canal. On December 16, 1999, the BCC adopted Ordinance No. 99-166 approving the Downtown Kendall Urban Center District (DKUC) zoning on the portion of the corridor south of SR-878 and on adjacent and adjoining properties.

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 ad 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 88 Street: Abutting properties north of SW 80 Street are estate homes zoned EU-1, EU-M and EU-S. South of SW 80 Street the segment is abutted on the east by SW 70 Avenue. Between SW 80 Street and SR-878 are multifamily apartments abutting on the west that are zoned RU-4M and to the east beyond SW 70 Avenue are offices zoned RU-5A and light manufacturing and Automotive sales and/or repair zoned IU-1. South of SR-878 properties abutting the segment are zoned DKUC (Downtown Kendall Urban Center). This portion of the segment is abutted to the west by multifamily apartments between SR-878 and the Snapper Creek Canal, and the Dadeland Mall south of the canal; and is abutted to the east beyond SW 70 Avenue is the Dadeland North Metrorail Station (south of the canal), and north of the canal by multifamily apartments and a multistory shopping center that has its upper floors built above SW 70 Avenue.

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 88 Street: Properties adjacent to this segment of the Corridor are designated "Estate Density Residential (1 to 2.5 DU/Ac.)," "Low Density Residential (2.5 to 6 DU/Ac.)," "Office/Residential," "Water," "Business and Office," and "Medium High Density Residential (25 to 60 DU/Ac.)." See "CDMP Land Use" maps on pages 3-17 through 3-19.)

Supply and Demand Analysis

The capacity of the LUP map to accommodate population or economic growth is generally expressed in acres of vacant land zoned or designated for residential and non-residential development. For Application No. 3, the combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Areas 4.3, 5.3, 5.4, 5.5, and 5.6) in 2014 was estimated to have a capacity for about 5,239 dwelling units, with about 84 percent of these units intended as multi family. The annual average residential demand in this Analysis Area is projected to increase from 382 units per year in the 2014-2015 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 2016 and for multi-family beyond 2030 (see "Residential Land Supply/Demand Analysis" table below).

Residential Land Supply/Demand Analysis
2014 to 2030: MSAs 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		
	SINGLE-FAMILY	MULTI FAMILY	BOTH TYPES
CAPACITY IN 2014	818	4,421	5,239
DEMAND 2011-2010	248	134	382
CAPACITY IN 2015	322	4,153	4,475
DEMAND 2015-2020	300	159	459
CAPACITY IN 2020	0	3,358	2,180
DEMAND 2020-2025	333	176	509
CAPACITY IN 2025	0	2,478	0
DEMAND 2025-2030	382	203	585
CAPACITY IN 2030	0	1,463	0
DEPLETION YEAR	**2016**	**2030+**	**2024**

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, Research Section, July 2014.

The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2024. 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.

The Analysis Area contained 2,163.80 acres of in-use commercial uses in 2014 and an additional 65.4 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2014-2030- period is 4.63 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 2028 (see "Projected Absorption of Land for Commercial Uses" table below). It should be noted that the Analysis Area also contains approximately 10.7 acres zoned for mixed uses that could be utilized for commercial uses. If the 10.7 acres were to be used for commercial purposes, it will change the depletion of commercial land year to 2030.

Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data

Analysis Area	Vacant Commercial Land 2014 (Acres)	Commercial Acres in Use 2014	Annual Absorption Rate 2014-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2020	2030
4.5	29.6	205.70	0.77	2030+	-	-
5.3	26.1	585.60	1.04	2030+	4.6	4.4
5.4	5.2	566.40	0.90	2020	5.6	5.5
5.5	2.5	577.60	1.70	2015	7.0	6.7
5.6	2.0	228.50	0.22	2023	7.0	6.7
Total	**65.4**	**2,163.80**	**4.63**	**2028**	**6.2**	**6.0**

- Insignificant population
Source: Miami-Dade Regulatory and Economic Resources Department, Planning Division, Research Section, February 2014

Supply and Demand for Industrial Land

The Analysis Area contained 44.0 acres of vacant land zoned for industrial uses in 2014. In addition, there were 366.80 acres of in-use industrial land. The average annual absorption rate projected for the 2014-2030 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 "Projected Absorption of Land for Industrial Uses" table below).

Projected Absorption of Land for Industrial Uses
Indicated Year of Depletion and Related Data

Analysis Area MSA	Vacant Industrial Land 2014 (Acres)	Industrial Acres in Use 2014	Annual Absorption Rate 2014-2030 (Acres)	Projected Year of Depletion
4.5	30.90	108.60	0.00	-
5.3	12.00	56.60	0.00	-
5.4	0.50	100.30	0.00	-+
5.5	0.00	88.00	1.35	2014
5.6	0.60	13.30	0.09	2021
Total	**44.00**	**366.80**	**1.44**	**2030+**

Source: Miami-Dade Regulatory and Economic Resources Department, Planning Division, Research Section, July 2014.

Environmental Conditions

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

Flood Protection

Stormwater Management Permit:	Surface Water Management General Permit.
Federal Flood Zone and County Flood Criteria	See Drainage, Flood Protection and Stormwater Management Narrative

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	Alexander Or/Max between SW 52nd Street and SW 71st Street
Hazardous Waste	Undetermined
Contaminated Site	Undetermined

Wellfield Protection

A portion on the proposed trail, from SW 52nd Street to SW 71st Street, is located within the maximum Pumpage Wellfield Protection Area for 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 application site. 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:

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

Drainage, Flood Protection and Stormwater Management

Any proposed development with more than 2.0 acres of impervious area within the subject property will require a Surface Water Management General Permit from DERM for the construction and operation of the required surface water management system. The permit must be obtained prior to development of the site, Final Plat, and/or prior to obtaining Public Works Department approval of Paving & Drainage plans.

Any new development within the Sections 02, 14, 35, Township 54, Range 40 East, 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 Class III permit for any improvement or replacement of an existing bridge in any Miami-Dade County Secondary Canal. Any new development within the Section 23 Township 54, Range 40, 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 both in Zones AH and 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. Any new development within the site shall be filled to a minimum Miami Dade County Flood Criteria (CFC) elevation as shown on the table below:

Segment	Section	Township	Range	Federal Flood Zone	CFC
1	02	54	40	AH7/X	5-6
2	11	54	40	X	6 -7
3	14	54	40	AH9/X	7
4	23	54	40	AH9/X	7-7.5
5	26	54	40	X	7.5-8
6	35	54	40	AH7/X	6-7

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 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 and 9 feet NGVD (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.

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 CDMP.

The amendment area is located within the hydrological basins C-4, C-3 and C-2 (from north to south). The topography indicates that there are areas with flow path perpendicular to the railways, including several terrain depressions that work as dry detention areas. The applicant is advised that the current flood LOS must be maintained or improved in the amendment area as well as in the adjacent areas. Additional information should be provided to the Department of Public Works and Waste Management - Stormwater Utility Planning Division, including the following:

- Description of the floodplains with hydrological connections to the amendment area;

- Floodplain description of the proposed area within a 500 ft. and 1,000 ft. buffer distance, including the FEMA FIRM 2009 zone; and
- Changes in the impervious surface area and proposed solutions.

Natural Resources

DERM advises the applicant that prohibited plant species are located in the proposed corridor. CDMP Policy CON-8I states, in pertinent part *"…The exotic pest plant and nuisance species listed in Chapter 24-49.4 of the County Code…if existing on a development site…shall be removed prior to development or redevelopment and developed parcels shall be maintained to prevent the growth or accumulation of prohibited species."* Policy CON-8I further states that prohibited species are exempt from tree permitting, provided that the removal shall require the same amount of canopy mitigation as is currently required.

In addition, some of the areas along the subject corridor may contain specimen-sized trees. A Miami-Dade County Tree Removal/Relocation Permit shall be obtained prior to the removal and/or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code. Section 24-49.2(II) of the Code requires that specimen-sized trees be preserved whenever reasonably possible. Please be advised that an executed covenant running with the land in favor of Miami Dade County, exists for tree resources within two parcels that lie adjacent to this corridor (Folio Numbers: 30-4026-013-0190 and 0191). This covenant provides for the preservation of specimen-sized trees on these sites. Any development near the covenanted trees will be contingent upon compliance with the requirements of the specimen tree covenant.

Please note that 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.

Manatees may gain access to waters of the Snapper Creek Canal (C-2), Coral Gables Canal (C-3) and Tamiami Canal (C-4), all of which lie within the subject corridor and will be traversed by the Ludlam Trail. 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.

Environmentally Endangered Lands (EEL)

The segment of the project between SW 24th Street and SW 40th Street includes land located directly adjacent to Miami-Dade County's AD Barnes Park. It is unclear from the application materials submitted if this project is intended to be limited to within the existing FEC right-of-way or if any of the proposed development would encroach on the Park. Portions of AD Barnes Park EEL Preserves, 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 and other such activities. Any development, including all proposed facility improvements, landscaping and fences adjacent to EEL Preserve areas must be limited to land outside the EEL Preserve areas. In order to avoid damage to protected plants and substrate, the parking of heavy machinery, staging of construction materials and/or any other development related activities shall not be allowed inside or directly adjacent to the EEL Preserve areas. If any work is to occur directly adjacent to EEL Preserve areas, a protective barrier approved by DERM shall be placed prior to the commencement of any work in order to protect from potential impacts and shall remain in place until this department authorizes its removal. 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.

The EEL Program 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 proposed development area may be affected by the periodic smoke events from the prescribed burns or unexpected wildfires on land that is managed by the 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 Level of Service (LOS) standard for water treatment is based on regional treatment system capacity. The regional water treatment system has a rated design capacity of 439.74 million gallons per day (MGD). The regional water treatment system shall operate no less than two percent, which is equivalent to 430.95 MGD. The total available water treatment plant capacity, 106.40 MGD, is calculated using the available plant capacity (430.95 MGD), subtracting the average of the actual water treated (302.62 MGD) and subtracting the water that is reserved through development orders (21.93 MGD, water that will be needed in the future). Pursuant to the CDMP, the water treatment plants can produce an additional 115.19 MGD, which is equivalent to 26.73% capacity remaining in the water treatment plants.

As noted in the "Estimated Water Demand/Sewer Flow for Proposed 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 219,564 gallons per day (gpd). The maximum water demand for all six segments of the proposed corridor under the requested CDMP Land Use designation is estimated at 361,170 gpd. This represents an increase of up to 141,606 gpd over the current demand. 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
		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
		Residential	763 MF	150 gpd	114,450
				SUBTOTAL	**219,564**

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	238 MF	150 gpd	35,700
2	1	Residential	303 MF	150 gpd	45,450
3	1	Residential	164 TH	180 gpd	29,520
4	1	Residential	727 MF	150 gpd	109,050
5	1	Residential	72 TH	180 gpd	12,960
6	1	Residential	78 TH	180 gpd	14,040
		Residential	763 MF	150 gpd	114,450
				SUBTOTAL	**361,170**

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; July 2014

Water System Connectivity

- North of NW 7th Street to NW 8th Street (Segment 1): There is an existing 12-inch water main located at approximately NW 7 Street and NW 67 Avenue to which the developer may connect and extend westerly on NW 7 Street a new 12-inch water main to the subject property. Then, extend south from this point to SW 8 Street a new 12-inch water main interconnecting to a 20-inch water main along W. Flagler Street, an 8-inch water main along SW 4 Street, and a 20-inch water main along SW 8 Street. A 12-inch water main extension shall also be required for the portion of the Corridor north of NW 7 Street. Any public water main extension within the property shall be 8-inch minimum diameter for residential development and 12-inch minimum diameter for office development. If two or more fire hydrants are to be connected to a public water main extension, 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 a Walmart and a bank with WASD Agreement #21424 located at SW 8 Street adjacent to the west side of the Corridor.

- NW 8th Street to NW 24th Street (Segment 2): There is an existing 20-inch water main running along SW 8 Street, to which the developer may connect and extend a new 8-inch water main for residential development or a new 12-inch water main for non-residential development, along the Corridor (5,424 ft.) interconnecting to an 8-inch water main at SW 16 Street, and a 16-inch water main at SW 24 Street to provide water service for the subject segment. Any public water main extension within the property shall be 8-inch minimum diameter for residential development and 12-inch minimum diameter for non-residential development. If two or more fire hydrants are to be connected to a public water main extension, 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 segment.

- SW 24th Street to SW 40th Street (Segment 3): There is an existing 16-inch water main running along SW 24 Street to which the developer may connect and extend a new 8-inch water main for residential development or a new 12-inch water main for non-residential development, along the Corridor (approx. 2,900 ft.) interconnecting to a 12-inch water main at N. Waterway Drive, and a 16-inch water main at SW 40 Street to provide water service for the subject section. Any public water main extension within the property shall be 8-inch minimum diameter for residential development and 12-inch minimum diameter for non-residential development. If two or more fire hydrants are to be connected to a public water main extension, 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 segment.

- SW 40th Street to SW 56th Street (Segment 4): There is an existing 16-inch water main running along SW 40 Street, to which the developer may connect and extend a new 8-inch water main for residential development or a new 12-inch water main for non-residential development, along the Corridor (approx.. 5,520 ft.) to SW 56 Street, then extend easterly (approx. 200 ft.) to interconnect to a 16-inch water main at SW 56 Street and SW 69 Avenue to provide water service for the subject section. Any public water main extension within the property shall be 8-inch minimum diameter for residential development and 12-inch minimum diameter for non-residential development. If two or more fire hydrants are to be connected to a public water main extension, 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 WASD Agreement #21396 located at SW 70 Avenue and SW 40 Street.

- SW 56th Street to SW 72nd Street (Segment 5): The developer may connect to the proposed water main extension at SW 56 Street, and extend southerly a new 8-inch water main along this segment of the Corridor to interconnect with a 36-inch water main along SW 72 Street (approx. 5,310 ft.). At this time, there are no planned projects within close proximity to this segment.

- SW 72nd Street to SW 88th Street (Segment 6): For the development between SW 72 Street and SW 80 Street, there is an existing 36-inch water main along SW 72 Street to which the developer may connect and extend a new 8-inch water main for residential development or a new 12-inch water main for non-residential development, along the Corridor (approximately 2,703 ft.) interconnecting to a 12-inch water main on SW 80 Street to serve this portion of the Corridor. For the development south of SW 80 Street, there is a 12-inch and 16-inch water main on SW 70 Avenue, and a 12-inch water main on SW 72 Avenue to which the developer may connect to provide service to the subject section. Any public water main extension within the property shall be 8-inch minimum diameter for residential development and 12-inch minimum diameter for non-residential development. If two or more fire hydrants are to be connected to a public water main extension, 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 422 apartment units within WASD Agreement #21815 located at 8215 SW 72 Avenue.

Sewer Treatment 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 has a design capacity of 375.5 million gallons per day (MGD). The regional wastewater treatment system shall operate no less than two percent, which is equivalent to 368 MGD. The total available wastewater treatment plant capacity (13.51 MGD) is calculated subtracting the actual wastewater treated (322.17 MGD) and subtracting the wastewater that is reserved through development orders (32.32 MGD - wastewater that will need to be treated in the future). The sum of the 12-month average and all reserved flows (322.17 MGD) represents 85.80% of the regional system design capacity. Pursuant to the CDMP, the regional wastewater treatment system can treat an additional 13.24 MGD of wastewater which is equivalent to 3.60% capacity remaining in the wastewater treatment plants.

Sewer System Connectivity

- North of NW 7th Street to NW 8th Street (Segment 1): The maximum potential residential development within this segment is 238 multifamily units, which would generate 35,700 gpd of wastewater. The wastewater flows for this segment will be transmitted to the Central District Wastewater Treatment 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 54-inch sanitary sewer force main along W. Flagler Street to which the developer may connect 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 segment to the pump station will be required to provide service to this segment of the Corridor (approximately 5,200 ft.). 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.

  All these pump stations and the Central District Wastewater Treatment Plant are owned and operated by WASD. 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.

  The following Nominal Average Pump Operating Time (NAPOT) information for the pump station is based on the potential development and current conditions of the sanitary pump station. Please note at the time of final development orders, sewer capacity certification will be required.

- NW 8th Street to NW 24th Street (Segment 2): The maximum potential residential development within this segment is 303 multifamily units, which would generate 45,450 gpd of wastewater. The wastewater flows for this segment will be transmitted to the Central District Wastewater Treatment Plant for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP. The areas adjacent to this segment are on septic tanks. There is a sanitary sewer system on SW 8 Street east and west of the Corridor, to which the developer may connect, provided there is sufficient depth to provide service to a portion of the northern area of the Corridor (approx. 1,300 ft.). Any proposed sewer extension shall be 8-inch minimum. For the southern segment of the Corridor, there is a 24-inch sanitary sewer force main on SW 67 Avenue and SW 16 Street to which the developer

may connect and extend westerly a new 8-inch sanitary sewer force main to the developer's property, and install a public pump station. Extension of a new 8-inch sanitary sewer gravity system will be required to provide service to the remainder of the Corridor (approx. 4,120 ft.).

The proposed development could connect to sanitary sewer mains that discharge sanitary sewer flow to pump station 30-001 and then the Central District Wastewater Plant. Pump stations 30-001 and the Central District Wastewater Treatment Plant are owned and operated by WASD. 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.

The following NAPOT information for the pump station is based on the potential development and current conditions of the sanitary pump station. Please note at the time of final development orders, sewer capacity certification will be required.

- SW 24th Street to SW 40th Street (Segment 3): The maximum potential residential development within this segment is 164 single family attached units that would generate 29,520 gpd of wastewater. The wastewater flows for this segment will be transmitted to the Central District Wastewater Treatment 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 N. Waterway Drive to which the developer may connect 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. 5,275 ft. total).

  The proposed development could connect to sanitary sewer mains that discharge sanitary sewer flow to three different pump stations: 30-0536, 30-0559 or 30-001. Pump station 30-0536 and 30-0559 direct the sewer flow to pump station 30-TANDEM and then to the South District Wastewater Treatment Plant. Pump station 30-001 directs the flow to the Central District Wastewater Treatment Plant.

  The following NAPOT information for the pump station is based on the potential development and current conditions of the sanitary pump station. Please note at the time of final development orders, sewer capacity certification will be required.

- SW 40th Street to SW 56th Street (Segment 4): The maximum potential residential development within this segment is 727 multifamily units that would generate 109,050 gpd of wastewater. The wastewater flows for this segment will be transmitted to the Central District Wastewater Treatment 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 an existing 12-inch sewer force main that intersects the Corridor at SW 44 Street to which the developer may connect and extend south a new 8-inch sewer force main (approx. 1,400 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. 5,460 ft. total).

  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 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. These pump stations and the South District Wastewater Treatment Plant are owned and operated by WASD. 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. However, pump station 30-0561 does not have current capacity to receive the additional flow that the proposed development would generate. The greatest proposed flow (109,050 GPD) would increase the NAPOT to 10.05 hours, which is not allowed.

The following NAPOT information for the pump station is based on the potential development and current conditions of the sanitary pump station. Please note at the time of final development orders, sewer capacity certification will be required.

- SW 56th Street to SW 72nd Street (Segment 5): The maximum potential residential development within this segment is 72 single family attached units that would generate 12,960 gpd of wastewater. The wastewater flows for this segment will be transmitted to the Central District Wastewater Treatment Plant from SW 56 Street to 268 feet south of SW 68 Street and from said point to SW 72 Street the sewer will be treated by the South District Wastewater Treatment Plant. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP. The areas adjacent to this segment are on septic tanks. There is an existing 8-inch sanitary sewer force main along SW 60 Street to which the developer may connect and extend south a new 8-nch sewer force main (approx.. 1,350 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. 5,310 ft.).

  The proposed development could connect to sanitary sewer mains that discharge sanitary sewer flow to pump station 30-001 and then the Central District Wastewater Plant. Pump stations 30-001 and the Central District Wastewater Treatment Plant are owned and operated by WASD. 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.

  The following NAPOT information for the pump station is based on the potential development and current conditions of the sanitary pump station. Please note at the time of final development orders, sewer capacity certification will be required.

- SW 72nd Street to SW 88th Street (Segment 6): The maximum potential residential development within this segment is 78 single family attached units that would generate 128,490 gpd of wastewater. The wastewater flows for this segment will be transmitted to the South District Wastewater Treatment Plant for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP. The area adjacent to the corridor between SW 72 Street and SW 80 Street is on septic. The closest point of connection is an existing 12-inch sanitary sewer force main on SW 80 Street and SW 72 Avenue to which the developer may connect and extend easterly an 8-inch force main (approx. 1,110 ft.) to the subject property to install a public pump station. Extension of a new 8-inch sanitary sewer gravity system, will be required to provide service to this segment of the Corridor (approx. 2,610 ft. total). There is a sanitary sewer system south of SW 80 Street to which the developer may connect and extend a new 8-inch sanitary sewer gravity system (approx. 500 ft.) to serve a portion of the corridor, provided there is sufficient depth and that there are no obstacles which

would preclude constructions of the sanitary gravity sewer system. There is also an 8-inch force main north of SW 85 Street where the developer may connect to install a public pump station. Extension of a new 8-inch sanitary sewer gravity system will be required to provide service to this segment of the Corridor (1,000 ft.).

The development on the application site could connect to sanitary sewer mains that discharge sanitary sewer flow to either sanitary sewer pump station 30-0226 or 30-0536. Sanitary sewer pump station 30-0226 directs flow to 30-0536 or 30-0559. These pumps direct the flow to pump station 30-TANDEM and then the South District Wastewater Treatment Plant. All these pump stations and the South District Wastewater Treatment Plant are owned and operated by WASD. 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.

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 2013-2014, the PWWM is in compliance with the adopted LOS standard.

Application Impacts

This Application No. 3 requests a redesignation of the application site to "Ludlam Trail Corridor" on the CDMP Adopted 2020 and 2030 LUP map. The "Ludlam Trail Corridor" designation is estimated to create approximately 320 single-family attached homes and 1,500 multi-family homes, while the "Industrial and Office" and the "Business and Office" designations will most likely result in the development of commercial establishments. 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 Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 2 (PBD-2),

which generally encompasses the area of the County between SW 8 Street/Tamiami Trail and SW 184 Street.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-2 has a surplus capacity of 491.32 acres of parkland, when measured by the County's concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The "County Local Parks" table below lists all the parks within a 3-mile radius of the application site; six parks (Coral Estates Park, Brothers To The Rescue Park, Blue Lakes Park, Boys & Girls Club of Miami-Kendall Unit, Ruben Dario and Continental Park) are larger than the required five acres (or larger) park.

County Local Parks
Within a 3-Mile Radius of Application Site

Park Name	Acreage	Classification
Coral Estates Park	5.15	Community Park
Sunset Heights park	0.32	Mini-Park
Schenley Park	2.00	Neighborhood Park
Humble Mini Park	0.50	Mini-Park
Brothers To The Rescue Park	5.70	Single-Purpose Park
Banyan Park	3.14	Neighborhood Park
Rockway Park	2.52	Community Park
Miller Drive Park	4.07	Community Park
Blue Lakes Park	6.00	Neighborhood Park
Sudlow Park	1.12	Mini-Park
Sunkist Park	0.77	Neighborhood Park
Boys & Girls Club of Miami-Kendall Unit	22.70	Community Park
Sunset Park	2.60	Neighborhood Park
Kendallwood Park	2.68	Neighborhood Park
San Jacinto Park	0.92	Mini-Park
Banyan Drive Park	0.80	Mini-Park
Hammock Lake Park	0.17	Mini-Park
Snapper Creek Lake Parkway	0.60	Mini-Park
Rubin Dario Park	15.29	Community Park
Francisco Human Rights Park	3.78	Mini-Park
Cherry Grove Park	1.50	Neighborhood Park
Continental Park	18.13	Community Park

Park Name	Acreage	Classification
Killian Library Park	3.42	Mini-Park
Coral Villas Park	0.37	Mini-Park

Source: Miami-Dade County Parks, Recreation and Open Space Department, July 2014.

Application Impacts

The potential development of the site under the existing CDMP land use designation has a potential for 1,345 dwelling units resulting in an impact of 7.50 acres based on the adopted minimum LOS standard for local recreational open space. Under the requested CDMP land use designation the site could be developed with 2,345 residential units that would generate an estimated population of 5,506 resulting in an impact of 15.00 acres of local parkland. This would lower the concurrency LOS from 491.32 acres to 476.32 acres per 1,000 residents but still above the adopted minimum LOS standard.

If the application site is developed with the proposed bicycle and pedestrian trail as proposed it would implement the Ludlam Trail identified in the Miami-Dade Open Space System Master Plan (OSMP) consistent with the CDMP Recreation and Open Space Element Objectives ROS-1 and ROS-8 and Polices ROS-3B, ROS-5F, and ROS-8E. These objectives and policies require implementation of the OSMP and the County's planned Greenways Network, of which the Ludlam Trail is a part.

Fire and Rescue

The Miami-Dade County Fire Rescue Department (MDFR) stations in the table below are in close proximity to the various segments of the proposed Ludlam Trail Corridor that are providing adequate emergency and fire service in the service area. Each station is equipped and staffed 24 hours a day, seven days a week as outlined in the table below.

Station	Address	Equipment	Staff
40	975 SW 62 Avenue	Rescue and Engine	7
3	3911 SW 82 Avenue	Rescue and Engine	7
13	6000 SW 87 Avenue	Aerial	4
14	5860 SW 70 Street	Rescue, Engine and Battalion	8
23	7825 SW 104 Street	Rescue and Aerial	7

Source: Miami-Dade County Fire Rescue Department; July 2014

Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents. Travel time to incidents in the vicinity of the application site complies with the performance objective of national industry standards.

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.

There are no planned stations along the extent of the Corridor and given the proposed allowance for the transfer of, in an effort to monitor development and determine the need for additional service, 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, including all applicable conditions set forth during the rezoning and site plan review process.

Impacts to Fire Rescue Services

The assessment of impacts to fire and rescue services below evaluates the maximum development scenario presented for each segment of the corridor. However, this analysis does not account for the proposed transfer of residential density within the corridor as would be allowed by the proposed Ludlam Trail Corridor text as there is not adequate criteria in the proposed text to guide such density transfers thereby the extent of such density transfers cannot be determined at this time.

NW 7 Avenue to SW 8 Street (Segment 1): The current CDMP land use designation within this segment of "Office/Residential" will allow a potential development which will generate a total of 67 annual alarms. The proposed CDMP designation of "Ludlam Trail Corridor" will allow a proposed potential development which is anticipated to generate 67 annual alarms. The 67 annual alarms will result in a moderate impact to existing fire rescue service in the vicinity of the Corridor. Presently, fire and rescue service in the vicinity of Segment 1 is adequate.

SW 8 Street to SW 24 Street (Segment 2): The current CDMP land use designations within this segment of "Low Density Residential (2.5 to 6 DU/Ac)," "Low-Medium Density (6 to 13 DU/Ac)," "Business and Office" and "Industrial and Office" will allow a potential development which will generate a total of 29 annual alarms. The proposed CDMP land use designation of "Ludlam Trail Corridor" will allow a proposed potential development which is anticipated to generate 85 annual alarms. The 85 annual alarms will result in a moderate impact to existing fire rescue service. Presently, fire and rescue service in the vicinity of Segment 2 is adequate.

SW 24 Street to SW 40 Street (Segment 3): The current CDMP land use designations within this segment of "Low Density (2.5 to 6 DU/Ac)," "Business and Office" and "Industrial and Office" will allow a potential development which will generate a total of 18 annual alarms. The proposed CDMP land use designation of "Ludlam Trail Corridor" will allow a proposed potential development which is anticipated to generate 46 annual alarms. The 46 annual alarms will result in a moderate impact to existing fire rescue service. Presently, fire and rescue service in the vicinity of Segment 3 is adequate.

SW 40 Street to SW 56 Street (Segment 4): The current CDMP designations within this segment of "Low Density Residential (2.5 to 6.0 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" will allow a potential development which will generate a total of 46 annual alarms. The proposed CDMP land use designation of "Ludlam Trail Corridor" will allow a proposed potential development which is anticipated to generate 204 annual alarms, 158 annual alarms more than could be generated by the maximum development currently allowed on the site. The 204 annual alarms will result in a severe impact to existing fire rescue service. Presently, fire and rescue service in the vicinity of Segment 4 is adequate.

SW 56 Street to SW 72 Street (Segment 5): The current CDMP land use designation within this segment of "Estate Density Residential (1 to 2.5 DU/Ac)" will allow a potential development which will generate a total of 8 annual alarms. The proposed CDMP land use designation of "Ludlam Trail Corridor" will allow a proposed potential development which is anticipated to generate 20

annual alarms. The 20 annual alarms will result in a moderate impact to existing fire rescue service. Presently, fire and rescue service in the vicinity of Segment 5 is adequate.

SW 72 Street to SW 88 Street (Segment 6): The current CDMP land use designations within this segment of "Low Density Residential (2.5 to 6 DU/Ac)," "Medium-High Density Residential (25 to 60 DU/Ac)," "Estate Density Residential (1 to 2.5 DU/Ac)," "Office/Residential" and "Business and Office" will allow a potential development which will generate a total of 221 annual alarms. The proposed CDMP land use designation of "Ludlam Trail Corridor" will allow a proposed potential development which is anticipated to generate 236 annual alarms, 15 annual alarms more than could be generated by the maximum development currently allowed on the site. The 236 annual alarms will result in a severe impact to existing fire rescue service. Presently, fire and rescue service in the vicinity of Segment 6 is adequate.

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 64 students – this number reflects an impact reduction of 21.13% for charter and magnet schools (schools of choice). Of the 64 students, 29 will attend elementary schools, 16 will attend middle schools students and 19 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 this segment of the Corridor.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Flagami Elementary	38	29	29	Yes	Current CSA
West Miami Middle	220	16	16	Yes	Current CSA
South Miami Senior	0	19	0	No	Current CSA/Five Year Plan
Adjacent Concurrency Service Area Schools					
Miami Springs Senior	180	19	19	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, August 2014.
Miami-Dade County Department of Regulatory and Economic Resources, 2014.

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 33 students – this number reflects an impact reduction of 21.13% for charter and magnet schools (schools of choice). Of the 33 students, 15 will attend elementary schools, 8 will attend middle schools students and 10 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 this segment of the Corridor.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Sylvania Heights Elementary	295	15	15	Yes	Current CSA
West Miami Middle	220	8	8	Yes	Current CSA
South Miami Senior	0	10	0	No	Current CSA/Five Year Plan
Adjacent Concurrency Service Area Schools					
Miami Killian Senior	714	10	10	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, August 2014.
Miami-Dade County Department of Regulatory and Economic Resources, 2014.

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 41 students – this number reflects an impact reduction of 21.13% for charter and magnet schools (schools of choice). Of the 41 students, 15 will attend elementary schools, 11 will attend middle schools students and 15 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 this segment of the Corridor.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Emerson Elementary	198	15	15	Yes	Current CSA
West Miami Middle	220	11	11	Yes	Current CSA
South Miami Senior	0	15	0	No	Current CSA/Five Year Plan
Adjacent Concurrency Service Area Schools					
Miami Killian Senior	714	15	15	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, August 2014.
Miami-Dade County Department of Regulatory and Economic Resources, 2014.

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 77 students – this number reflects an impact reduction of 21.13% for charter and magnet schools (schools of choice). Of the 77 students, 35 will attend elementary schools, 19 will attend middle schools students and 23 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 this segment of the Corridor.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
South Miami K-8 Center (Elem Comp)	26	35	26	No	Current CSA/Five Year Plan
South Miami K-8 Center (Middle Comp)	69	19	19	Yes	Current CSA
South Miami Senior	0	23	0	No	Current CSA/Five Year Plan
Adjacent Concurrency Service Area Schools					
Emerson Elementary	198	9	9	Yes	Adjacent CSA
Miami Killian Senior	714	23	23	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, August 2014.
Miami-Dade County Department of Regulatory and Economic Resources, 2014.

Segment 5 of the Corridor (SW 56 Street to SW 72 Street) may increase the student population of the schools serving the application site by an additional 19 students – this number reflects an impact reduction of 21.13% for charter and magnet schools (schools of choice). Of the 19 students, 7 will attend elementary schools, 5 will attend middle schools students and 7 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 this segment of the Corridor.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
South Miami K-8 Center (Elem Comp)	26	7	7	Yes	Current CSA
South Miami K-8 Center (Middle Comp)	69	5	5	Yes	Current CSA
South Miami Senior	0	7	0	No	Current CSA/Five Year Plan
Adjacent Concurrency Service Area Schools					
Miami Killian Senior	714	7	7	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, August 2014.
Miami-Dade County Department of Regulatory and Economic Resources, 2014.

Segment 6 of the Corridor (SW 72 Street to SW 88 Street) may increase the student population of the schools serving the application site by an additional 123 students – this number reflects an impact reduction of 21.13% for charter and magnet schools (schools of choice). Of the 123 students, 55 will attend elementary schools, 32 will attend middle schools students and 36 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 this segment of the Corridor.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Ludlam Elementary	0	55	0	No	Current CSA/Five Year Plan
South Miami Middle	-177	32	0	No	Current CSA/Five Year Plan
South Miami Senior	0	36	0	No	Current CSA/Five Year Plan
Adjacent Concurrency Service Area Schools					
Blue Lakes Elementary	162	55	55	Yes	Adjacent CSA
Miami Middle Miami	220	32	32	Yes	Adjacent CSA
Killian Senior	712	36	36	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, August 2014.
Miami-Dade County Department of Regulatory and Economic Resources, 2014.

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 applicant 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 an applicant 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 ±74.0 gross acre (±72.0 net acre) property located between NW 7 Street and SW 88 Street, approximately 6.2 miles long and 100-foot wide, formerly known as the Florida East Coast (FEC) railroad corridor, and generally running parallel to theoretical NW/SW 69 Avenue. The majority of the application site is located within unincorporated Miami-Dade County, with a small segment, between SW 8 Street and the Tamiami Canal, located within the City of Miami. The subject corridor is also located within the County's adopted Urban Infill Area (UIA)[1], a Transportation Concurrency 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 Ludlam 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 noted 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.

[1] 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.

Vehicular Access to the Corridor

Access to the 6.2-mile long corridor is currently provided by the major east-west section-line roadways traversing the corridor, namely: 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 57 Avenue, which provide access to SR 836/Dolphin Expressway in the north. Both SR 826 and SR 836 provide connectivity to other areas in the County. In addition, the following two-lane undivided roadways provide access to the application site: SW 4 Street, SW 12 Street, SW 16 Street, SW 21 Street, SW 22 Street, SW 60 Street, SW 64 Street, and North Waterway Drive. SW 80 Street, a two-lane divided roadway, also provides access to the application site. Numerous two-lane undivided roadways such as SW 6 Street, SW 19 Street, SW 21 Street, SW 44 Street, SW 62 Street, and SW 66 Street dead-end at the application site. All future vehicular accesses to the corridor—not just by the existing major section- and half-section line roadways—should be specifically addressed by the applicant, as well as any possible non-vehicular connections.

In the "Reasons for Amendment" provided by the applicant in support of the application, the applicant states that "…the Applicant envisions an urban corridor with new housing, supportive community features and services, adequate mobility options, and a unique greenway and trail with safe and direct access to parks, schools, work, shopping, and transit for residents, trail riders, cyclists, and pedestrians." The applicant's proposed Sub-Category text, listed in Exhibit B, states that: "Pedestrian and vehicular connections with, to and through the Corridor shall be in accordance with adopted standards and coordinated with applicable governmental agencies with jurisdiction."

While the subject corridor can be currently accessed via NW 7 Street, West Flagler Street, Tamiami Trail, Coral Way, Bird Road, Miller Drive, Sunset Drive, and Kendall Drive, portions of the "Ludlam Trail Corridor" also abut other local and collector roads. However, it is unclear from the application whether other vehicular accesses will be provided to the corridor by connecting the existing dead-end street such as SW 64 Street. In addition, it is unclear if other abutting streets will be extended to grant access to the corridor.

A crucial point is the lack of dedication of the "Ludlam Trail Corridor." The applicant's proposed Sub-Category text vaguely addresses this in the following terms: "…It is anticipated that the pedestrian and bicycle recreational portion of the Corridor will be conveyed to an entity that would ensure its availability to the public." It is unclear how equitable public access will be assured and whom the entity will be; however, there is no indication of how the trail right-of-way will be acquired, who will build it and maintain it. The applicant should provide more information to address these issues prior to the final adoption hearing by the BCC.

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*. In addition, the MPO's 2035 *Long Range Transportation Plan* lists the FEC South Spur/Ludlam Trail Premium Transit Corridor from the Miami Intermodal Center to the Dadeland North Metrorail station as an unfunded priority for premium transit service and non-motorized facility.

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 provide assurances that it can adhere to the minimum standards and guidelines contained in the study, especially concerning the trail width.

Traffic Impact Analysis

For purposes of impact analysis, the 6.2-mile corridor was divided into six segments, primarily along the existing major east-west section-line roadways traversing the corridor. Segment 1 is defined as the area of the corridor between NW 7 Street and SW 8 Street; Segment 2 is the area between SW 8 Street and SW 24 Street; Segment 3 is the area between SW 24 Street and SW 40 Street; Segment 4 is the area between SW 40 Street and SW 56 Street; Segment 5 is the area between SW 56 Street and SW 72 Street; and Segment 6 is the area between SW 72 Street and SW 88 Street.

The Planning Division of the Department of Regulatory and Economic Resources (RER) performed a short-term (Concurrency) and a long-term (Year 2035) traffic impact analyses. The long-term analysis was performed in cooperation with the Metropolitan Planning Organization (MPO). These analyses assess the impacts that the application would have on the adjacent roadways and the surrounding roadway network. A copy of the complete transportation analysis report is provided in Appendix D of this report.

A study area (area of influence) was selected to determine the Application's traffic impact on the roadway network within the study area, which is bound on the north by NW 25 Street, on the east by NW/SW 57 Avenue, on the south by SW 104 Street, and on the west by NW/SW 97 Avenue.

East-west arterials and expressways within the study area include: NW 25 Street, 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, SW 88 Street/Kendall Drive, and SW 104 Street. North-south arterials and expressways include: NW/SW 97 Avenue, NW/SW 87 Avenue/Galloway Road, SR 826/Palmetto Expressway, NW/SW 72 Avenue, NW/SW 67 Avenue/Ludlam Road, NW/SW 57 Avenue/Red Road, US-1/South Dixie Highway, and SR 874/Don Shula Expressway.

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 operating at their adopted LOS D standard:

- NW 25 Street from NW 97 Avenue to NW 87 Avenue;
- 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;
- SW 72 Street from SW 97 Avenue to SW 87 Avenue;
- NW 97 Avenue from NW 25 Street to NW 12 Street; and

- SR 826/Palmetto Expressway from SR 836 to Flagler Street and between SW 8 Street and SW 24 Street.

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

- SW 56 Street from SW 67 Avenue to SW 57 Avenue; and
- SW 57 Avenue from SW 42 Street to Brescia Avenue;

Two roadway segments on SW 8 Street, from SR 826 to SW 74 Avenue and between SR 826 to SW 57 Avenue, are operating at LOS E+3% (E+50% LOS standard) and another segment on SW 8 Street, from SW 87 Avenue to SR 826, is operating at E+13% (E+20% LOS standard). One roadway segment on US-1 from SW 67 Avenue to SW 98 Street is operating at E+1% (E+50% LOS standard). The roadway segment on SW 57 Avenue from SW 8 Street to SW 24 Street is operating at LOS F, in excess of its adopted LOS E standard; and the roadway segment on SR 826 from NW 36 Street to SR 836 is operating at LOS E, in excess of its adopted LOS D standard. However, it should be pointed out that SW 57 Avenue/Red Road is a state-designated historic roadway which thus cannot be widened, and SR 826 is currently undergoing construction for extensive modifications to the SR 826/SR 836 Interchange and is planned for managed lanes along the corridor which will improve capacity conditions in that roadway segment. 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 in Appendix Page 82.

Trip Generation

The applicant is requesting the re-designation of approximately ±74.0 gross acres on the CDMP Adopted 2020 and 2030 Land Use Plan LUP map from "Transportation (ROW, Rail, Metrorail, etc.)" to a new land use designation of "Ludlam Trail Corridor." Fourteen (14) development scenarios were analyzed for the six segments for traffic impacts.

A summary of the estimated PM peak-hour trip generation for the requested CDMP designation and assumed uses is outlined below for each of the six segments.

For *Segment 1* (NW 7 Street to SW 8 Street), two development scenarios (Scenario 1 and Scenario 2) for each of the current and requested CDMP land use designation were analyzed for traffic impacts. Segment was assumed to be developed with 238 multi-family residential dwelling units (Scenario 1) and with 103,672 square feet of office uses (Scenario 2) under both the current and requested CDMP land use designations. The trip generation analysis indicates that Scenario 1 would generate approximately 149 PM peak-hour vehicle trips and Scenario 2 approximately 154 PM peak vehicle trips under both the current and requested CDMP land use designations.

For *Segment 2* (SW 8 Street to SW 24 Street), three development scenarios (Scenarios 1, 2 and 3) for each of the current and requested CDMP land use designation were analyzed for traffic impacts. Scenario 1, under the current CDMP land use designation, assumed the subject segment developed with 32 single-family detached residential dwelling units, 28 single-family attached residential dwelling units, 32 multi-family residential dwelling units, and 68,607 square feet of industrial uses under the current CDMP land use designation. Under the requested CDMP designation, Scenario 1 assumed the segment developed with 191 multi-family residential dwelling units, 32 multi-family residential dwelling units, and 68,607 square feet of industrial uses. Scenario 2, under the current CDMP land use designation, assumed the segment developed with 32 single-family detached residential dwelling units, 28 single-family attached residential dwelling units, 22,825 square feet of retail uses, and 68,607 square feet of industrial uses. Under the requested CDMP land use designation, Scenario 2 assumed the segment developed with 191 multi-family residential dwelling units, 22,825 square feet of retail space and 68,607 sq. ft. of

industrial uses. Scenario 3, under the current CDMP land use designation, assumed the segment developed with the same development program as in Scenario 1; and under the requested CDMP land use designation assumed the segment developed with 303 multi-family residential dwelling units.

The trip generation analysis indicates that Segment 2 would generate approximately 205 PM peak-hour vehicle trips, or about 64 more PM peak hour trips than the current CDMP land use designation under Scenario 1. Scenario 2 would generate approximately 348 PM peak-hour vehicle trips, or about 64 more PM peak-hour trips than the current CDMP land use designation, and Scenario 3 would generate approximately 184 PM peak-hour vehicle trips, or about 90 more PM peak-hour trips than the current CDMP land use designation.

For *Segment 3* (SW 24 Street to SW 40 Street), three development scenarios (Scenarios 1, 2 and 3) for each of the current and requested CDMP land use designation were analyzed for traffic impacts. Scenario 1, under the current CDMP land use designation, assumed the subject segment developed with 37 single-family detached residential dwelling units, 6 single-family attached residential dwelling units, and 126,541 square feet of industrial uses. Under the requested CDMP land use designation, the segment is assumed to be developed with 82 single-family attached residential dwelling units, 6 single-family attached residential dwelling units, and 126,541 sq. ft. of industrial uses. Scenario 2, under the current CDMP land use designation, assumed the subject segment developed with 37 single-family detached residential dwelling units, 9,234 sq. ft. of retail space and 126,541 square feet of industrial uses. Under the requested CDMP designation, the segment is assumed to be developed with 82 single-family attached residential dwelling units, 9,234 sq. ft. of retail space and 126,541 sq. ft. of industrial uses. Scenario 3, under the current CDMP land use designation, assumed the subject segment developed with 37 single-family detached residential dwelling units, 6 single-family attached residential dwelling units, 126,541 square feet of industrial uses; and under the requested CDMP land use designation the segment is assumed to be developed with 164 single-family attached residential dwelling units.

The trip generation analysis indicates that if the application were approved and Segment 3 were developed as described above, it would generate approximately 126 PM peak-hour vehicle trips, or about 8 more PM peak hour trips than the current CDMP land use designation under Scenario 1. Scenario 2 would generate approximately 217 PM peak-hour vehicle trips, or about 7 less PM peak-hour trips than the current CDMP land use designation, and Scenario 3 would generate approximately 90 PM peak-hour vehicle trips, or about 33 more PM peak-hour trips than the current CDMP land use designation.

For *Segment 4* (SW 40 Street to SW 56 Street), three development scenarios (Scenarios 1, 2 and 3) for each of the current and requested CDMP land use designation were analyzed for traffic impacts. Scenario 1, under the current CDMP land use designation, assumed this segment developed with 57 single-family attached residential dwelling units, 72 multi-family residential dwelling units, 25 multi-family residential dwelling units, and 60,984 sq. ft. of industrial uses. Under the requested CDMP land use designation, the segment is assumed to be developed with 534 multi-family residential dwelling units, 25 multi-family residential dwelling units and 60,984 sq. ft. of industrial uses. Scenario 2, under the current CDMP land use designation, assumed the segment developed with 57 single-family attached residential dwelling units, 72 multi-family residential dwelling units, 7,318 sq. ft. of retail uses, and 60,984 sq. ft. of industrial uses. Under the requested CDMP land use designation, the segment is assumed to be developed with 534 multi-family residential dwelling units, 7,318 sq. ft. of retail uses and 60,984 sq. ft. of industrial uses. Scenario 3 assumed the segment developed with 57 single-family attached residential dwelling units, 72 multi-family residential dwelling units, 25 multi-family residential dwelling units, and 60,984 sq. ft. of industrial uses under the current CDMP land use designation; and assumed

to be developed with 727 multi-family residential dwelling units under the requested CDMP land use designation.

The trip generation analysis indicates that if the application were approved and the segment developed as described above, Scenario 1 would generate approximately 386 PM peak-hour vehicle trips, or about 216 more PM peak-hour trips than the current CDMP land use designation. Scenario 2 would generate approximately 437 PM peak-hour vehicle trips, or about 216 more PM peak hour trips than the current CDMP land use designation. And Scenario 3 would generate approximately 417 PM peak hour trips, or about 320 more PM peak-hour vehicle trips than the current CDMP land use designation.

For *Segment 5* (SW 56 Street to SW 72 Street), one development scenario (Scenario 1) for each of the current and requested CDMP land use designation was analyzed for traffic impacts. Scenario 1, under the current CDMP land use designation, assumed the segment developed with 30 single-family detached residential dwelling units; and under the requested CDMP land use designation, the segment was assumed to be developed with 72 single-family attached residential dwelling units. The trip generation analysis indicates that if the application were approved and the segment developed as described above, it would generate approximately 46 PM peak-hour vehicle trips, or about 10 more PM peak hour trips than the current CDMP land use designation.

For *Segment 6* (SW 72 Street to SW 88 Street), two development scenarios (Scenarios 1 and 2) for each of the current and requested CDMP land use designation were analyzed for traffic impacts. Scenario 1, under the current CDMP land use designation, assumed the segment developed with 25 single-family detached residential dwelling units and 763 multi-family residential dwelling units. Under the requested CDMP land use designation, the segment is assumed to be developed with 78 single-family attached residential dwelling units and 763 multi-family residential dwelling units. Scenario 2, under the current CDMP land use designation, assumed the segment developed with 25 single-family detached residential dwelling units, 740 multi-family residential dwelling units and 14,374 sq. ft. of office uses. Under the requested CDMP land use designation, the segment is assumed to be developed with 78 single-family detached residential dwelling units, 740 multi-family residential dwelling units and 14,474 sq. ft. of office uses. The trip generation analysis indicates that Scenario 1 would generate approximately 505 PM peak-hour vehicle trips, or about 19 more PM peak hour trips than the current CDMP land use designation. Scenario 2 would generate approximately 496 PM peak hour trips, or about 19 more PM peak-hour trips than the current CDMP land use designation. See “Estimated Peak Hour Trip Generation” table in Appendix Page 87.

Traffic Concurrency Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions as of July 2014, 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 2015 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 all of the six roadway segments in the “Ludlam Trail Corridor.” 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 in Appendix Page 92.

Future Conditions

A future (2035) traffic analysis was performed to evaluate the conditions of the major roadways adjacent to the application site and within the study area (impact area) to determine the adequacy of the future roadway network to handle the application's traffic impacts and to meet the adopted LOS standards applicable to the roadways through the year 2035.

The volume to capacity (v/c) ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway level of service. The correlation between roadway LOS and the v/c ratio is as follows:

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;
- v/c ratio between 0.71 and 0.80 is equivalent to LOS C;
- v/c ratio between 0.81 and 0.90 is equivalent to LOS D;
- v/c ratio between 0.91 and 1.00 is equivalent to LOS E;
- v/c ratio of more than 1.00 is equivalent to LOS F.

The future traffic conditions analysis indicate that some of the roadway corridors analyzed within the study area are projected to exceed their adopted level of service standards by the Year 2035, and some of these roadway segments will slightly deteriorate with the application impact. These roadway segments are:

- NW 25 Street from NW 97 Avenue to NW 87 Avenue and between NW 87 Avenue and SR 826;
- NW 12 Street from NW 107 Avenue to NW 87 Avenue, between NW 87 Avenue and NW 72 Avenue, and from NW 72 Avenue to NW 57 Avenue;
- SR 836/Dolphin Expressway from NW 87 Avenue to SR 826;
- West Flagler Street from W 87 Avenue to SR 826 and between NW/SW 72 Avenue to NW/SW 57 Avenue;
- SW 56 Street from SW 97 Avenue and SW 87 Avenue, between SW 87 Avenue to SR 826, between SR 826 and SW 67 Avenue, and between SW 67 Avenue to SW 57 Avenue;
- SW 72 Street from SR 826 to SW 67 Avenue and between SW 67 Avenue and US-1;
- SW 104 Street from SW 97 Avenue to SW 87 Avenue and between SW 87 Avenue and US-1;
- NW/SW 97 Avenue from NW 25 Street to NW 12 Street, between NW 12 Street and West Flagler Street, between W. Flagler Street to SW 40 Street, and between SW 88 Street to SW 104 Street;
- NW/SW 87 Avenue from NW 25 Street to NW 12 Street, between SR 836 and W. Flagler Street, between W. Flagler Street to SW 40 Street, between SW 72 Street and SW 88 Street, and between SW 88 Street to SW 104 Street;
- SR 826/Palmetto Expressway from NW 36 Street to SR 836 and between Flagler Street and SW 8 Street;
- NW/SW 72 Avenue from NW 25 Street to NW 12 Street, between NW 12 Street to Flagler Street, and between W. Flagler Street to SW 72 Street;
- NW/SW 67 Avenue from SW 40 Street to SW 56 Street, between SW 72 Street and US-1, and from US-1 to SW 88 Street; and

- NW/SW 57 Avenue from SR 836 to W. Flagler Street and between SW 8 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:

- NW 12 Street between NW 107 Avenue and NW 87 Avenue - from F (1.14-1.41) to F (1.16-1.42); E is the adopted LOS standard.
- SR 836/Dolphin Expressway between NW 87 Avenue and SR 826 - from LOS C/F (0.80-1.02) to LOS C/F (0.80-1.04); D is the adopted LOS standard.
- West Flagler Street between W 87 Avenue and SR 826 - from LOS E+9%/E+41% to E+10%/E+41%; E+20% is the adopted LOS standard;
- SW 72 Street between SR 826 and SW 67 Avenue – from LOS F (1.01-1.03) to LOS F (1.02-1.06); E is the adopted LOS standard.
- SW 87 Avenue between W Flagler Street and SW 8 Street – from LOS F (1.13-1.29) to LOS F (1.14-1.30); E is the adopted LOS standard.
- SW 72 Avenue between SW 24 Street and SW 40 Street – from LOS F (1.08-1.29) to LOS F (1.09-1.30), and between SW 40 Street and SW 56 Street – from LOS C/F (0.78-1.31) to LOS C/F (0.80-1.32); E is the adopted LOS standard.
- SW 72 Avenue between SW 56 Street and SW 72 Street –from LOS E/F (0.98-1.01) to LOS E/F (0.99-1.02); LOS E is the adopted LOS standard.
- SW 67 Avenue between SW 40 Street and SW 56 Street –from LOS E/F (0.93 -1.21) to LOS E/F (0.94-1.22), between SW 72 Street and US-1 – from LOS E/F (0.96-1.34) to LOS E/F (0.97-1.43), and between US-1 and SW 88 Street – from LOS F (1.11-1.15) to LOS F (1.11-1.17); E is the adopted LOS standard.
- NW/SW 57 Avenue between NW 7 Street to W Flagler Street –from LOS E/F (1.00-1.02) to LOS F (1.01-1.03); between SW 8 Street and SW 24 Street –from LOS C/F (0.71-1.31) to LOS C/F (0.76-1.35); and between SW 24 Street and SW 40 Street –from LOS F (1.01-1.14) to LOS F (1.01-1.15); LOS E is the adopted level of service standard.

The application's impact is determined not to be significant because the trips affecting these segments represent less than 5% of the adopted maximum service volumes--capacity volumes are based on adopted LOS standard. See the "2035 Volume to Capacity (V/C) Ratios" table in Appendix Page 101.

Application Impacts

The "Estimated PM Peak Hour Trip Generation by Current and Requested CDMP Land Use Designations," above identifies the estimated number of PM peak hour trips to be generated by the development scenarios analyzed.

The trip generation analysis indicates that if the corridor were developed with the development programs described in Scenario 1 under the requested "Ludlam Trial Corridor" land use designation, it would generate approximately 1,497 PM peak hour vehicle trips, or 317 more PM peak hour trips than the potential development scenario that may occur under the current CDMP land use designations. On the other hand, if the corridor were developed with the development program described in Scenario 2 under the requested land use designation, this development scenario would generate approximately 1,480 PM peak hour trips, or 302 more trips than the potential development that may occur under the current CDMP land use designations.

The Short-term (Year 2017) analysis presented in "Traffic Impact Analysis" table above identifies the cumulative traffic that will impact each of the first directly accessed and secondary traffic count stations that to be impacted by the trips that would be generated by the subject application. The analysis shows that that all roadways adjacent to and surrounding 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 2017 to handle the additional traffic impact that would be generated by the amendment application.

The long-term (Year 2035) traffic impact analysis performed evaluated the adequacy of the future roadway infrastructure to handle the traffic impacts of the amendment area and to meet the adopted LOS standards through the year 2035. The Year 2035 level of service analysis shows that some roadway segments within the study area are projected to exceed their adopted LOS standards without the application's impacts. Some of these roadway segments would further deteriorate the operating conditions of the roadways with the application's impacts. These roadway segments are:

- NW 12 Street between NW 107 Avenue and NW 87 Avenue - from F (1.14-1.41) to F (1.16-1.42); E is the adopted LOS standard.
- SR 836/Dolphin Expressway between NW 87 Avenue and SR 826 - from LOS C/F (0.80-1.02) to LOS C/F (0.80-1.04); D is the adopted LOS standard.
- West Flagler Street between W 87 Avenue and SR 826 - from LOS E+9%/E+41% to E+10%/E+41%; E+20% is the adopted LOS standard;
- SW 72 Street between SR 826 and SW 67 Avenue – from LOS F (1.01-1.03) to LOS F (1.02-1.06); E is the adopted LOS standard.
- SW 87 Avenue between W Flagler Street and SW 8 Street – from LOS F (1.13-1.29) to LOS F (1.14-1.30); E is the adopted LOS standard.
- SW 72 Avenue between SW 24 Street and SW 40 Street – from LOS F (1.08-1.29) to LOS F (1.09-1.30), and between SW 40 Street and SW 56 Street – from LOS C/F (0.78-1.31) to LOS C/F (0.80-1.32); E is the adopted LOS standard.
- SW 72 Avenue between SW 56 Street and SW 72 Street –from LOS E/F (0.98-1.01) to LOS E/F (0.99-1.02); LOS E is the adopted LOS standard.
- SW 67 Avenue between SW 40 Street and SW 56 Street –from LOS E/F (0.93 -1.21) to LOS E/F (0.94-1.22), between SW 72 Street and US-1 – from LOS E/F (0.96-1.34) to LOS E/F (0.97-1.43), and between US-1 and SW 88 Street – from LOS F (1.11-1.15) to LOS F (1.11-1.17); E is the adopted LOS standard.
- NW/SW 57 Avenue between NW 7 Street to W Flagler Street –from LOS E/F (1.00-1.02) to LOS F (1.01-1.03); between SW 8 Street and SW 24 Street –from LOS C/F (0.71-1.31) to LOS C/F (0.76-1.35); and between SW 24 Street and SW 40 Street –from LOS F (1.01-1.14) to LOS F (1.01-1.15); LOS E is the adopted level of service standard.

However, the application's impact is not significant because the trips affecting these segments represent less than 5% of the adopted maximum service volumes –capacity volumes are based on adopted LOS standard.

Applicant's Transportation Analysis

The applicant submitted a transportation analysis report entitled "*CDMP Transportation Analysis May 2014 CDMP Amendment Application No. 3*" prepared by Cathy Sweetapple & Associates Transportation and Mobility Planning and dated August 19, 2014. An Executive Summary of the Applicant's transportation analysis is provided in Appendix Page 107 of this report. The

Transportation analysis report is based on the assumption that the application sites will be developed with 2,604 residential dwelling units. The transportation Analysis report provides a short-term (Year 2019) Traffic Concurrency Analysis, and a long-term (Year 2035) Transportation Infrastructure Analysis.

Trip generation was estimated using the ITE Trip Generation, 9th Edition, 2012. The report concludes that the Traffic Concurrency Analysis presented in Tables 4A-1 and 4A-2 of the report, which identifies each roadway directly accessed and secondary roads in the vicinity of the application site, shows that there is adequate existing transportation infrastructure to support the proposed CDMP amendment application.

The Year 2035 Long Term traffic evaluation evaluates the adequacy of the future roadway infrastructure to meet the adopted LOS standards through the Year 2035. The Year 2035 Traffic conditions analysis incorporates expanded infrastructure for roads under construction, funded improvements from the adopted 2015 TIP, planned improvements from the adopted 2035 LRTP, future traffic conditions reflecting growth in background traffic, traffic from committed developments, and the impact from the amendment application. The reports concludes that the 2035 roadway network analyzed will be able to handle the additional PM peak hour trips that would be added to the network based upon the development of 2,604 dwelling units. The transportation analysis report also provides a Year 2035 level of service analysis along with a significance determination analysis.

The subject transportation analysis report was submitted to the department for review on August 26, 2014. At the time of publication of this report, Miami-Dade County Public Works and Waste Management Department (PWWM) and Department of Regulatory and Economic Resources (RER) staff were still reviewing the Transportation Analysis report. County staff will provide any comments or issues they may have to the applicant and the transportation consultant and will work the applicant and the transportation consultant to bring the issues to a satisfactory

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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
11	(8/15)/(8/15)	(12/24)	(20/40)	60	(12/24)	(15/30)	0	0	L
51 (Flagler Max)	15	30	30	n/a	n/a	n/a	0	0	L/F/E
73	30	40	60	n/a	60	60	0	0	L

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			
238 (East-West Conn-ection)	40/45	60	n/a	n/a	n/a	n/a	0	0.18	L
8	(10/12/30)/(10/15/30)	(15/30)	(20/30)	n/a	15	20	0	0.01	L
24	(20/30/100)/(20/40)	(20/40)	(20/40) (30/40)	n/a	(30/60)	(30/60)	0	0.02	L
40	(15/20/30)/(15/30)	(30/60)	(30/50)	n/a	60	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
52	30	45	60	n/a	45	60	0	0.06	L
87	30	45	60	n/a	45	60	0	0.06	L
88	20	30	30	n/a	24	30	0	0.06	L
104	(24/40)	45	60	n/a	60	60	0	0.06	L
204 (Killian KAT)	(8.5)/(7.5)	n/a	30	n/a	n/a	n/a	0	0.06	F/E
272 (Sunset KAT)	15	n/a/	n/a/	n/a	n/a	n/a	0	0.06	F/E
500 (Midnight Owl)	n/a	n/a	n/a/	60	n/a	n/a	0	0.06	L
288 (Kendall Cruiser)	12	n/a	n/a	n/a	n/a	n/a	0	0.06	F/E

Source: 2013 Transit Development Plan, Miami-Dade Transit (November 2013 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 2023 Recommended Service Plan within the 2013 Transit Development Plan. The planned improvements are shown in the "Metrobus Recommended Service Improvements and Service Plan" table below.

Metrobus Recommended Service Improvements and Service Plan

Route	Improvement Description	Implementation Year
7	No planned improvements	n/a
11	No planned improvements	n/a
51 (Flagler MAX)	Route to be extended to the future terminal at SW 147 Avenue and SW 8 Street	2017
	Route to be transformed to Flagler Enhanced Bus	2018
Flagler Enhanced Bus	This route will provide premium limited-stop transit service along Flagler street from Downtown Miami to Miami-Dade County.	
73	No planned improvements	n/a
238 (East-West Connection)	Extend westward to Beacon Lakes	2014
8	Route to be extended to the future terminal at SW 147 Avenue and SW 8 Street	2017
24	Convert to the Coral Way Limited and Provide local service between SW 153 Avenue and Ponce de Leon Blvd. Limited-stop service will be provided east of Ponce de Leon to Downtown Miami due to City of Miami Coral Way Trolley.	2014
Coral Way Limited	This route would provide local service between SW 153 Avenue and Ponce de Leon Blvd. Limited-stop service will be provided east of Ponce de Leon to Downtown Miami due to City of Miami Coral Way Trolley.	2014
Coral Way Limited	Discontinue segment on Coral Way from SW 147 Avenue to SW 153 Avenue and extend route to future terminal at SW 147 Avenue and SW 8 Street.	2017
40	Route to be extended to the future terminal at SW 147 Avenue and SW 8 Street	2017
56	Discontinue route segment along SW 117 Avenue to Miami-Dade College	2014
72	No planned improvements	n/a
52	No planned improvements.	n/a
87	Extend to Flagler Station in Medley	2015
88	No planned improvements	n/a
104	No planned improvements	n/a
204 (Killian KAT)	No planned improvements	n/a
272 (Sunset KAT)	No planned improvements	n/a
500 (Midnight Owl)	No planned improvements	n/a
288 (Kendall Cruiser)	Improve headways to 7.5 minutes and include stop at Park and Ride on SW 88 Street and SW 127 Avenue	2015

Source: 2013 Transit Development Plan, Miami-Dade Transit (November 2013 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 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 70 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: multiuse 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 2015 Transportation Improvement Program (TIP) lists the MIC Dadeland Busway Feasibility Study along the proposed Ludlam Trail Corridor as an MDX project with funding programed for planning in fiscal year 2014-2015.

The 2035 Long Range Transportation Plan (LRTP) lists the FEC South Spur/Ludlam Trail Premium Transit Project from Dadeland North Metrorail Station to the MIC as an unfunded project.

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. This route will provide premium limited-stop transit service along Flagler Street from Downtown Miami to West Miami-Dade County and intersects with the Ludlam Trail. This service will connect the new Marlins Ballpark along NW 7th 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 Modesto A. Maidique Campus (MMC) and Engineering Campus (EC). This route will also serve a proposed park-and-ride/bus terminal station at SW 8th Street and SW 147th Avenue. Service headways will be 12 minutes during the AM/PM peak-hour and 30 minutes during the mid-day. Revenue service is anticipated to begin in 2018 using 10 new branded articulated (60') Compressed Natural Gas (CNG), diesel/electric hybrid, clean diesel, or other alternative fuel buses.

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 the applicant provide language within the proposed CDMP text amendment that provides for convenient and strategic pedestrian and bicyclist access to public transportation. Furthermore, MDT recommends that the applicant include language within the proposed CDMP text amendment that would require future development of the vacant property at the southern terminus of the Ludlam Trail Corridor (Folio# 30-4035-000-1430) be closely coordinated with MDT to ensure convenient pedestrian/bicyclist access to the adjacent Dadeland North Metrorail Station.

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, MDT opines that 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 the applicant provide language within the proposed CDMP text amendment that provides for convenient and strategic pedestrian and bicyclist access to public transportation, MDT respectfully requests that the applicant reserve 15' X 75' bus station area footprints at major roadway intersections (NW 7th Street, West Flagler Street, SW 8th Street, SW 24th Street, SW 40th Street, SW 56th Street and SW 72nd Street). Said bus station area footprints should be clearly illustrated on the submitted plans at the time of site plan approval.

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. 3 be adopted with adequate address to the issues identified with the Application in the Principal Reasons for Recommendation herein:

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-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-2: Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, shall be based upon the physical and financial feasibility of providing, by the year 2020, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element, among other requirements set forth in this plan.

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.

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.

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.

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.

The following CDMP Goals, Objectives, Policies, and Concepts may be impeded should the CDMP amendment application be adopted as filed:

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-3B: All significant natural resources and systems shall be protected from incompatible land use including Biscayne Bay, future coastal and inland wetlands, future potable water-supply wellfield areas identified in the Land Use Element or in adopted wellfield protection plans, and forested portions of Environmentally Sensitive Natural Forest Communities as identified in the Natural Forest Inventory, as may be amended from time to time.

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.

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.

CON-8J: Efforts should be made to propagate and reestablish where practical, endangered, threatened, and potentially endangered native plants and animals in Miami-Dade County. (See Appendix A). The current list of state and federally listed plants in Miami-Dade County should be reevaluated and additional species should be proposed for listing and listed animal species should be included, if appropriate. Through its land acquisition and regulatory processes, Miami-Dade County shall continue to protect federally and State-listed plant and animal species to the maximum extent possible.

CON-8A: Specimen trees and Natural Forest Communities in Miami-Dade County shall be protected through the maintenance and enforcement of the County's Tree and Forest Protection and Landscape Code, as may be amended from time to time. The County's

Natural Forest Inventory shall be revised periodically to reflect current Natural Forest Community conditions. A Natural Forest Community shall not be removed from the inventory unless its quality and resource values have been degraded to the point where it cannot be restored.

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.

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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APPENDIX A

Amendment Application

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APPLICATION TO AMEND THE
LAND USE PLAN MAP OF THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

LR 13-18 LLC
2855 Le Jeune Road, 4th Floor
Coral Gables, Florida 33134

2. APPLICANT'S REPRESENTATIVES

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By: Tracy Slavens 6/2/14
Tracy R. Slavens, Esq. Date

3. DESCRIPTION OF REQUESTED CHANGES

A. The Requested Changes are as follows:

- Change to the Land Use Plan Map Text. Applicant requests the creation of the "Ludlam Trail Corridor" as a new sub-category within the "Transportation" land use category, depicted as the same color on the Land Use Plan Map (LUP) as the "Transportation" category, with cross-hatching, and to provide for corresponding text to define this proposed sub-category.

- Change to the Land Use Plan Map. Applicant requests changes to the LUP map designation on the subject property from "Transportation" to "Transportation" and "Ludlam Trail Corridor."

B. Description of the Subject Property (the "Property").

The Property contains approximately ±74 gross acres (±72 net acres) and is located along the former Florida East Coast Railway (FECR) line running from the NW 7 Street to SW 88 Street and between NW/SW 69 Avenue and NW/SW 70 Avenue, and is more particularly described in Exhibit "A" to this application.

C. Gross and Net Acreage.

Application area: ±74 gross acres (±72 net acres)
Acreage Owned by Applicant: ±53 acres.

D. Requested Changes.

Applicant requests the creation of the "Ludlam Trail Corridor" sub-category and corresponding text within the "Transportation" Land Use Plan Map category.

Applicant requests that the Property be re-designated on the Land Use Plan map from "Transportation" to "Transportation" and "Ludlam Trail Corridor" on ±74 gross acres within the Urban Infill Area (UIA) with the "Ludlam Trail Corridor" designation to be reflected in Lilac with Cross-Hatching on the LUP Map.

Applicant requests the creation of a project line item to provide for the pedestrian and bicycle path improvements proposed within the "Ludlam Trail Corridor."

4. REASONS FOR AMENDMENT

The Applicant is requesting 1) the creation of the "Ludlam Trail Corridor" sub-category within the "Transportation" land use category; and 2) the re-designation of the Property to "Transportation" and "Ludlam Trail Corridor." The purpose of these requests is to take a currently inactive rail line and activate the area with the development of 6.2 miles of abandoned Florida East Coast Railway line spanning from NW 12 Street to SW 88 Street and lying between NW/SW 69 Avenue and NW/SW 70 Avenue in Miami-Dade County within the Urban Infill Area (UIA) and known as the Ludlam Trail. A description of the subject property is provided as Exhibit "A" to this application.

The Ludlam Trail rail corridor has not been used as an active railway for several years. The Applicant is seeking to transform this land with infill development and linear park space. Specifically, the Applicant envisions an urban corridor with new housing, supportive community features and services, adequate mobility options, and a unique greenway and trail with safe and direct access to parks, schools, work, shopping, and transit for residents, trail riders, cyclists, and pedestrians.

The property is currently designated "Transportation" on the Future Land Use Map ("FLUM") of the Comprehensive Development Master Plan ("CDMP"). The "Transportation" land use category of the Land Use Element provides for a summarized portrayal of the major components of Miami-Dade County's existing and future transportation network. Included are roadways, rapid transit corridors, railways and major switching yards, and such major terminals as the County airports and the Miami-Dade Seaport. The Transportation and Capital Improvements Elements of the CDMP provide additional details about these facilities, including their intended sizes, functions, uses, and designs and, with the exception of local streets, schedules of improvements. Interestingly, the "Transportation" category within the Land Use Element does not expressly provide for corridors committed primarily to non-motorized modes of transportation such as bicycle or pedestrian travel nor does it contemplate the redevelopment of abandoned transportation locations. In order to clarify the CDMP, the Applicant is proposing

to create a new sub-category within "Transportation" which contemplates the conversion and activation of this specific abandoned railway corridor into a public pedestrian and bicycle corridor planned and ultimately developed in conjunction with private development intended to connect to and integrate with these abutting uses. This new sub-category is proposed as the "Ludlam Trail Corridor" and is proposed to be depicted as the same color on the FLUM as the "Transportation" category, with cross-hatching

The approval of this request would facilitate and encourage opportunities for infill development within the UIA. The "Ludlam Trail Corridor" sub-category will accommodate a mix of land uses intended to correspond and be compatible with the abutting use, consisting primarily of residential, retail, personal and professional services, commercial and professional offices, hotels/motels, entertainment and cultural facilities, amusements and commercial/private/public recreation facilities. The mixing of residential and commercial uses, including live-work and work-live developments, shall also be permitted and particularly where the Corridor serves as a buffer between commercial/industrial and residential areas. The proposed sub-category language is provided in Exhibit "B" to this application.

The 6.2-mile multi-use Ludlam Trail runs through the heart of Miami-Dade County within Florida East Coast Railway right-of-way. It is anchored by Miami International Airport on the north end and the Downtown Kendall Urban Center and transit hub on the south end. The Ludlam Trail is shown as a trail on Figure 6 - Planned Non-Motorized Network 2025 in the Comprehensive Development Master Plan Transportation Element as a proposed bicycle facility. Figure 6 depicts the planned non-motorized network consisting of on- and off-road bicycle facilities and multi-use trails and it reflects the recommended facilities and improvements of the adopted Miami-Dade Bicycle Facilities Plan. The Transportation Element also reviews railroad lines and has been updated to abandon the Ludlam Trail railway line. Figure 8 - Freight Rail Lines map was recently updated to delete the Ludlam Trail from the freight rail lines available for future use.

The Applicant envisions the improvement of the generally 100-foot wide linear corridor with trail-oriented development such as paths for walking and biking, a linear park, and a mix of uses that would expand the commuters' choice of transportation mode, enhance the quality of life, and reduce the dependency on the single-occupancy automobile. The Ludlam Trail Corridor sub-category contemplates the conversion and activation of this abandoned railway corridor into a public pedestrian and bicycle corridor planned and ultimately developed in conjunction with private development intended to connect to and integrate with its abutting uses. It will accommodate a mix of land uses intended to correspond and be compatible with its abutting uses, which primarily consist of residential, retail, personal and professional services, commercial and professional offices, hotels/motels, entertainment and cultural facilities, amusements and commercial/private/public recreation facilities. The Applicant is also proposing the mixing of residential and commercial uses, including live-work and work-live developments shall also be permitted, particularly where the Ludlam Trail serves as a buffer between commercial/industrial and residential areas.

The Ludlam Trail Corridor is intended to serve, in part, as an active recreational amenity and, in part, private development, with associated benefits. It intersects several major bus corridors and planned greenways and it connects numerous schools and middle and lower

income neighborhoods. Specifically, the Ludlam Trail connects more than 32,000 people in 1/2 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. When fully developed, the Ludlam Trail will serve to unify communities. However, in its current state as an abandoned railway line, the corridor separates communities and creates a man-made barrier to multi-modal transportation, and recreation activities.

Private development of the Ludlam Trail is intended to be compatible with adjacent and abutting uses. Any proposed land development regulations will provide for buffering, through landscaping and other features, to the adjacent and adjoining residential uses. Pedestrian and vehicular connections with, to, and through the Corridor shall be in accordance with adopted standards of and coordinated with the applicable governmental agencies with jurisdiction.

The Ludlam Trail Corridor is anticipated to benefit the community by providing a safe corridor for non-motorized travel for both recreation uses and for commuters using transit for part of their trip. The Ludlam Trail is also included in the *Miami-Dade County Parks and Open Space Master Plan* as a recreation trail. Shared use trails and linear parks can have a significant positive impact on the social, environmental and economic conditions of surrounding neighborhoods, which are arguably underserved by parks. Bicycle, pedestrian, and park facilities are much needed in Miami-Dade County. For example, at just 2.9 park acres for every 1,000 residents, the City of Miami, which borders a portion of the trail, has one of the lowest ratios among all U.S. high density cities—well below the group average of 7.1 park acres for every 1,000 residents, according to the Trust for Public Lands 2014 City Park Facts. The City of Miami also ranks 21st in overall levels of biking and walking but a much lower 40th out of 52 in terms of bicycle/pedestrian safety according to the Alliance for Biking & Walking, 2014 Benchmarking Report. The Ludlam Trail will provide a reasonably safe, 6.2 mile long biking option.

It is anticipated that the pedestrian and bicycle recreational portion of the Ludlam Trail will be conveyed to an entity that would ensure its availability to the public and, at an estimated average 25 feet in width, the Ludlam Trail will result in approximately 18.78 acres of additional park land to become available to the community. It is also expected that many travelers will be able to make short errands by bike or foot (typically up to 1 mile in length), saving travel costs compared with making the same trip by auto. The inclusion of coordinated private residential and commercial development adjacent to the Ludlam Trail, designed to be compatible with its surroundings, will increase the amount of traffic diverted to the area from auto uses as there would be a greater range or commercial and residential opportunities accessible by bike or foot within the corridor.

The development of the Ludlam Trail Corridor will improve the economic competitiveness of the surrounding neighborhoods and the broader Miami-Dade economy to which it is connected through commerce and commuting. The removal of the abandoned rail corridor and investment to create a vibrant greenway with residential and commercial development tailored to the conditions of a non-motorized corridor will raise the value of properties in the vicinity of the Ludlam Trail Corridor. This will have significant positive economic and recreational impacts for all property owners in the vicinity of the Ludlam Trail.

The implementation of the Ludlam Trail Corridor will benefit the local environment in a

variety of ways. Air quality will benefit through the planting of additional trees and green space that mitigate heat islands. The Applicant anticipates that numerous shade trees will be planted throughout the length of the corridor. Additionally, to the degree that residents make trips by bike and foot rather than autos, auto emissions will also be also reduced. The creation of new green space expands permeable surface area in the community and provides water filtration benefits by reducing stormwater runoff, benefiting South Florida's wetland ecosystems.

Goals, Objectives, and Policies

Based on the foregoing, the Applicant believes that the approval of this application would be a timely improvement to the Comprehensive Development Master Plan and will help to satisfy the inadequate supply of residential, commercial, and recreation services within the UDB. Furthermore, the approval of the proposed amendments will promote infill development for this otherwise highly developed portion of Miami-Dade County within the UIA. The proposed amendments are consistent with the Goals, Objectives and Policies of the Comprehensive Development Master Plan elements. Accordingly, approval of the requested Amendment would advance the following CDMP objectives and policies:

> LAND USE OBJECTIVE 1: The location and configuration of Miami-Dade County's urban growth through the year 2025 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.
>
> LAND USE POLICY 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.
>
> LAND USE POLICY LU-1D. In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of residential areas as neighborhoods which include recreational, educational and other public facilities, houses of worship, and safe and convenient circulation of automotive, pedestrian and bicycle traffic.
>
> LAND USE POLICY 1E. In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the "Guidelines for Urban Form" contained in the "Interpretation of The Land Use Plan Map" text adopted as an extension of these policies.
>
> LAND USE POLICY 1F. To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities,

among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.

LAND USE POLICY 1G: Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.

LAND USE POLICY 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.

LAND USE POLICY LU-1M. In formulating or amending development regulations, Miami-Dade County shall avoid creating disincentives to redevelopment of blighted areas. Where redevelopment occurs within the urban area, requirements for contributions toward provision of public facilities may be moderated where underutilized facilities or surplus capacities exist, and credit toward required infrastructure contributions may be given for the increment of development replaced by redevelopment.

LAND USE POLICY LU-1O. Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agriculture Areas, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.

LAND USE OBJECTIVE 2: Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, will be based upon the physical and financial feasibility of providing, by the year 2015, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element.

LAND USE POLICY 2A. All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE).

LAND USE POLICY LU-7D. Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done in a manner that reduces walking distances and is comfortable and attractive to pedestrians.

LAND USE POLICY LU-7H. The Department of Planning and Zoning shall review land development regulations to identify reforms that would invite, and not impede, transit-oriented development in the station areas.

LAND USE POLICY LU-7I. Miami-Dade County will review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors.

LAND USE OBJECTIVE 8: Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan Map, consistent with the adopted Goals, Objectives and Policies of this Plan, which will provide that the Land Use Plan Map accommodates projected countywide growth.

LAND USE POLICY 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.

LAND USE POLICY 8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.

LAND USE POLICY 8E. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

i. Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;

ii. Enhance or impede provision of services at or above adopted LOS Standards;

iii. Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and

iv. Enhance or degrade environmental or historical resources, features or systems of County significance; and

v. If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.

LAND USE POLICY 8F. The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption). The estimation of this capacity shall include the capacity to develop and redevelop around transit stations at the densities recommended in policy LU-7F. The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities.

LAND USE POLICY LU-9D. Miami-Dade County shall continue to investigate, maintain and enhance methods, standards and regulatory approaches which facilitate sound, compatible mixing of uses in projects and communities.

LAND USE POLICY LU-9E. Miami-Dade County shall enhance and formalize its standards for defining and ensuring compatibility among proximate uses, and requirements for buffering.

LAND USE POLICY LU-9H. Miami-Dade County shall reorient its special area planning program to emphasize preparation of physical land use and urban design plans for strategic and high-growth locations, such as urban centers and certain transportation corridors as defined in the CDMP.

LAND USE POLICY LU-9I. Miami-Dade County shall continue to update and enhance its land development regulations and area planning program to facilitate development of better planned neighborhoods and communities, and well designed buildings, and shall encourage and assist municipalities to do the same.

LAND USE POLICY LU- 9U. The County shall consider provisions to allow horizontal mixed-use developments, defined as the horizontal integration of parcels with different primary uses within the same site or block, in appropriate future land use categories in the Urban Development Boundary.

LAND USE OBJECTIVE LU-10. Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multi-modal transportation systems.

LAND USE POLICY LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.

LAND USE OBJECTIVE 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 or in the designated Empowerment Zone established pursuant to federal law.

LAND USE POLICY LU-12B. Miami-Dade County shall identify and consider for adoption a package of financial and regulatory incentives for new development on vacant properties in the UIA.

LAND USE POLICY LU-12D. The County shall consider developing strategies that promote infill development in specific areas.

TRANSPORTATION POLICY 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.

TRANSPORTATION POLICY TE-2B. By 2008, the County shall 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.

TRANSPORTATION POLICY TE-2C. In road construction and reconstruction projects, roadway designs shall protect and promote pedestrian comfort, safety and attractiveness in locations where the Land Use Element seeks to promote activity along road frontages, such as in areas planned for community- or neighborhood-serving businesses and all planned Urban Center and transit station locations. Such measures should include, wherever feasible, on-street parking, wide sidewalks, and abundant landscaping at the street edge. Additionally, boulevard section designs should be utilized where appropriate, including central through lanes and frontage lanes for local traffic and parking, separated from the through lanes by landscaped areas, with frequent opportunities for pedestrians to safely cross the through lanes, and right of way to facilitate these designs should be reserved or acquired where necessary. Roadway pedestrian facility

considerations shall also be consistent with the policies addressing pedestrianism contained in the Land Use Element.

TRANSPORTATION POLICY TE-2D. Miami-Dade County's top priority for constructing new sidewalks after completion of the "Safe Routes to Schools" program shall be to provide continuous sidewalks along the following: a) existing rapid transit stations and transit centers, b) existing parks and recreation open spaces, c) both sides of all County collector and arterial roadways within 1/4 mile of all existing transit stations and centers, and d) at least one side of County collector and arterial roadways between 1/4 and 1/2 mile of all existing transit stations and centers. All new development and redevelopment in these areas shall be served by these sidewalks. It is the policy of Miami-Dade County that municipalities in the County establish similar priorities for their jurisdictions, and that FDOT do the same with regard to State roads. In all new construction and reconstruction of collector and arterial roads inside the UDB served by Metrobus, sidewalks should be provided along all portions of such roads between bus stops and any existing or planned intersecting residential or community-serving business streets within, at a minimum, 1/4 mile of the bus stops.

TRANSPORTATION POLICY TE-2E. The County shall require accommodation of bicycle travel and pedestrian needs in plans for future arterial and collector road construction, widening or reconstruction projects where designated by the Bicycle Facilities Plan, wherever feasible.

TRANSPORTATION POLICY TE-2F. The County shall consider the use of utility easements and transit or railroad rights-of-way as locations for bicycle ways linking major urban activity centers.

TRANSPORTATION POLICY 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.

RECREATION AND OPEN SPACE ELEMENT OBJECTIVE ROS-1. Provide a coordinated system of countywide parks and recreational open spaces serving the entire County, and local recreation open spaces adequately meeting the needs of Miami-Dade County's unincorporated population, through 2010.

RECREATION AND OPEN SPACE ELEMENT POLICY ROS-5A: The County shall prioritize park capital improvement expenditures in accordance with the following criteria: 1) Acquire local parkland to maintain the adopted level-of-service standard for local recreation open space by correcting existing deficiencies and addressing future needs and acquire areawide parkland suitable for outdoor recreation while preserving natural, historical and cultural resources; 2) renovate and upgrade existing recreation open spaces and facilities, and; 3) develop new recreation open spaces and facilities within undeveloped or incomplete parks.

5. ADDITIONAL MATERIAL SUBMITTED

Additional items in support of this application may be submitted at a later date.

6. COMPLETED DISCLOSURE FORMS

Attached as Exhibit "D"

Attachments: Legal Descriptions for the Property and Parcels - Composite Exhibit "A"
Proposed "Ludlam Trail Corridor" Sub-Category Text - Exhibit "B"
Location Map for Application - Exhibit "C"
Disclosure of Interest Form - Exhibit "D"
Aerial Photograph – Exhibit "E"

EXHIBIT "C"

LOCATION MAP FOR APPLICATION TO AMEND
THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

APPLICANTS / REPRESENTATIVE

LR 13-18 LLC / Joseph G. Goldstein, Esq.

DESCRIPTION OF SUBJECT AREA

The Property consists of approximately ±72 acres of land located in (i) Section 52, Township 53, Range 40, (ii) Section 2, Township 40, Range 40, (iii) Section 11, Township 40, Range 40, (iv) Section 14, Township 40, Range 40, (v) Section 23, Township 40, Range 40, (vi) Section 26, Township 40, Range 40, (vii) Section 35, Township 40, Range 40, in unincorporated Miami-Dade County, Florida. The Property is approximately 100 feet wide and lies within ±6.2 miles of the former Florida East Coast Railway Corridor that runs from the south side of the NW 12 Street to SW 88 Street and between NW/SW 69 Avenue and NW/SW 70 Avenue, and is more specifically described in Exhibit "A" to this application.

LOCATION MAPS

The Property is 71.6% (±53 acres) owned by the Applicant and is indicated with cross-hatching.

Department Of Public Works
MIAMI-DADE COUNTY, FLORIDA
MIAMI-DADE COUNTY
REVISIONS
LEGEND
Section Lines
Grid Lines
Municipality Lines
Block Lines
Lot Lines
Easement Lines
Limited R/W
1 Inch = 300 feet
NOTICE
AIRPORT
MIAMI INTERNATIONAL

Department Of Public Works
MIAMI-DADE COUNTY, FLORIDA
MIAMI-DADE COUNTY
REVISIONS
LEGEND
Section Lines
Grid Lines
Municipality Lines
Block Lines
Lot Lines
Easement Lines
Limited R/W
NOTICE

Department Of Public Works
MIAMI-DADE COUNTY, FLORIDA
MIAMI-DADE COUNTY
REVISIONS
LEGEND
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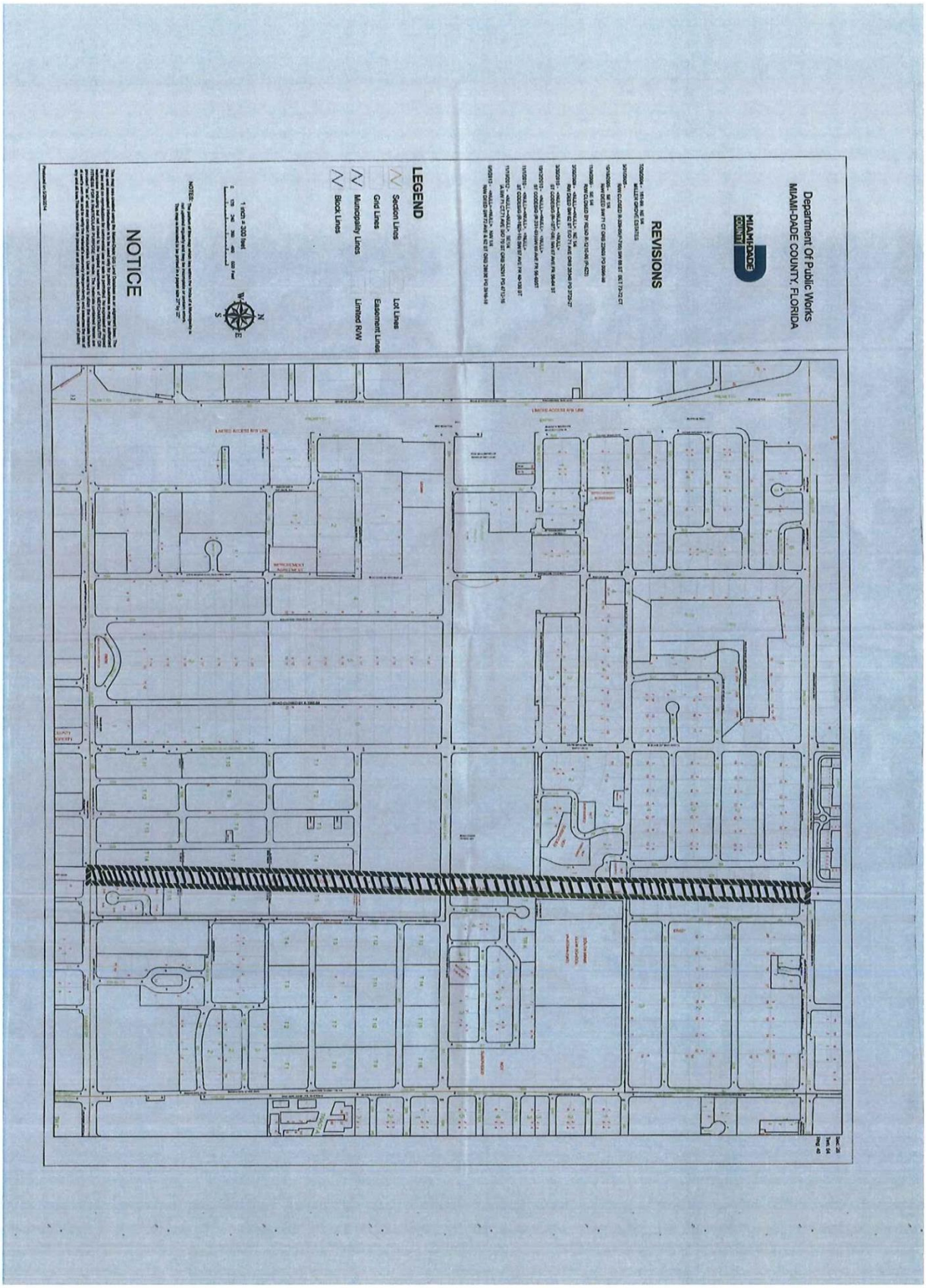
Lot Lines
Grid Lines
Easement Lines
Municipality Lines
Untied R/W
Block Lines
1 inch = 300 feet
NOTE
NOTICE

Department Of Public Works
MIAMI-DADE COUNTY, FLORIDA
MIAMI-DADE COUNTY
REVISIONS
LEGEND
Section Lines
Grid Lines
Municipality Lines
Block Lines
Lot Lines
Easement Lines
Limited R/W
NOTICE

Department Of Public Works
MIAMI-DADE COUNTY, FLORIDA
MIAMI-DADE COUNTY
REVISIONS
LEGEND
Section Lines
Grid Lines
Municipality Lines
Block Lines
Lot Lines
Easement Lines
Limited R/W
NOTICE


Department Of Public Works
MIAMI-DADE COUNTY, FLORIDA
REVISIONS
LEGEND
Section Lines
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Municipality Lines
Block Lines
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Limited R/W
NOTICE

Department Of Public Works
MIAMI-DADE COUNTY, FLORIDA
REVISIONS
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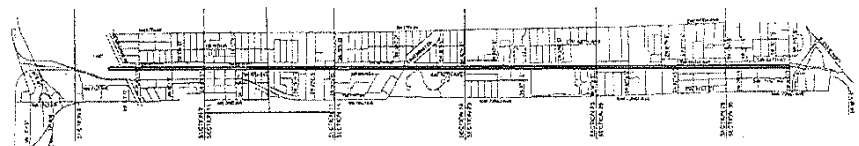
Section Lines
Grid Lines
Municipality Lines
Block Lines
Lot Lines
Easement Lines
Limited R/W
NOTICE
SOUTH MIAMI

COMPOSITE EXHIBIT "A"

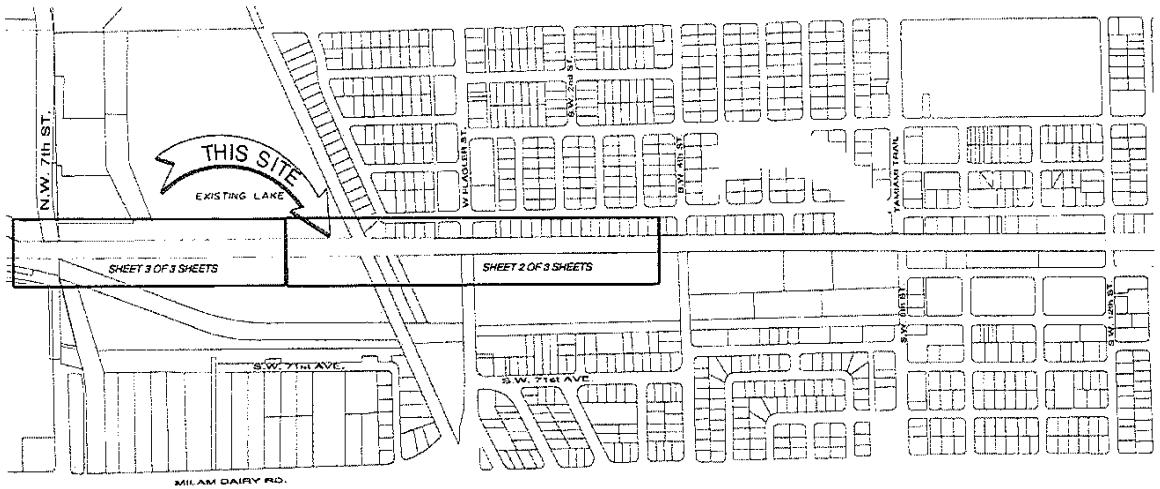
Legal Description for Property:

Zone 1 Draft

BOUNDARY/TOPOGRAPHIC SURVEY



VICINITY MAP
MIAMI-DADE COUNTY, FLORIDA
SCALE: NTS



LOCATION SKETCH
MIAMI-DADE COUNTY, FLORIDA
SCALE: 1"=300'

NOTICE IS HEREBY GIVEN THAT SUNSHINE STATE ONE CALL OF FLORIDA, INC. MUST BE CONTACTED AT 1-800-432-4770 AT LEAST 2 BUSINESS DAYS IN ADVANCE OF ANY CONSTRUCTION, EXCAVATION OR DEMOLITION ACTIVITY WITHIN, UPON, ABUTTING OR ADJACENT TO THE SUBJECT PROPERTY. THIS NOTICE IS GIVEN IN COMPLIANCE WITH THE "UNDERGROUND FACILITY DAMAGE PREVENTION AND SAFETY ACT", PURSUANT TO CHAPTER 556.101-111 OF THE FLORIDA STATUTES.

THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

LEGEND:
- Set Nail & Disk with cap #1012
- Fire Trac

SECOND DRAFT

SURVEYOR'S REPORT:

1. No instruments of record reflecting easements, right of way, and or ownership were furnished to this surveyor except as shown
2. Bearings are based on an assumed value of (S02°12'15"E) along the centerline of N.W. 72nd Ave.
3. Unless otherwise noted record and measured data are in substantial agreement. All distances and elevations shown are in accord with the United States standard using feet.
4. The Street Right-of-Way abutting this property are physically open unless otherwise noted
5. Fence ownership, if any, was established by visual means only, but legal ownership has not been determined.
6. Set Iron Pipe or Pin with cap #1012 (18" in length by 0.2 square inches, minimum) at all corners unless otherwise noted.
7. No underground installations or improvements have been located.
8. The symbols (if any) reflected in the legend and on the survey have been enlarged for clarity. The symbols have been plotted at the center of the field location and may not represent the actual size or shape of the feature
9. The surveyor did not inspect the property for environmental hazards or jurisdictional wetlands.
10. The information depicted on this map represents the results of the survey on the date indicated and can only be considered as indicating the general conditions existing at that time
11. Due to the frequent changes and interpretations of zoning ordinances it is the owner's responsibility to verify zoning restrictions before construction.
12. The survey map and report or the copies thereof are not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.
13. Additions or deletions to survey maps or reports by other than the signing party or parties is prohibited without written consent of the signing party or parties.
14. The accuracy obtained by field measurement methods and office calculations of closed geometric figures meets and exceeds the Minimum Technical Standards requirement for Commercial High/Risk Area (linear: 1 foot in 10,000 feet) as defined in Chapter 5J-17.051, Florida Administrative Code.

TITLE LEGAL DESCRIPTION:
NONE

AS-SURVEYED LEGAL DESCRIPTION:
A portion of the West ½ of Section 11, TWP 54 S, RGE 40 E Miami-Dade County, Florida

SURVEYOR'S CERTIFICATE:
I HEREBY CERTIFY: that the property as shown and described hereon was prepared under my supervision and that there are no above ground encroachments unless otherwise shown, also that this Boundary Survey meets the Minimum Technical Standards set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-051, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes, And, that the sketch hereon is true and correct to the best of my knowledge and belief. Subject to notes and notations shown hereon
LUDOVICI AND ORANGE CONSULTING ENGINEERS INC. LB1012

Arturo A. Sosa
Surveyor and Mapper 2629
State of Florida

Last Field Survey Date:
Field Book: 11-879 Pg. 64-71

LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.

MIAMI-DADE COUNTY, FLORIDA
SEC. 2-54-40
SEC. 11-54-40

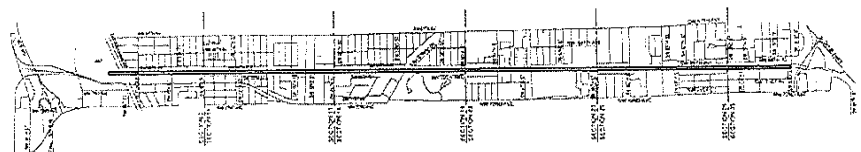
PROJ. NO. 2013 JT
DESIGNED: ---
DRAWN: SS
CHECKED: AAC
SCALE: AS NOTED
DATE: 01-10-2014
SHEET: 1 OF 3 SHEETS

BOUNDARY/TOPOGRAPHIC SURVEY
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
MIAMI-DADE COUNTY, FLORIDA
SEC. 2-54-40
SEC. 11-54-40
SHEET 2 OF 3 SHEETS
NORTH
GRAPHIC SCALE
MATCH LINE "B"
MATCH LINE "C"
MATCH LINE "C"
MATCH LINE "D"
BLOCK 11
PRINCESS PARK MANOR
(P.B. 50, PG. 18)
FLORIDA EAST COAST RAILROAD
JACOBS SUBDIVISION
(P.B. 62, PG. 53)
TRACT A
SURVEYOR'S BASELINE
WEST FLAGLER ST.
PRINCESS PARK MANOR
(P.B. 50, PG. 18)
FLORIDA EAST COAST RAILROAD
CITY OF MIAMI PARK
TAMIAMI CANAL
WATERFORD SECTION ONE
(P.B. 140, PG. 30)
SURVEYOR'S BASELINE
EXISTING LAKE
FLORIDA EAST COAST RAILROAD
ROBERT KING HIGH
CARLOS ARBOLEYA
CAMP GROUND
MAULE SEMROSA
(P.B. 46, PG. 63)
TAMIAMI CANAL
SECOND DRAFT
THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

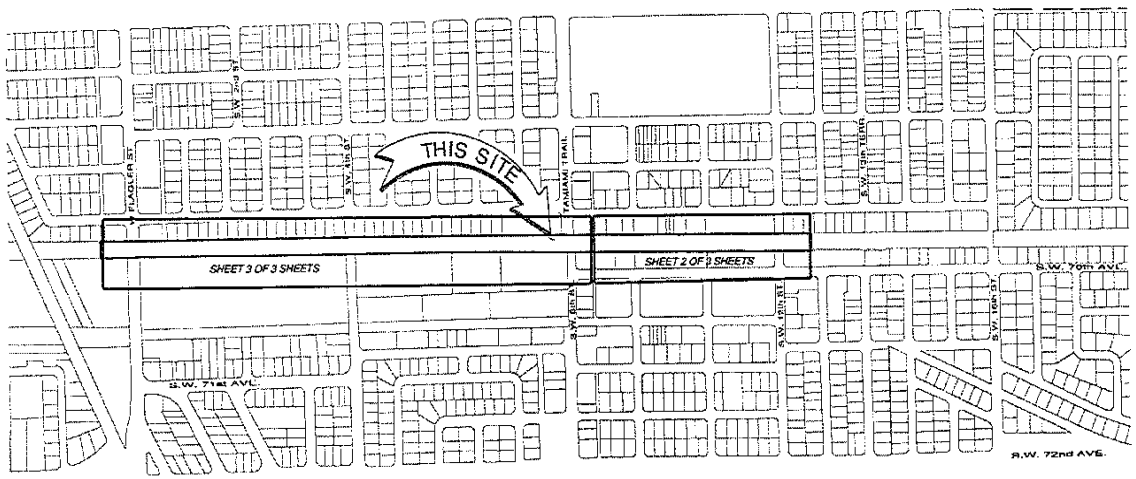
BOUNDARY/TOPOGRAPHIC SURVEY
NORTH
GRAPHIC SCALE
MATCH LINE 'D'
MAULE SEMPOSA
(P.B. 46, PG. 69)
MET SUBDIVISION
(P.B. 144, PG. 17)
N.W. 7th ST.
THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.
SECOND DRAFT
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
MIAMI-DADE COUNTY, FLORIDA
SEC. 2-54-40
SEC. 11-54-40
SHEET
3
OF 3 SHEETS

Zone 2 Draft

BOUNDARY/TOPOGRAPHIC SURVEY



VICINITY MAP
MIAMI-DADE COUNTY, FLORIDA.
SCALE: NTS



LOCATION SKETCH
MIAMI-DADE COUNTY, FLORIDA.
SCALE: 1"=300'

LEGEND:
- Set Nail & Disk with cap #1012
- Pine Tree

NOTICE IS HEREBY GIVEN THAT SUNSHINE STATE ONE CALL OF FLORIDA, INC. MUST BE CONTACTED AT 1-800-432-4770 AT LEAST 2 BUSINESS DAYS IN ADVANCE OF ANY CONSTRUCTION, EXCAVATION OR DEMOLITION ACTIVITY WITHIN, UPON, ABUTTING OR ADJACENT TO THE SUBJECT PROPERTY. THIS NOTICE IS GIVEN IN COMPLIANCE WITH THE "UNDERGROUND FACILITY DAMAGE PREVENTION AND SAFETY ACT", PURSUANT TO CHAPTER 550.101-111 OF THE FLORIDA STATUTES.

THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

SURVEYOR'S REPORT:

1. No instruments of record reflecting easements, right of way, and or ownership were furnished to this surveyor except as shown.

2. Bearings are based on an assumed value of (S02°12'15"E) along the centerline of N.W. 72nd Ave.

3. Unless otherwise noted record and measured data are in substantial agreement. All distances and elevations shown are in accord with the United States standard using feet.

4. The Street Right-of-Way abutting this property are physically open unless otherwise noted.

5. Fence ownership, if any, was established by visual means only, but legal ownership has not been determined.

6. Set Iron Pipe or Pin with cap #1012 (18" in length by 0.2 square inches, minimum) at all corners unless otherwise noted.

7. No underground installations or improvements have been located.

8. The symbols (if any) reflected in the legend and on the survey have been enlarged for clarity. The symbols have been plotted at the center of the field location and may not represent the actual size or shape of the feature.

9. The surveyor did not inspect the property for environmental hazards or jurisdictional wetlands.

10. The information depicted on this map represents the results of the survey on the date indicated and can only be considered as indicating the general conditions existing at that time.

11. Due to the frequent changes and interpretations of zoning ordinances it is the owner's responsibility to verify zoning restrictions before construction.

12. The survey map and report or the copies thereof are not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.

13. Additions or deletions to survey maps or reports by other than the signing party or parties is prohibited without written consent of the signing party or parties.

14. The accuracy obtained by field measurement methods and office calculations of closed geometric figures meets and exceeds the Minimum Technical Standards requirement for Commercial High/Risk Area (linear: 1 foot in 10,000 feet) as defined in Chapter 5J-17.051, Florida Administrative Code.

TITLE LEGAL DESCRIPTION:
NONE

AS-SURVEYED LEGAL DESCRIPTION:
A portion of the West ½ of Section 11, TWP 54 S, RGE 40 E Miami-Dade County, Florida

SURVEYOR'S CERTIFICATE:
I HEREBY CERTIFY: that the property as shown and described hereon was prepared under my supervision and that there are no above ground encroachments unless otherwise shown, also that this Boundary Survey meets the Minimum Technical Standards set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-051, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes, and, that the sketch hereon is true and correct to the best of my knowledge and belief. Subject to notes and notations shown hereon.
LUDOVICI AND ORANGE CONSULTING ENGINEERS INC. LB1012

Arturo A. Soso
Surveyor and Mapper 2629
State of Florida

Last Field Survey Date.
Field Book: 11-870 Pg. 64-71

LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
2711 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 • 305-445-3021 • 08-1012

MIAMI-DADE COUNTY, FLORIDA
SEC. 2-54-40
SEC. 11-54-40

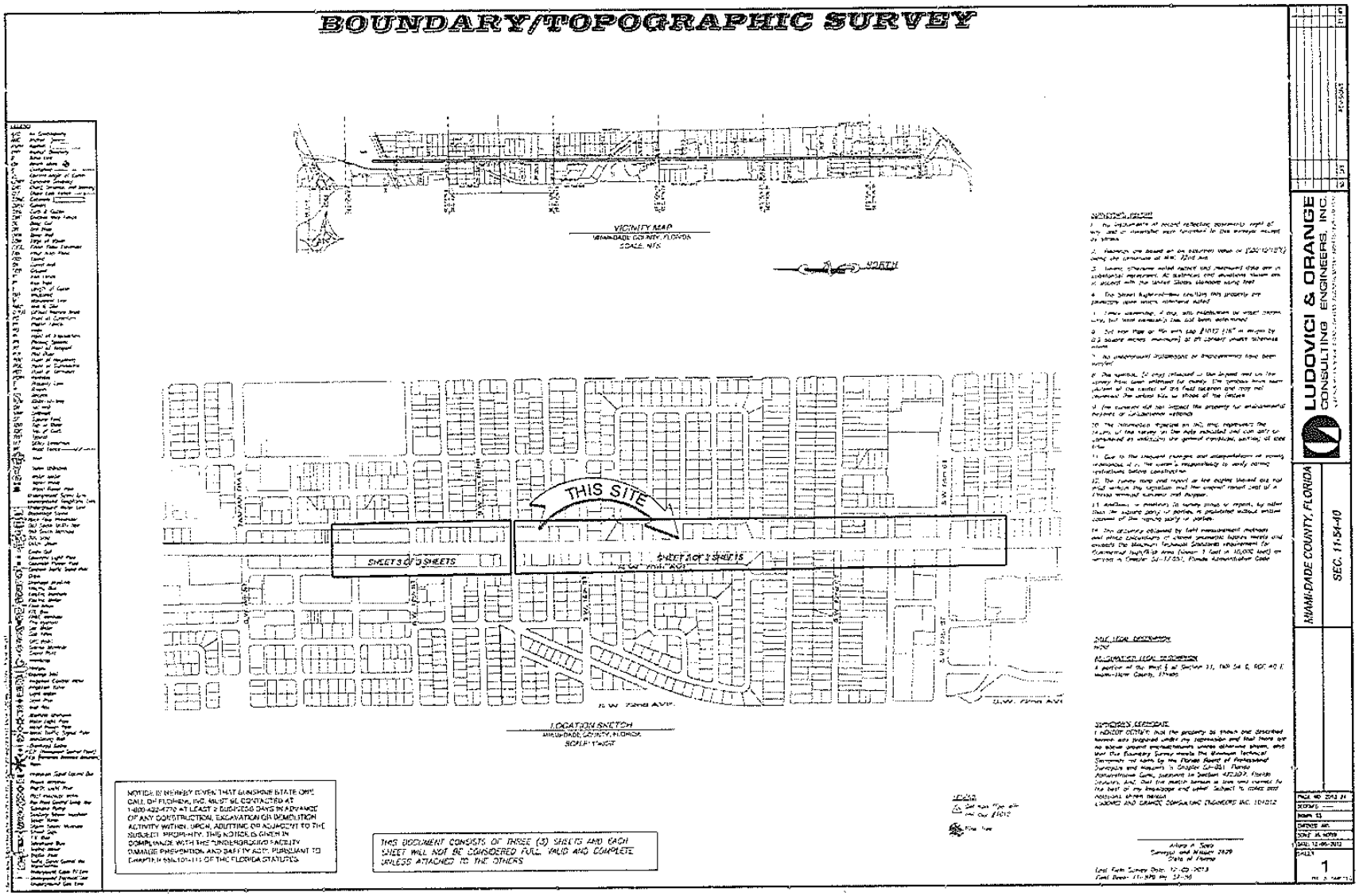
PROJ. NO: 2013 27
DESIGNED: ---
DRAWN: CC
CHECKED: AAO
SCALE: AS NOTED
DATE: 11-04-2013
SHEET: 1 OF 3 SHEETS

BOUNDARY/TOPOGRAPHIC SURVEY
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
MIAMI-DADE COUNTY, FLORIDA
SEC. 2-54-40
SEC. 11-54-40
GRAPHIC SCALE
NORTH
BLOCK 12
REVISED PLAT OF
TAMIAMI CITY
(P.B. 34, PG. 13)
TRACT 78
REVISED PLAT OF
TAMIAMI CITY
(P.B. 34, PG. 13)
TAMIAMI CITY
(P.B. 14, PG. 9)
REVISED PLAT OF
TAMIAMI CITY SEC. "B"
(P.B. 35, PG. 22)
TRACT 33-A
REVISED PLAT OF
TAMIAMI CITY SEC. "B"
(P.B. 35, PG. 22)
TRACT 42-A
READY BANK SUBDIVISION
(P.B. 133, PG. 54)
TRACT A
FLORIDA EAST COAST RAILROAD
S.W. 69th AVE.
S.W. 70th AVE.
S.W. 12th ST.
S.W. 10th ST.
S.W. 9th ST.
S.W. 8th ST.
MATCH LINE 'A'
MATCH LINE 'B'
TRACT A
TROPIC GARDEN
(P.B. 140, PG. 92)
BLOCK 12
ZENA GARDENS
(P.B. 46, PG. 51)
BLOCK 11
ZENA GARDENS
(P.B. 46, PG. 51)
EVERGLADES SUBDIVISION
(P.B. 82, PG. 91)
TRACT A
AMENDED PLAT OF LEVERA
(P.B. 103, PG. 63)
TRACT A
S.W. 4th ST.
THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.
2
OF 3 SHEETS

BOUNDARY/TOPOGRAPHIC SURVEY
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
MIAMI-DADE COUNTY, FLORIDA
SEC. 11-54-40
SEC. 2-54-40
NORTH
GRAPHIC SCALE
MATCH LINE "B"
BLOCK 11
PRINCESS PARK MANOR
(P.B. 50, PG. 18)
FLORIDA EAST COAST RAILROAD
JACOBS SUBDIVISION
(P.B. 62, PG. 53)
TRACT A
SURVEYOR'S MEMO
WEST FLAGLER ST.
PRINCESS PARK MANOR
(P.B. 50, PG. 18)
CITY OF MIAMI PARK
TAMIAMI CANAL
THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.
SHEET: 3 OF 3 SHEETS

Zone 3/4 Draft

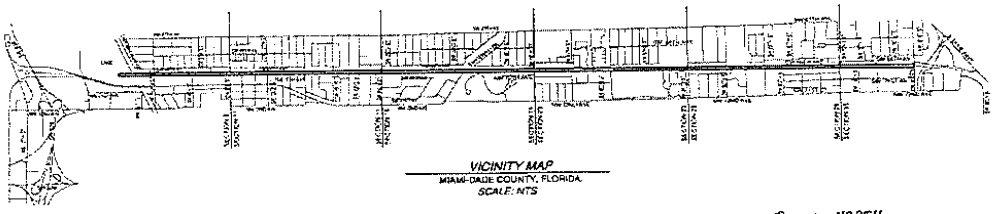
BOUNDARY/TOPOGRAPHIC SURVEY



BOUNDARY/TOPOGRAPHIC SURVEY
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
MIAMI-DADE COUNTY, FLORIDA
SEC. 11-54-40
GRAPHIC SCALE
NORTH
FLORIDA EAST COAST RAILROAD
MATCH LINE 'A'
MATCH LINE 'B'
THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS

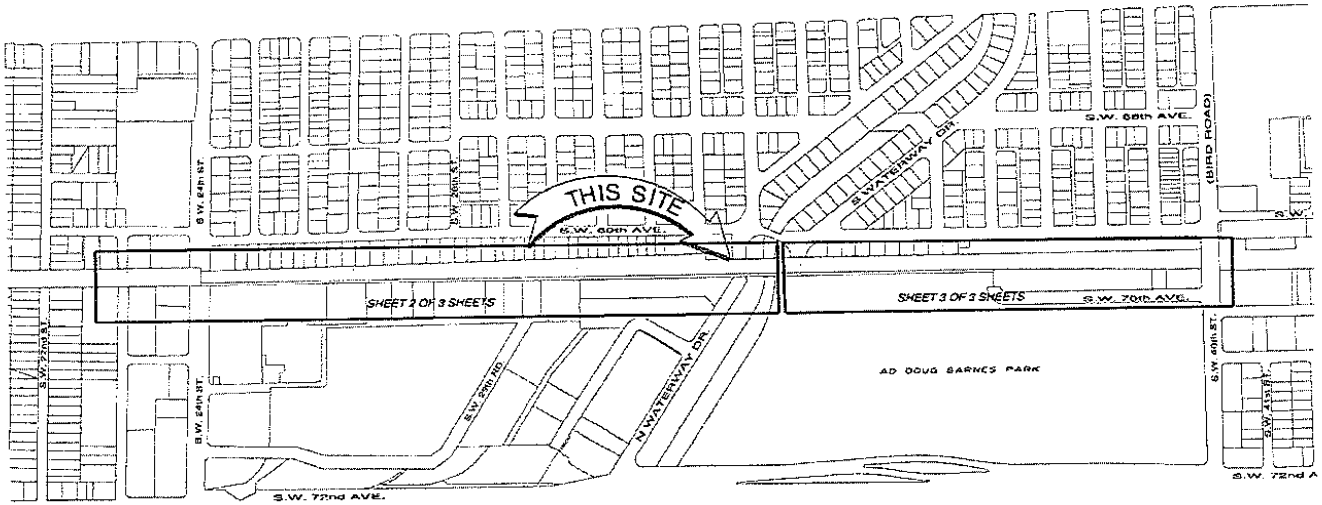
BOUNDARY/TOPOGRAPHIC SURVEY
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
MIAMI-DADE COUNTY, FLORIDA
SEC. 11-54-40
GRAPHIC SCALE
MATCH LINE 'B'
THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

BOUNDARY/TOPOGRAPHIC SURVEY



VICINITY MAP
MIAMI-DADE COUNTY, FLORIDA
SCALE: NTS

NORTH



LOCATION SKETCH
MIAMI-DADE COUNTY, FLORIDA
SCALE: 1"=300'

SURVEYOR'S REPORT:

1. No instruments of record reflecting easements, right o
map, and or ownership were furnished to this surveyor exc
as shown

2. Bearings are based on an assumed value of (S02°12'
along the centerline of N.W. 72nd Ave.

3. Unless otherwise noted record and measured data are
substantial agreement. All distances and elevations shown
in accord with the United States standard using feet.

4. The Street Right-of-way abutting this property are
physically open unless otherwise noted.

5. Fence ownership, if any, was established by visual me
only, but legal ownership has not been determined.

6. Set Iron Pipe or Pin with cap #1012 (18" in length
0.2 square inches, minimum) at all corners unless otherw
noted

7. No underground installations or improvements have be
located.

8. The symbols (if any) reflected in the legend and on th
survey have been enlarged for clarity. The symbols have
plotted at the center of the field location and may not
represent the actual size or shape of the feature.

9. The surveyor did not inspect the property for environm
hazards or jurisdictional wetlands.

10. The information depicted on this map represents the
results of the survey on the date indicated and can only
considered as indicating the general conditions existing at
time.

11. Due to the frequent changes and interpretations of z
ordinances it is the owner's responsibility to verify zoning
restrictions before construction.

12. The survey map and report or the copies thereof are
valid without the signature and the original raised seal of
Florida licensed surveyor and mapper.

13. Additions or deletions to survey maps or reports by o
than the signing party or parties is prohibited without wri
consent of the signing party or parties.

14. The accuracy obtained by field measurement methods
and office calculations of closed geometric figures meets
exceeds the Minimum Technical Standards requirement for
Commercial/High/Risk Area (linear: 1 foot in 10,000 feet)
defined in Chapter 5J-17.051, Florida Administrative Code

TITLE LEGAL DESCRIPTION:
NONE

AS-SURVEYED LEGAL DESCRIPTION:
A portion of the West ½ of Section 14, TWP 54 S, RGE
Miami-Dade County, Florida.

SURVEYOR'S CERTIFICATE:
I HEREBY CERTIFY: That the property as shown and descr
hereon was prepared under my supervision and that the
no above ground encroachments unless otherwise shown,
that this Boundary Survey meets the Minimum Technical
Standards set forth by the Florida Board of Professional
Surveyors and Mappers in Chapter 5J-051, Florida
Administrative Code, pursuant to Section 472.027, Florid
Statutes. And, that the sketch hereon is true and correc
the best of my knowledge and belief. Subject to notes
notations shown hereon.
LUDOVICI AND ORANGE CONSULTING ENGINEERS INC. LB10

Arturo A. Soto
Surveyor and Mapper 2629
State of Florida

Last Field Survey Date: 12-04-2013
Field Book: 11-679 Pg. 37-58

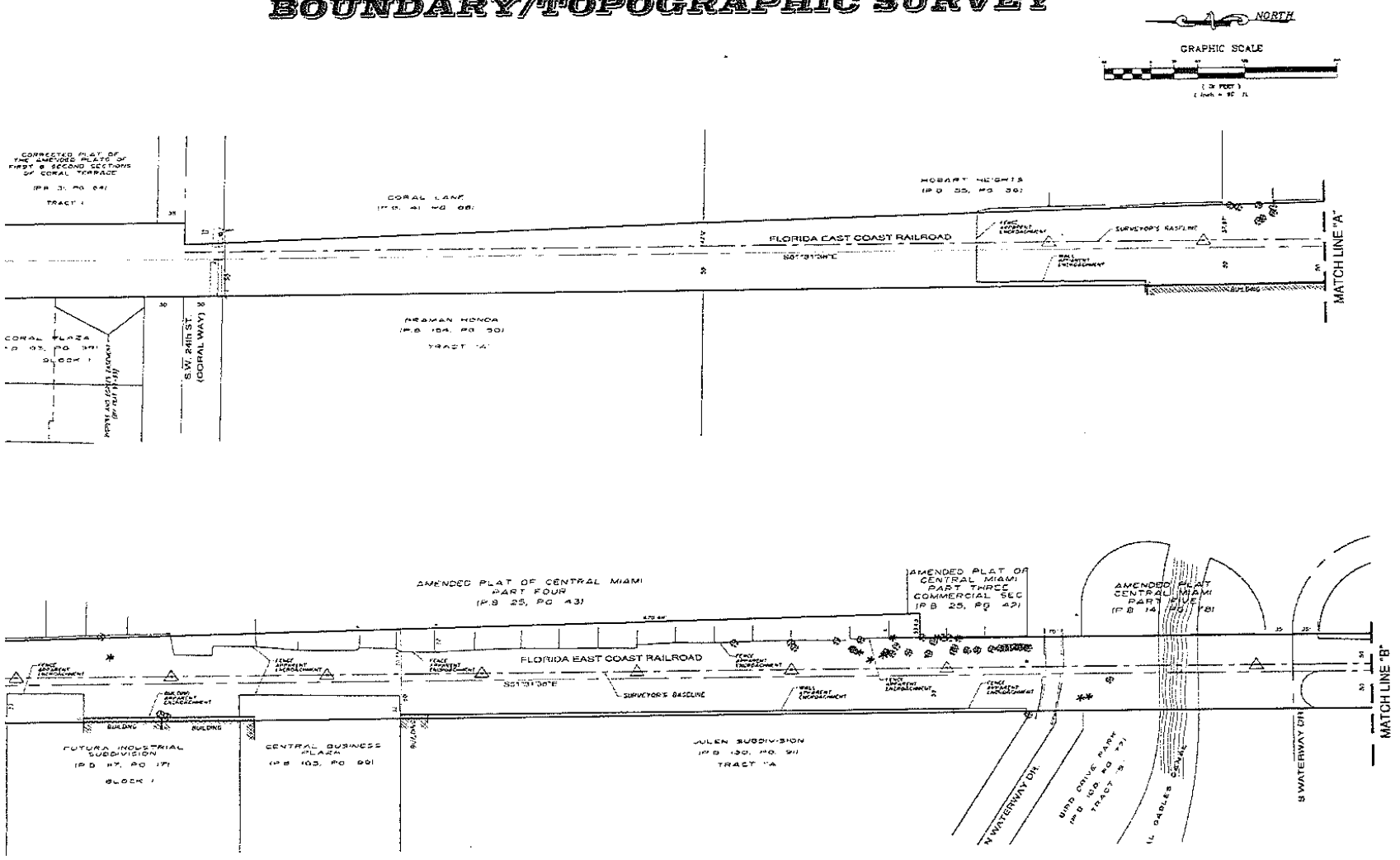
LEGEND:
△ Set Iron Pipe with red cap #1012
Pine Tree

FIRST DRAFT

NOTICE IS HEREBY GIVEN THAT SUNSHINE STATE ONE CALL OF FLORIDA, INC. MUST BE CONTACTED AT 1-800-432-4770 AT LEAST 2 BUSINESS DAYS IN ADVANCE OF ANY CONSTRUCTION, EXCAVATION OR DEMOLITION ACTIVITY WITHIN, UPON, ABUTTING OR ADJACENT TO THE SUBJECT PROPERTY. THIS NOTICE IS GIVEN IN COMPLIANCE WITH THE "UNDERGROUND FACILITY DAMAGE PREVENTION AND SAFETY ACT", PURSUANT TO CHAPTER 556.101-111 OF THE FLORIDA STATUTES.

THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

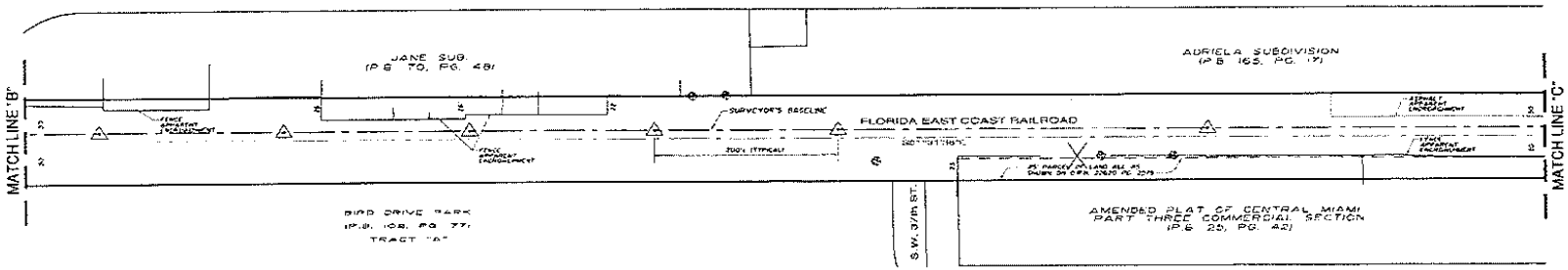
BOUNDARY/TOPOGRAPHIC SURVEY

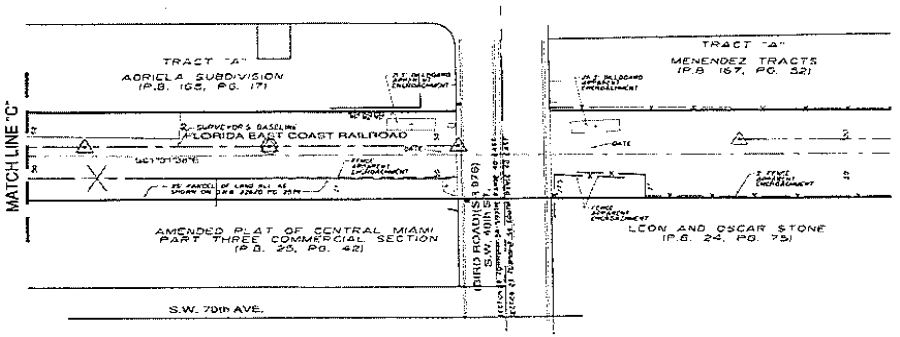


THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

FIRST DRAFT

BOUNDARY/TOPOGRAPHIC SURVEY



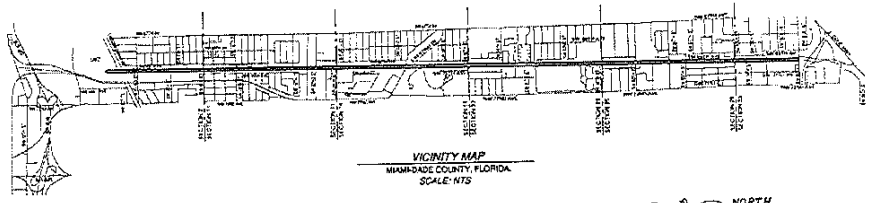


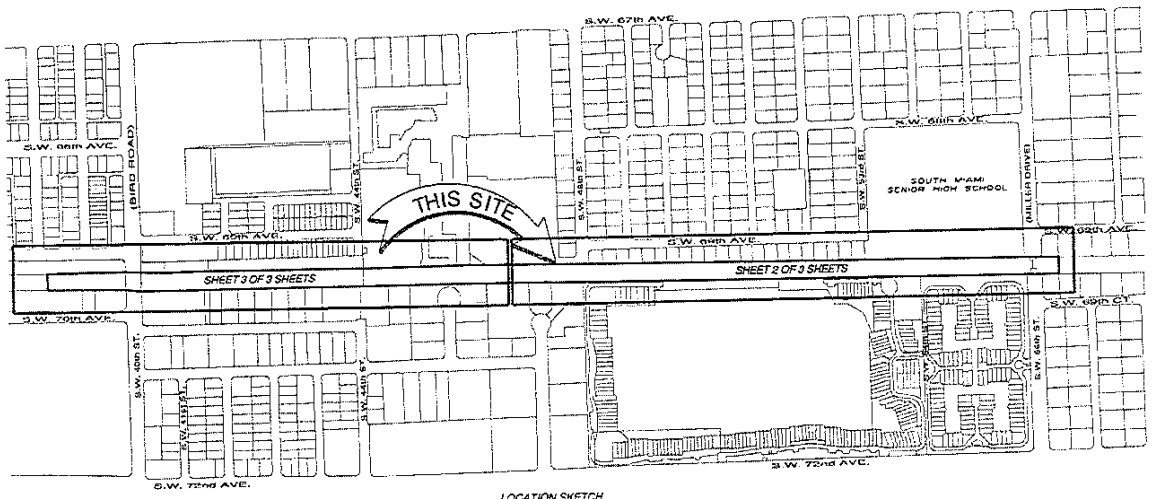
THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

FIRST DRAFT

zone 6/7 Draft

BOUNDARY/TOPOGRAPHIC SURVEY





LOCATION SKETCH
MIAMI-DADE COUNTY, FLORIDA.
SCALE: 1"=300'

SURVEYOR'S REPORT:

1. No instruments of record reflecting easements, right of way, and or ownership were furnished to this surveyor except as shown.
2. Bearings are based on an assumed value of (S62°12'15"E) along the centerline of N.W. 72nd Ave
3. Unless otherwise noted record and measured data are in substantial agreement. All distances and elevations shown are in accord with the United States standard using feet.
4. The Street Right-of-Way abutting this property are physically open unless otherwise noted.
5. Fence ownership, if any, was established by visual means only, but legal ownership has not been determined.
6. Set Iron Pipe or Pin with cap #1012 (18" in length by 0.2 square inches, minimum) at all corners unless otherwise noted.
7. No underground installations or improvements have been located.
8. The symbols (if any) reflected in the legend and on the survey have been enlarged for clarity. The symbols have been plotted at the center of the field location and may not represent the actual size or shape of the feature.
9. The surveyor did not inspect the property for environmental hazards or jurisdictional wetlands.
10. The information depicted on this map represents the results of the survey on the date indicated and can only be considered as indicating the general conditions existing at that time.
11. Due to the frequent changes and interpretations of zoning ordinances it is the owner's responsibility to verify zoning restrictions before construction.
12. The survey map and report or the copies thereof are not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.
13. Additions or deletions to survey maps or reports by other than the signing party or parties is prohibited without written consent of the signing party or parties.
14. The accuracy obtained by field measurement methods and office calculations of closed geometric figures meets and exceeds the Minimum Technical Standards requirement for Commercial High/Risk Area Division: 1 foot in 10,000 (feet) as defined in Chapter 5J-17.051, Florida Administrative Code.

TITLE LEGAL DESCRIPTION:
NONE

AS-SURVEYED LEGAL DESCRIPTION:
A portion of the West ½ of Section 23, TWP 54 S, RGE 40 E Miami-Dade County, Florida.

SURVEYOR'S CERTIFICATE:
I HEREBY CERTIFY: that the property as shown and described hereon was prepared under my supervision and that there are no above ground encroachments unless otherwise shown, also that this Boundary Survey meets the Minimum Technical Standards set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-017, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes. And, that the sketch hereon is true and correct to the best of my knowledge and belief. Subject to notes and notations shown hereon.
LUDOVICI AND ORANGE CONSULTING ENGINEERS INC. LB1012

Arturo A. Sosa
Surveyor and Mapper #629
State of Florida

Last Field Survey Date: 10-02-2013
Field Book: 11-879 Pg. 37-38

NOTICE IS HEREBY GIVEN THAT SUNSHINE STATE ONE CALL OF FLORIDA, INC. MUST BE CONTACTED AT 1-800-432-4770 AT LEAST 2 BUSINESS DAYS IN ADVANCE OF ANY CONSTRUCTION, EXCAVATION OR DEMOLITION ACTIVITY WITHIN, UPON, ABUTTING OR ADJACENT TO THE SUBJECT PROPERTY. THIS NOTICE IS GIVEN IN COMPLIANCE WITH THE "UNDERGROUND FACILITY DAMAGE PREVENTION AND SAFETY ACT", PURSUANT TO CHAPTER 556.101-111 OF THE FLORIDA STATUTES.

THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

LEGEND:
△ Set Iron Pipe with red cap #1012
Pine Tree

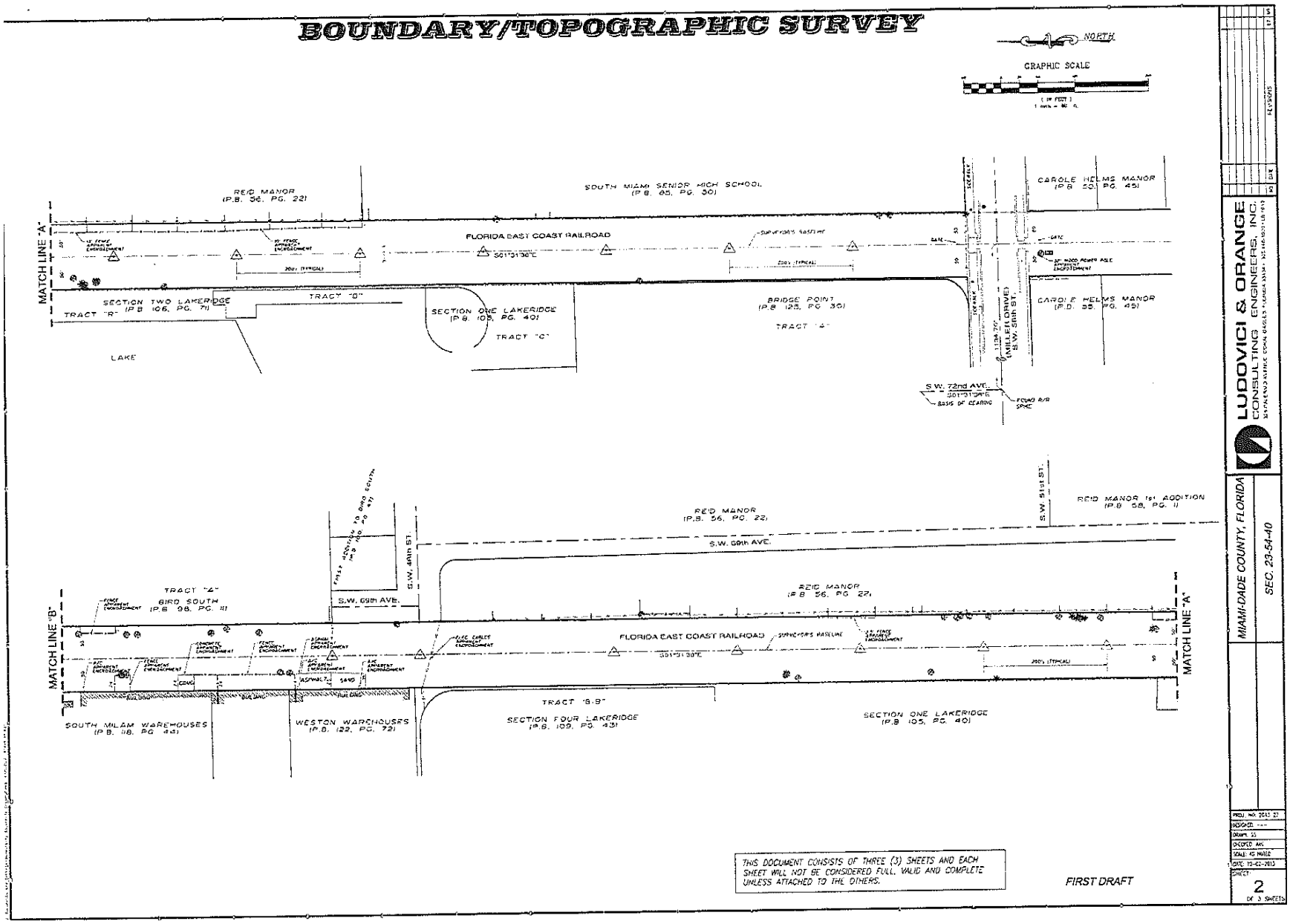
FIRST DRAFT

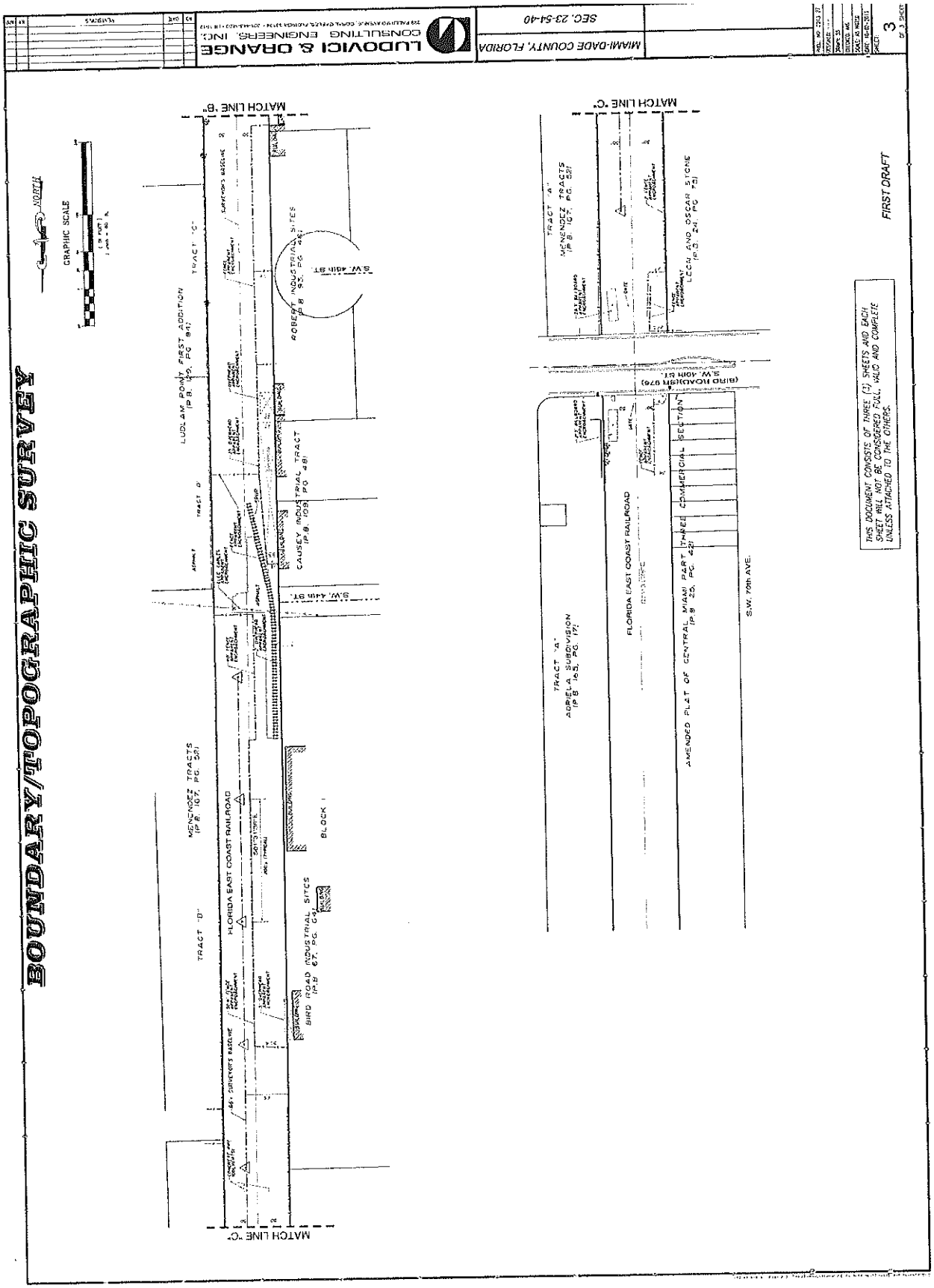
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
237 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 - 305-445-1900 - LB-1012

NO.	DATE	REVISIONS	BY

MIAMI-DADE COUNTY, FLORIDA
SEC. 23-54-40

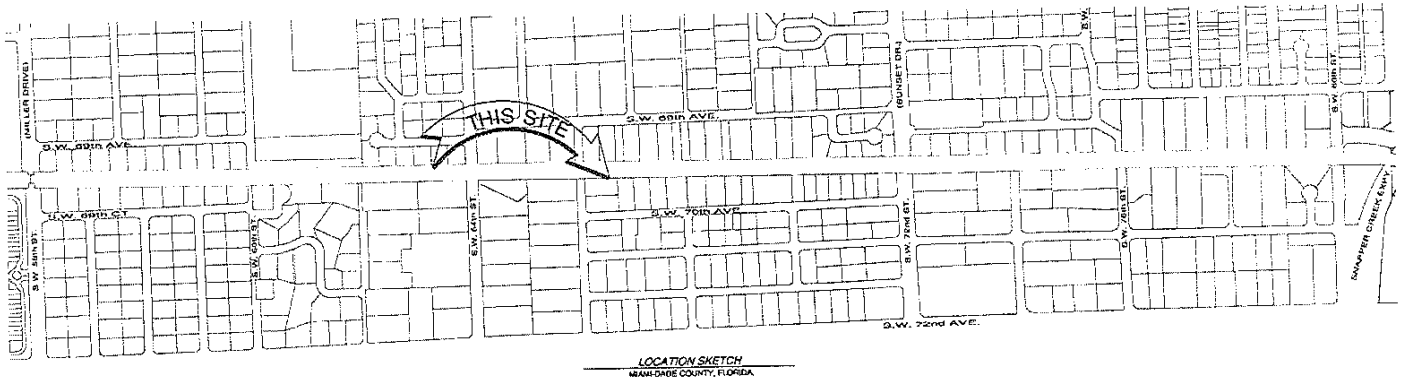
PROJ. NO: 2013.27
DESIGNED: ---
DRAWN: SS
CHECKED: MS
SCALE: AS NOTED
DATE: 10-01-2013
SHEET: 1 OF 3 SHEETS


BOUNDARY/TOPOGRAPHIC SURVEY
NORTH
GRAPHIC SCALE
REID MANOR (P.B. 36, PG. 221)
SOUTH MIAMI SENIOR HIGH SCHOOL (P.B. 65, PG. 30)
CAROLE HELMS MANOR (P.B. 20, PG. 45)
FLORIDA EAST COAST RAILROAD
MATCH LINE "A"
SECTION TWO LAKERIDGE (P.B. 106, PG. 71)
TRACT "R"
TRACT "D"
SECTION ONE LAKERIDGE (P.B. 105, PG. 40)
TRACT "C"
BRIDGE POINT (P.B. 125, PG. 30)
TRACT "A"
CAROLE HELMS MANOR (P.B. 20, PG. 45)
LAKE
S.W. 72nd AVE.
S.W. 51st ST.
REID MANOR 1st ADDITION (P.B. 58, PG. 1)
REID MANOR (P.B. 36, PG. 22)
S.W. 69th AVE.
S.W. 44th ST.
TRACT "A" BIRD SOUTH (P.B. 98, PG. 11)
MATCH LINE "B"
SOUTH MIAMI WAREHOUSES (P.B. 118, PG. 43)
WESTON WAREHOUSES (P.B. 122, PG. 72)
TRACT "B-1"
SECTION FOUR LAKERIDGE (P.B. 109, PG. 43)
SECTION ONE LAKERIDGE (P.B. 105, PG. 40)
THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.
FIRST DRAFT
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
MIAMI-DADE COUNTY, FLORIDA
SEC. 23-54-40
SHEET 2 OF 3 SHEETS

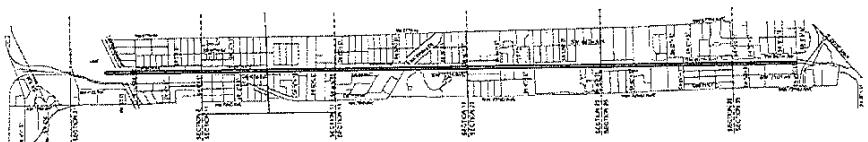

BOUNDARY/TOPOGRAPHIC SURVEY
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
MIAMI-DADE COUNTY, FLORIDA
SEC. 23-54-40
3
FIRST DRAFT
THIS DOCUMENT CONSISTS OF THREE (3) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.
GRAPHIC SCALE
NORTH
MATCH LINE "B"
MATCH LINE "C"
TRACT "C"
TRACT "D"
TRACT "B"
TRACT "A"
LUDLAM POINT FIRST ADDITION
ROBERT INDUSTRIAL SITES
CAUSEY INDUSTRIAL TRACT
MENENDEZ TRACTS
FLORIDA EAST COAST RAILROAD
BIRD ROAD INDUSTRIAL SITES
BLOCK 1
S.W. 44th ST.
S.W. 40th ST.
(BIRD ROAD) (SR 976)
AMENDED PLAT OF CENTRAL MIAMI PART THREE COMMERCIAL SECTION
S.W. 70th AVE.
LEON AND OSCAR STONE
ADRIELA SUBDIVISION

Zone 8/9 – not final

BOUNDARY/TOPOGRAPHIC SURVEY



LOCATION SKETCH
MIAMI-DADE COUNTY, FLORIDA
SCALE: 1"=200'



VICINITY MAP
MIAMI-DADE COUNTY, FLORIDA
SCALE: NTS

NORTH

NOTICE IS HEREBY GIVEN THAT SUNSHINE STATE ONE CALL OF FLORIDA, INC. MUST BE CONTACTED AT 1-800-432-4770 AT LEAST 2 BUSINESS DAYS IN ADVANCE OF ANY CONSTRUCTION, EXCAVATION OR DEMOLITION ACTIVITY WITHIN, UPON, ABUTTING OR ADJACENT TO THE SUBJECT PROPERTY. THIS NOTICE IS GIVEN IN COMPLIANCE WITH THE "UNDERGROUND FACILITY DAMAGE PREVENTION AND SAFETY ACT", PURSUANT TO CHAPTER 556.101-111 OF THE FLORIDA STATUTES.

THIS DOCUMENT CONSISTS OF FOUR (4) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

SURVEYOR'S REPORT:

1. No instruments of record reflecting easements, right of way, and or ownership were furnished to this surveyor except as shown.

2. Bearings are based on an assumed value of (S02°12'15"E) along the centerline of N.W. 72nd Ave.

3. Unless otherwise noted record and measured data are in substantial agreement. All distances and elevations shown are in accord with the United States standard using feet.

4. The Street Right-of-Way abutting this property are physically open unless otherwise noted.

5. Fence ownership, if any, was established by visual means only, but legal ownership has not been determined.

6. Set Iron Pipe or Pin with cap #1012 (18" in length by 0.2 square inches, minimum) at all corners unless otherwise noted.

7. No underground installations or improvements have been located.

8. The symbols (if any) reflected in the legend and on the survey have been enlarged for clarity. The symbols have been plotted at the center of the field location and may not represent the actual size or shape of the feature.

9. The surveyor did not inspect the property for environmental hazards or jurisdictional wetlands.

10. The information depicted on this map represents the results of the survey on the date indicated and can only be considered as indicating the general conditions existing at that time.

11. Due to the frequent changes and interpretations of zoning ordinances it is the owner's responsibility to verify zoning restrictions before construction.

12. The survey map and report or the copies thereof are not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.

13. Additions or deletions to survey maps or reports by other than the signing party or parties is prohibited without written consent of the signing party or parties.

14. The accuracy obtained by field measurement methods and office calculations of closed geometric figures meets and exceeds the Minimum Technical Standards requirement for Commercial High/Risk Area (linear: 1 foot in 10,000 feet) as defined in Chapter 5J-17.051, Florida Administrative Code.

DRAFT

LEGEND:
Set Iron Pipe with red cap #1012
Pine Tree

TITLE LEGAL DESCRIPTION:
NONE

AS-SURVEYED LEGAL DESCRIPTION:
A portion of the West ½ of Section 23, TWP 5A S, RGE 40 E Miami-Dade County, Florida.

SURVEYOR'S CERTIFICATE:
I HEREBY CERTIFY: that the property as shown and described hereon was prepared under my supervision and that there are no above ground encroachments unless otherwise shown, also that this Boundary Survey meets the Minimum Technical Standards set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-051 Florida Administrative Code, pursuant to Section 472.027, Florida Statutes. And, that the sketch hereon is true and correct to the best of my knowledge and belief. Subject to notes and notations shown hereon.
LUDOVICI AND ORANGE CONSULTING ENGINEERS INC. LB1012

Arturo A. Sosa
Surveyor and Mapper 2620
State of Florida

Last Field Survey Date:
Field Book: 11-679 Pg

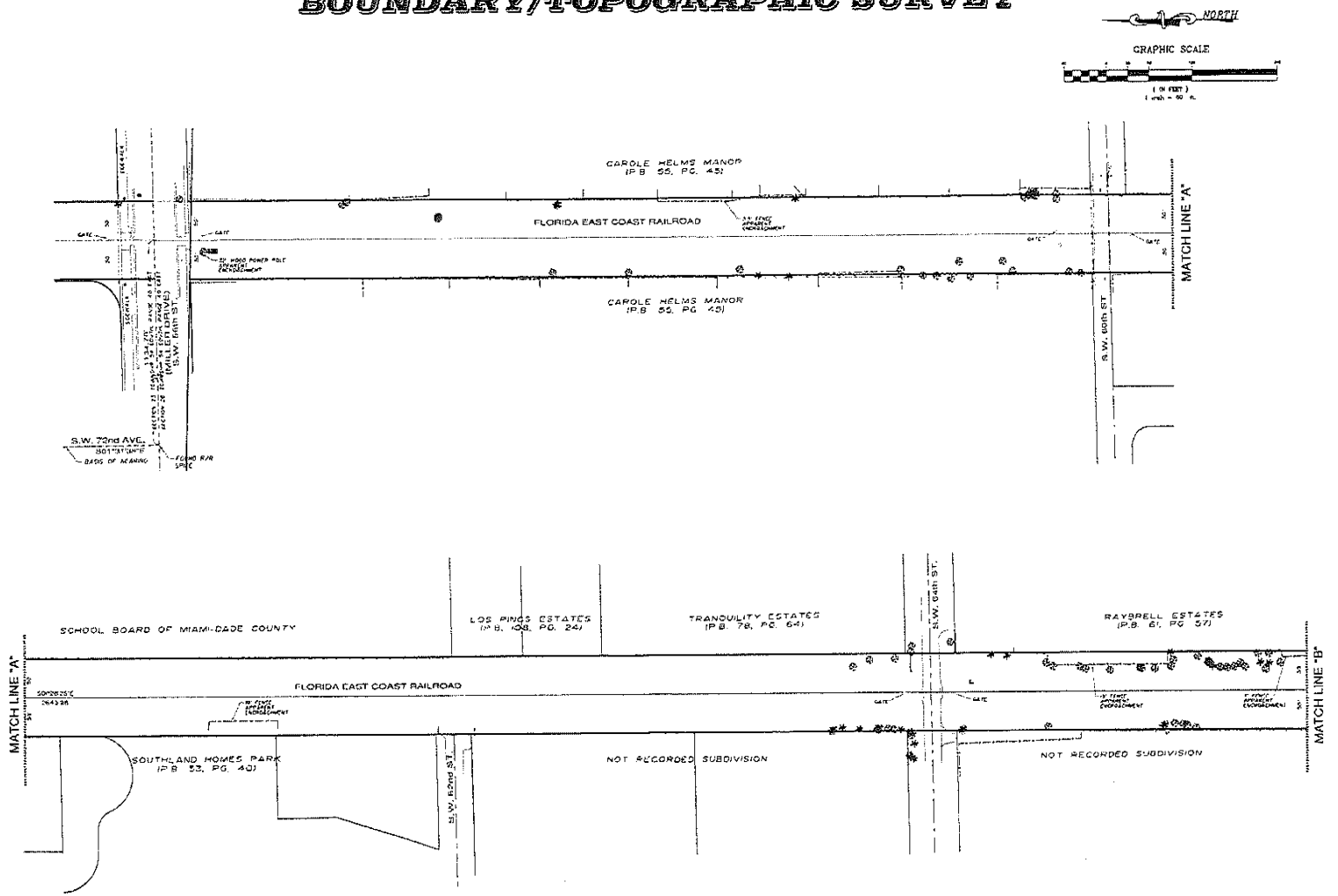
LUDOVICI & ORANGE CONSULTING ENGINEERS, INC.
311 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 • 305-445-1800-18 1512

MIAMI-DADE COUNTY, FLORIDA
SEC. 26-54-40
SEC. 35-54-40

NO	DATE	REVISIONS	BY	APP

PROJ. NO. 2013-27
DESIGNED ---
DRAWN SS
CHECKED AAS
SCALE: AS NOTED
DATE: 01-29-2014
SHEET: 1 OF 4 SHEETS

BOUNDARY/TOPOGRAPHIC SURVEY



LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.

MIAMI-DADE COUNTY, FLORIDA

THIS DOCUMENT CONSISTS OF FOUR (4) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

DRAFT

SHEET 2 OF 4 SHEETS

BOUNDARY/TOPOGRAPHIC SURVEY
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
MIAMI-DADE COUNTY, FLORIDA
DRAFT
THIS DOCUMENT CONSISTS OF FOUR (4) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.
MATCH LINE "B"
MATCH LINE "C"
MATCH LINE "D"
AMENDED PLAT OF A PTION OF PALM-MIAMI (P.B. 31, PG. 35)
AMENDED PLAT OF A PTION OF PALM-MIAMI (P.B. 31, PG. 35)
FLORIDA EAST COAST RAILROAD
SUNSET HAVEN (P.B. 64, PG. 10)
SUNSWEPT GROVES (P.B. 49, PG. 74)
SUNSWEPT GROVES (P.B. 49, PG. 74)
REPLAT OF LOT 17 SUNSET HAVEN (P.B. 75, PG. 1)
SUNSET DREAMS AMENDED (P.B. 142, PG. 50)
S.W. 74th ST
S.W. 72nd ST (SUNSET DRIVE)
S.W. 66th ST
S.W. 60th ST

BOUNDARY/TOPOGRAPHIC SURVEY
LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
MIAMI-DADE COUNTY, FLORIDA
SEC. 35-54-40
GRAPHIC SCALE
NORTH
TRACT "E"
INGRESS-EGRESS UTILITY EASEMENT
(P.B. 147, PG. 55)
DADELAND NORTH METRORAIL STATION
(P.B. 141, PG. 55)
S.W. 80th ST.
GREEN OASIS SUBDIVISION
(P.B. 146, PG. 4)
NOT RECORDED SUBDIVISION
FLORIDA EAST COAST RAILROAD
S.W. 70th AVE. (CLOSED)
SUNSET ADDITION
(P.B. 45, PG. 76)
NOT RECORDED SUBDIVISION
LOT 1
LOT 2
7002 S.W. 76 ST
MATCH LINE "D"
DRAFT
THIS DOCUMENT CONSISTS OF FOUR (4) SHEETS AND EACH SHEET WILL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

MATCH LINE
LEGAL DESCRIPTION
NOTES:
CERTIFICATION:
LEGEND:
GRAPHIC SCALE
1"=40'
SHEET ONE OF TWO SHEETS
BOUNDARY SURVEY
PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
F.E.C. PARCELS
MIAMI-DADE COUNTY, FLORIDA

COPYRIGHT 2009 BY PULICE LAND SURVEYORS, INC. ALL RIGHTS RESERVED. NO PART OF THIS SURVEY MAY BE COPIED OR REPRODUCED WITHOUT THE EXPRESS WRITTEN PERMISSION IN DETAIL FROM AN OFFICER OF PULICE LAND SURVEYORS, INC.

EXHIBIT "B"

Proposed Sub-Category Text:

Ludlam Trail Corridor

The Ludlam Trail Corridor ("Corridor") is an approximately 6.2 mile long, generally one-hundred foot wide, abandoned Florida East Coast Railway spur-line that stretches from the southern edge of the Miami International Airport to the Downtown Kendall Urban Center. This Corridor abuts and navigates through a mix of uses including schools, parks, industrial, office, retail and residential. This subcategory contemplates the conversion and activation of this abandoned railway corridor into a public pedestrian and bicycle corridor planned and ultimately developed in conjunction with private development intended to connect to and integrate with these abutting uses. This sub-category accommodates a mix of land uses intended to correspond and be compatible with the abutting use, consisting primarily of residential, retail, personal and professional services, commercial and professional offices, hotels/motels, entertainment and cultural facilities, amusements and commercial/private/public recreation facilities. The mixing of residential and commercial uses, including live-work and work-live developments shall also be permitted, particularly where the Corridor serves as a buffer between commercial/industrial and residential areas.

It is understood that this Corridor is intended to serve, in part, as an active recreational amenity and, in part, private development, with associated benefits. Development of the Corridor should be compatible with adjacent and abutting uses and structures and effective land development regulations should provide for buffering, with landscaping and other features, the adjacent and adjoining residential uses. The compatible relationship between existing facilities and the development of the Corridor shall be governed by policies LU-4A - LU-4D. The width of the Corridor is expected to vary throughout its length and final configuration shall be established through the adopted zoning and land development regulations. Pedestrian and vehicular connections with, to, and through the Corridor shall be in accordance with adopted standards of and coordinated with the applicable governmental agencies with jurisdiction.

- Residential development may be authorized to occur in this sub-category at a density up to one density category higher than the highest LUP-designated density of the adjacent or adjoining residentially designated area, as shown on the LUP Map, or up to the density of any such existing residential development or zoning if the adjacent or adjoining land is undeveloped, whichever is higher.

- Where there is no residential use, zoning or designation on either side of the Corridor, the intensity of residential development, including height, bulk, and floor area ratio shall be no greater than that which would be permitted for an exclusively commercial use of the site. Residential density in such situations shall be based on the average unit sizes within the area. These areas may be developed with exclusively residential or non-residential uses or with a mix of uses or live-work units.

- The segment from NW 7 Street south to the Tamiami Canal extension may be developed at a residential density of up to 50 du/ac. Mixing of non-residential with residential uses or exclusively the development of non-residential uses within this area are also allowed.

- The segment from SW 56 Street (Miller Road) to SW 80 Street shall be developed at the existing land use designation of up to 2.5 du/ac. As described in more detail below, additional density afforded within this segment may be spread/transferred to other segments of the Corridor.

- Where SURs or TDRs are transferred parcels within the Corridor, which are zoned or to be used for residential development, or when a residential project utilizes the inclusionary zoning program the allowances of the Residential Communities section may be used within the limits provided in this paragraph.

It is anticipated that the pedestrian and bicycle recreational portion of the Corridor will be conveyed to an entity that would ensure its availability to the public. Notwithstanding any such conveyance, for purposes of calculating residential density or commercial intensity, gross acreage shall be used and shall include the entire corridor, including any portion of the Corridor that is dedicated to recreational use or conveyed to the public for such purpose, even after such conveyance is made. The residential density ceiling for land within this Corridor will apply to the entire corridor. The averaging or transfer of density may be authorized among different parcels throughout the Corridor. Portions of the Corridor may be developed at densities higher than that shown on the LUP map provided that other portions are developed at correspondingly lower densities so that the average density of the entire development does not exceed the maximum gross density limits shown on the LUP map, except that the increases in densities that may be otherwise be attributed to the development of lands abutting those areas designated for Estate Density may be spread/transferred throughout the Corridor from the Estate Density such that residential densities abutting those areas designated for Estate Density shall not exceed Estate Density. The above provisions, however, are all conditioned upon a determination being made that the requested density and housing types are compatible with the surrounding development and would not create a significant negative impact on services within the area.

EXHIBIT "D"

DISCLOSURE OF INTEREST

This form or a facsimile must be filed by all applicants having an ownership interest in any real property covered by an application to amend the Land Use Plan map. Submit this form with your application. Attach additional sheets where necessary.

1. APPLICANT(S) NAME AND ADDRESS:

APPLICANT: LR 13-18 LLC

2855 Le Jeune Road, 4th Floor

Coral Gables, Florida 33134

Use the above alphabetical designation for applicants in completing Sections 2 and 3, below.

2. PROPERTY DESCRIPTION: Provide the following information for all properties in the application area in which the applicant has an interest. Complete information must be provided for each parcel.

APPLICANT	OWNER OF RECORD	FOLIO NUMBER	SIZE IN ACRES
X	LR 13-18 LLC	30-4011-000-0050	+/- 8.89
X	LR 13-18 LLC	30-4011-019-1100	+/- 0.34
X	LR 13-18 LLC	30-4011-018-0040	+/- 1.45
X	LR 13-18 LLC	30-4011-018-0080	+/- 1.44
X	LR 13-18 LLC	30-4014-000-0070	+/- 12.65
X	LR 13-18 LLC	30-4023-000-0500	+/- 12.12
X	LR 13-18 LLC	30-4026-000-0190	+/- 12.05
X	LR 13-18 LLC	30-4035-000-0210	+/- 3.17
X	LR 13-18 LLC	30-4035-000-1330	+/- 0.76
X	LR 13-18 LLC	30-4035-000-1440	+/- 0.76
X	LR 13-18 LLC	30-4035-000-1280	+/- 1.56
	Florida East Coast Railway	30-3052-000-0020	+/- 2.00

Florida East Coast Railway	30-4002-000-0111	+/- 12.10
FDG Rail Holdings 32 LLC	30-4035-000-1320	+/- 0.56
FDG Rail Holdings 32 LLC	30-4035-000-1080	+/- 0.90
FDG Rail Holdings 32 LLC	30-4035-000-1170	+/- 1.0
FDG Rail Holdings 32 LLC	30-4035-000-1430	+/- 2.43

3. For each applicant, check the appropriate column to indicate the nature of the applicant's interest in the property identified in 2., above.

APPLICANT	OWNER	LESSEE	CONTRACTOR FOR PURCHASE	OTHER (Attach Explanation)
X	X			X (see below)

The Applicant is seeking the approval of the application on behalf of the other property owners. Notices will be provided to those owners informing them that an application for an amendment to the Comprehensive Development Master Plan has been filed on their respective properties.

4. DISCLOSURE OF APPLICANT'S INTEREST: Complete all appropriate sections and indicate N/A for each section that is not applicable.

a. If the applicant is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.

INDIVIDUAL'S NAME AND ADDRESS	PERCENTAGE OF INTEREST
N/A	
N/A	

b. If the applicant is a CORPORATION, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders, consist of another corporation (s), trustee(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]

CORPORATION NAME: LR 13-18 LLC, a Delaware limited liability company

NAME, ADDRESS, AND OFFICE (if applicable)	PERCENTAGE OF STOCK
See attached Exhibit D-1 for disclosure of interest information for LR 13-18 LLC	

principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

NAME, ADDRESS AND OFFICE (if applicable) PERCENTAGE OF INTEREST

N/A

Date of Contract _____

If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership, or trust

N/A

For any changes of ownership or changes in contracts for purchase subsequent to the date of the application, but prior to the date of the final public hearing, a supplemental disclosure of interest shall be filed.

The above is a full disclosure of all parties of interest in this application to the best of my knowledge and behalf.

LR 13-18 LLC
a Delaware limited liability company

By: _____
Name: Kolleen Cobb
Title: Vice President

Sworn to and subscribed before me

this 2 **day of** June **, 2014**

My Commission Expires: September 6, 20

_____
Notary Public, State of Florida at Large (SEAL)

ESTRELLA L. MANSO
MY COMMISSION # EE 832824
EXPIRES: September 6, 2016
Bonded Thru Notary Public Underwriters

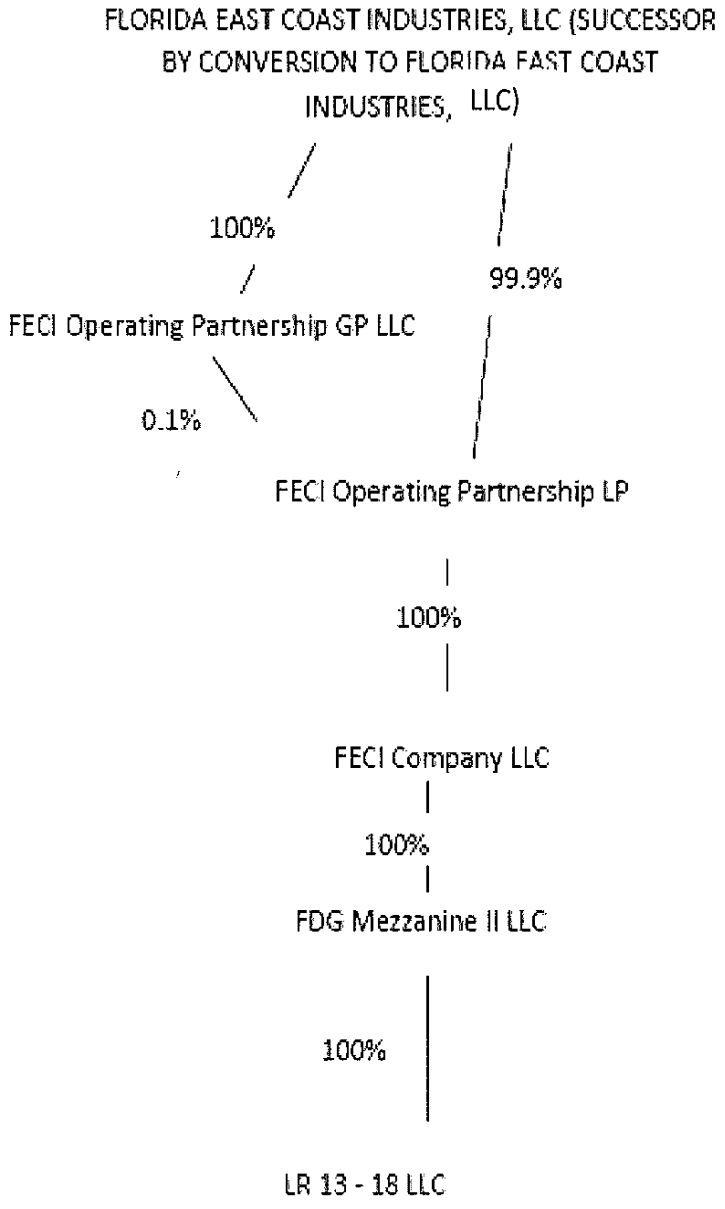
Disclosure shall not be required of any entity, the equity interest in which are regularly traded on an established securities market in the United States or other country; or pension funds or pension trusts of more than five thousand (5,000) ownership interests; any entity where ownership interests are held in a partnership, corporation or trust consisting of more FMGM than five thousand (5,000) separate interests including all interests at each level of ownership, and no one pension or entity holds more than a total of five (5) percent of the ownership interest in the partnership, corporation or trust; or of any entity, the ownership interest of which are held in a partnership, corporation or trust consisting of more than 5,000 separate interests and where no one person or entity holds more than a total of 5% of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

EXHIBIT D-1

Disclosure of Interest information for LR 13-18 LLC:

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).



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APPENDIX B

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
Carlos L. Curbelo
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Dr. Marta Pérez
Raquel A. Regalado

August 26, 2014

VIA ELECTRONIC MAIL

Mr. Joseph Goldstein, Esquire
Holland & Knight
701 Brickell Avenue, Suite 3300
Miami, Florida 33131
joseph.goldstein@hklaw.com

RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
LR 13-18 LLC, JOSEPH G. GOLDSTEIN, HOLLAND & KNIGHT
APPLICATION #3-1 CDMP MAY CYCLE 2014
LOCATED AT FORMER FEC RAILROAD CORRIDOR GENERALLY BETWEEN
NW/SW 69 AVENUE AND NW/SW 70 AVENUE FROM NW 7 STREET TO SW 8 STREET
PH3014082501187 – FOLIO Nos. 3040020210070, 30400200902500, 3040020090400

Dear Applicant:

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 238 multifamily units, which generate 64 students; 29 elementary, 16 middle and 19 senior high students. **At this time, all school levels have sufficient capacity available 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 I

IMR:ir
L-111

Enclosure

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

Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • Planning, Design & Sustainability
School Board Administration Building • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • 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:	PH3014082501187	Local Government (LG):	Miami-Dade
Date Application Received:	8/25/2014 2:24:09 PM	LG Application Number:	Application 3-1, May Cycle 2014
Type of Application:	Public Hearing	Sub Type:	Land Use

Applicant's Name: LR-13-18 LLC, Joseph Goldstein, Holland & Knight
Address/Location: NW 7 St to SW 8 Street, 701 Brickell Avenue, Suite 3300, Miami, FL 33131
Master Folio Number: 3040020210070
Additional Folio Number(s): *3040020090250, 3040020090400, 3040020090250, 3040020090400,*

PROPOSED # OF UNITS	238
SINGLE-FAMILY DETACHED UNITS:	0
SINGLE-FAMILY ATTACHED UNITS:	0
MULTIFAMILY UNITS:	238

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
1841	FLAGAMI ELEMENTARY	38	29	29	YES	Current CSA
6961	WEST MIAMI MIDDLE	220	16	16	YES	Current CSA
7721	SOUTH MIAMI SENIOR	0	19	0	NO	Current CSA
7721	SOUTH MIAMI SENIOR	0	19	0	NO	Current CSA Five Year Plan
ADJACENT SERVICE AREA SCHOOLS						
7511	MIAMI SPRINGS SENIOR	180	19	19	YES	Adjacent CSA

*An Impact reduction of 21.13% 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

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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
Carlos L. Curbelo
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Dr. Marta Pérez
Raquel A. Regalado

August 22, 2014

VIA ELECTRONIC MAIL

Mr. Joseph Goldstein, Esquire
Holland & Knight
701 Brickell Avenue, Suite 3300
Miami, Florida 33131
joseph.goldstein@hklaw.com

RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
LR 13-18 LLC, JOSEPH G. GOLDSTEIN, HOLLAND & KNIGHT
APPLICATION #3-2 CDMP MAY CYCLE 2014
LOCATED AT FORMER FEC RAILROAD CORRIDOR GENERALLY BETWEEN
NW/SW 69 AVENUE AND NW/SW 70 AVENUE FROM SW 8 STREET TO SW 24 STREET
PH3014073101089 – FOLIO Nos. 3040110090620, 3040110140420, 3040110141660

Dear Applicant:

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 303 multifamily units, which generate 33 students; 15 elementary, 8 middle and 10 senior high students. **At this time, all school levels have sufficient capacity available 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 I

IMR:ir
L-093
Enclosure

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

Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • Planning, Design & Sustainability
School Board Administration Building • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • 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:	PH3014073101089	Local Government (LG):	Miami-Dade
Date Application Received:	7/31/2014 8:20:40 AM	LG Application Number:	Application 3-2 CDMP May Cycle 2014
Type of Application:	Public Hearing	Sub Type:	Land Use

Applicant's Name: LR 13-18 LLC, Joseph G. Goldstein, Holland & Knigh
Address/Location: 701 Brickell Avenue, Suite 3300, Miami FL 33137-2847
Master Folio Number: 3040110090620
Additional Folio Number(s): *3040110140420, 3040110141660, 3040110140420, 3040110141660,*

PROPOSED # OF UNITS	303
SINGLE-FAMILY DETACHED UNITS:	0
SINGLE-FAMILY ATTACHED UNITS:	0
MULTIFAMILY UNITS:	303

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5441	SYLVANIA HEIGHTS ELEMENTARY	295	15	15	YES	Current CSA
6961	WEST MIAMI MIDDLE	220	8	8	YES	Current CSA
7721	SOUTH MIAMI SENIOR	0	10	0	NO	Current CSA
7721	SOUTH MIAMI SENIOR	0	10	0	NO	Current CSA Five Year Plan
ADJACENT SERVICE AREA SCHOOLS						
7361	MIAMI KILLIAN SENIOR	714	10	10	YES	Adjacent CSA

*An Impact reduction of 21.13% 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

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Superintendent of Schools
Alberto M. Carvalho

Miami-Dade County School Board
Perla Tabares Hantman, Chair
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Susie V. Castillo
Carlos L. Curbelo
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Dr. Marta Pérez
Raquel A. Regalado

August 22, 2014

VIA ELECTRONIC MAIL

Mr. Joseph Goldstein, Esquire
Holland & Knight
701 Brickell Avenue, Suite 3300
Miami, Florida 33131

joseph.goldstein@hklaw.com

RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
LR 13-18 LLC, JOSEPH G. GOLDSTEIN, HOLLAND & KNIGHT
APPLICATION #3-3 CDMP MAY CYCLE 2014
LOCATED AT FORMER FEC RAILROAD CORRIDOR GENERALLY BETWEEN
NW/SW 69 AVENUE AND NW/SW 70 AVENUE FROM SW 24 STREET TO SW 40 STREET
PH3014073101090 – FOLIO Nos. 3040140080370, 3040140050640, 3040140084030

Dear Applicant:

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 164 single-family attached units, which generate 41 students; 15 elementary, 11 middle and 15 senior high students. **At this time, all school levels have sufficient capacity available 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 I

IMR:ir
L-094
Enclosure

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

Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • Planning, Design & Sustainability
School Board Administration Building • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • 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:	PH3014073101090	Local Government (LG):	Miami-Dade
Date Application Received:	7/31/2014 8:25:29 AM	LG Application Number:	Application 3-3 CDMP May Cycle 2014
Type of Application:	Public Hearing	Sub Type:	Land Use

Applicant's Name: LR 13-18 LLC, Joseph G. Goldstein, Holland & Knigh
Address/Location: 701 Brickell Avenue, Suite 3300, Miami FL 33131-2847
Master Folio Number: 3040140080370
Additional Folio Number(s): *3040140050640, 3040140084030, 3040140050640, 3040140084030,*

PROPOSED # OF UNITS	164
SINGLE-FAMILY DETACHED UNITS:	0
SINGLE-FAMILY ATTACHED UNITS:	164
MULTIFAMILY UNITS:	0

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
1641	EMERSON ELEMENTARY	198	15	15	YES	Current CSA
6961	WEST MIAMI MIDDLE	220	11	11	YES	Current CSA
7721	SOUTH MIAMI SENIOR	0	15	0	NO	Current CSA
7721	SOUTH MIAMI SENIOR	0	15	0	NO	Current CSA Five Year Plan
ADJACENT SERVICE AREA SCHOOLS						
7361	MIAMI KILLIAN SENIOR	714	15	15	YES	Adjacent CSA

*An Impact reduction of 21.13% 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

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Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Dr. Marta Pérez
Raquel A. Regalado

August 22, 2014

VIA ELECTRONIC MAIL

Mr. Joseph Goldstein, Esquire
Holland & Knight
701 Brickell Avenue, Suite 3300
Miami, Florida 33131

joseph.goldstein@hklaw.com

RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
LR 13-18 LLC, JOSEPH G. GOLDSTEIN, HOLLAND & KNIGHT
APPLICATION #3-4 CDMP MAY CYCLE 2014
LOCATED AT FORMER FEC RAILROAD CORRIDOR GENERALLY BETWEEN
NW/SW 69 AVENUE AND NW/SW 70 AVENUE FROM SW 40 ST. TO SW 56 ST.
PH3014073101091 – FOLIO NOS. 3040230050030, 3040230030020, 3040230120360

Dear Applicant:

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 727 multifamily units, which generate 77 students; 35 elementary, 19 middle and 23 senior high students. **At this time, all school levels have sufficient capacity available 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 I

IMR:ir
L-095
Enclosure

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

Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • Planning, Design & Sustainability
School Board Administration Building • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • arijo@dadeschools.net

Miami-Dade County Public Schools

Concurrency Management System
Preliminary Concurrency Analysis

MDCPS Application Number:	PH3014073101091	Local Government (LG):	Miami-Dade
Date Application Received:	7/31/2014 8:30:17 AM	LG Application Number:	Application 3-4 CDMP May Cycle 2014
Type of Application:	Public Hearing	Sub Type:	Land Use

Applicant's Name: LR 13-18 LLC, Joseph G. Goldstein, Holland & Knigh
Address/Location: 701 Brickell Avenue, Suite 3300, Miami FL 33131-2847
Master Folio Number: 3040230050030
Additional Folio Number(s): *3040230030020, 3040230120360, 3040230030020, 3040230120360,*

PROPOSED # OF UNITS	727
SINGLE-FAMILY DETACHED UNITS:	0
SINGLE-FAMILY ATTACHED UNITS:	0
MULTIFAMILY UNITS:	727

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)	26	35	26	NO	Current CSA
5241	SOUTH MIAMI K-8 CENTER (ELEM COMP)	0	9	0	NO	Current CSA Five Year Plan
5242	SOUTH MIAMI K-8 CENTER (MID COMP)	69	19	19	YES	Current CSA
7721	SOUTH MIAMI SENIOR	0	23	0	NO	Current CSA
7721	SOUTH MIAMI SENIOR	0	23	0	NO	Current CSA Five Year Plan
ADJACENT SERVICE AREA SCHOOLS						
1641	EMERSON ELEMENTARY	198	9	9	YES	Adjacent CSA
7361	MIAMI KILLIAN SENIOR	714	23	23	YES	Adjacent CSA
*An Impact reduction of 21.13% 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

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

August 22, 2014

VIA ELECTRONIC MAIL

Mr. Joseph Goldstein, Esquire
Holland & Knight
701 Brickell Avenue, Suite 3300
Miami, Florida 33131

joseph.goldstein@hklaw.com

RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
LR 13-18 LLC, JOSEPH G. GOLDSTEIN, HOLLAND & KNIGHT
APPLICATION #3-5 CDMP MAY CYCLE 2014
LOCATED AT FORMER FEC RAILROAD CORRIDOR GENERALLY BETWEEN NW/SW 69 AVENUE AND NW/SW 70 AVENUE FROM SW 56 ST. TO SW 72 ST.
PH3014073101092 – FOLIO Nos. 3040260100410, 3040260090050

Dear Applicant:

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 72 single-family attached units, which generate 19 students; 7 elementary, 5 middle and 7 senior high students. **At this time, all school levels have sufficient capacity available 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 I

IMR:ir
L-096
Enclosure

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

Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • Planning, Design & Sustainability
School Board Administration Building • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • 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:	PH3014073101092	Local Government (LG):	Miami-Dade
Date Application Received:	7/31/2014 8:39:02 AM	LG Application Number:	Application 3-5 CDMP May Cycle 32014
Type of Application:	Public Hearing	Sub Type:	Land Use

Applicant's Name: LR 13-18 LLC, Joseph G. Goldstein, Holland & Knigh
Address/Location: 701 Brickell Avenue, Suite 3300, Miami FL 33131-2847
Master Folio Number: 3040260100410
Additional Folio Number(s): *3040260090050, 3040260090050,*

PROPOSED # OF UNITS	72
SINGLE-FAMILY DETACHED UNITS:	0
SINGLE-FAMILY ATTACHED UNITS:	72
MULTIFAMILY UNITS:	0

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)	26	7	7	YES	Current CSA
5242	SOUTH MIAMI K-8 CENTER (MID COMP)	69	5	5	YES	Current CSA
7721	SOUTH MIAMI SENIOR	0	7	0	NO	Current CSA
7721	SOUTH MIAMI SENIOR	0	7	0	NO	Current CSA Five Year Plan
ADJACENT SERVICE AREA SCHOOLS						
7361	MIAMI KILLIAN SENIOR	714	7	7	YES	Adjacent CSA
*An Impact reduction of 21.13% 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
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Superintendent of Schools
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Susie V. Castillo
Carlos L. Curbelo
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Dr. Marta Pérez
Raquel A. Regalado

August 26, 2014

VIA ELECTRONIC MAIL

Mr. Joseph Goldstein, Esquire
Holland & Knight
701 Brickell Avenue, Suite 3300
Miami, Florida 33131

joseph.goldstein@hklaw.com

RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
LR 13-18 LLC, JOSEPH G. GOLDSTEIN, HOLLAND & KNIGHT
APPLICATION #3-6 CDMP MAY CYCLE 2014
LOCATED AT FORMER FEC RAILROAD CORRIDOR GENERALLY BETWEEN
NW/SW 69 AVENUE AND NW/SW 70 AVENUE FROM SW 72 STREET TO SW 88 STREET
PH3014082501188 – FOLIO Nos. 3040350030200, 3040353600040, 3040350030130

Dear Applicant:

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 78 single-family attached units and 763 multifamily units (for a total of 841 dwelling units), which generate 123 students; 55 elementary, 32 middle and 36 senior high students. **At this time, all school levels have sufficient capacity available 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,

Iván M. Rodríguez, R.A.
Director I

IMR:ir
L-110
Enclosure

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

Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • Planning, Design & Sustainability
School Board Administration Building • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • arijo@dadeschools.net

Miami-Dade County Public Schools

Concurrency Management System
Preliminary Concurrency Analysis

MDCPS Application Number:	PH3014082501188	Local Government (LG):	Miami-Dade
Date Application Received:	8/25/2014 2:29:57 PM	LG Application Number:	Application 3-6, May Cycle 2014
Type of Application:	Public Hearing	Sub Type:	Land Use

Applicant's Name: LR13-18 LLC, Joseph Goldstein, Holland & Knight
Address/Location: SW 72 St - 88 St, 701 Brickell Avenue, Suite 3300, Miami FL 33131-2847
Master Folio Number: 3040350030200
Additional Folio Number(s): *3040353600040, 3040350030130, 3040353600040, 3040350030130,*

PROPOSED # OF UNITS	841
SINGLE-FAMILY DETACHED UNITS:	0
SINGLE-FAMILY ATTACHED UNITS:	78
MULTIFAMILY UNITS:	763

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
3061	LUDLAM ELEMENTARY	0	55	0	NO	Current CSA
3061	LUDLAM ELEMENTARY	0	55	0	NO	Current CSA Five Year Plan
6881	SOUTH MIAMI MIDDLE	-177	32	0	NO	Current CSA
6881	SOUTH MIAMI MIDDLE	0	32	0	NO	Current CSA Five Year Plan
7721	SOUTH MIAMI SENIOR	0	36	0	NO	Current CSA
7721	SOUTH MIAMI SENIOR	0	36	0	NO	Current CSA Five Year Plan
ADJACENT SERVICE AREA SCHOOLS						
441	BLUE LAKES ELEMENTARY	162	55	55	YES	Adjacent CSA
6961	WEST MIAMI MIDDLE	220	32	32	YES	Adjacent CSA
7361	MIAMI KILLIAN SENIOR	712	36	36	YES	Adjacent CSA
*An Impact reduction of 21.13% 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 C

Miami-Dade County Mayor's Memorandum

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Memorandum

Date: March 5, 2013

To: Distribution

From: Carlos A. Gimenez
Mayor

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 C-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 markers 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 marketing.

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

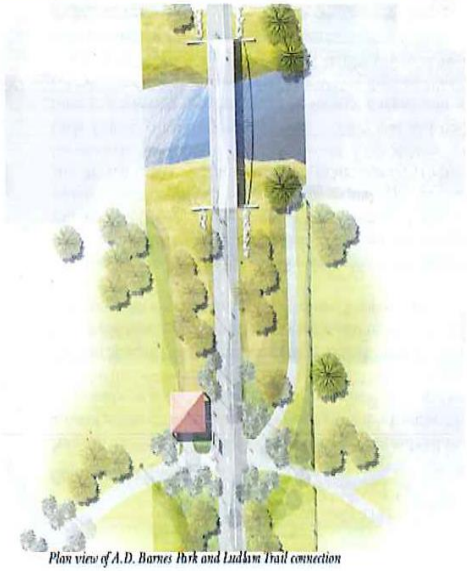
Additional areas studied included:

- 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 C-2

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

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EXECUTIVE *Summary*

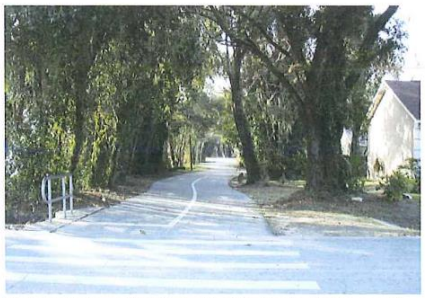
MIAMI-DADE COUNTY TRAIL BENEFITS STUDY:
Ludlam Trail Case Study

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

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

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 D

Staff's Transportation Analysis Report

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TRANSPORTATION ANALYSIS REPORT

Roadways

Traffic Impact Analysis

For purposes of impact analysis, the 6.2-mile corridor was divided into six segments, primarily along the existing major east-west section-line roadways traversing the corridor. Segment 1 is defined as the area of the corridor between NW 7 Street and SW 8 Street; Segment 2 is the area between SW 8 Street and SW 24 Street; Segment 3 is the area between SW 24 Street and SW 40 Street; Segment 4 is the area between SW 40 Street and SW 56 Street; Segment 5 is the area between SW 56 Street and SW 72 Street; and Segment 6 is the area between SW 72 Street and SW 88 Street.

The Planning Division of the Department of Regulatory and Economic Resources (RER) performed a short-term (Concurrency) and a long-term (Year 2035) traffic impact analyses. The long-term analysis was performed in cooperation with the Metropolitan Planning Organization (MPO). These analyses assess the impacts that the application would have on the adjacent roadways and the surrounding roadway network.

A study area (area of influence) was selected to determine the Application's traffic impact on the roadway network within the study area, which is bound on the north by NW 25 Street, on the east by NW/SW 57 Avenue, on the south by SW 104 Street, and on the west by NW/SW 97 Avenue.

East-west arterials and expressways within the study area include: NW 25 Street, 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, SW 88 Street/Kendall Drive, and SW 104 Street. North-south arterials and expressways include: NW/SW 97 Avenue, NW/SW 87 Avenue/Galloway Road, SR 826/Palmetto Expressway, NW/SW 72 Avenue, NW/SW 67 Avenue/Ludlam Road, NW/SW 57 Avenue/Red Road, US-1/South Dixie Highway, and SR 874/Don Shula Expressway.

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 operating at their adopted LOS D standard:

- NW 25 Street from NW 97 Avenue to NW 87 Avenue;
- 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;
- SW 72 Street from SW 97 Avenue to SW 87 Avenue;
- NW 97 Avenue from NW 25 Street to NW 12 Street; and
- SR 826/Palmetto Expressway from SR 836 to Flagler Street and between SW 8 Street and SW 24 Street.

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

- SW 56 Street from SW 67 Avenue to SW 57 Avenue; and
- SW 57 Avenue from SW 42 Street to Brescia Avenue;

Two roadway segments on SW 8 Street, from SR 826 to SW 74 Avenue and between SR 826 to SW 57 Avenue, are operating at LOS E+3% (E+50% LOS standard) and another segment on SW 8 Street, from SW 87 Avenue to SR 826, is operating at E+13% (E+20% LOS standard). One roadway segment on US-1 from SW 67 Avenue to SW 98 Street is operating at E+1% (E+50% LOS standard). The roadway segment on SW 57 Avenue from SW 8 Street to SW 24 Street is operating at LOS F, in excess of its adopted LOS E standard; and the roadway segment on SR 826 from NW 36 St. to SR 836 is operating at LOS E, in excess of its adopted LOS D standard. However, it should be pointed out that SW 57 Avenue/Red Road is a state-designated historic roadway which thus cannot be widened, and SR 826 is currently undergoing construction for extensive modifications to the SR 826/SR 836 Interchange and is planned for managed lanes along the corridor which will improve capacity conditions in that roadway segment. 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 25 Street	NW 97 Ave. to NW 87 Ave. (9404)	4 DV	D	D (2012)
	NW 87 Ave. to SR 826 (9402)	6 DV	D	B (2012)
	SR 826 to NW 72 Ave. (9400)	6 DV	E	C (2013)
NW 12 Street	NW 107 Ave. to NW 87 Ave. (9362)	4 DV	E	D (2013)
	NW 87 Ave. to NW 72 Ave. (9358)	4 DV	D	B (2013)
SR 836/Dolphin Expy.	NW 107 Ave. to NW 87 Ave. (2243)	6 LA	D	C (2013)
	NW 87 Ave. to SR 826 (2244)	6 LA	D	C (2013)
	SR 826 to NW 72 Ave. (2188)	10 LA	D	D (2013)
	NW 72 Ave. to NW 57 Ave. (2193)	8 LA	D	D (2013)
W. Flagler Street	NW/SW 107 Ave. to NW/SW 97 Ave. (9156)	6 DV	E+20%	D (2013)
	NW 97/SW Ave. to NW/SW 87 Ave. (9154)	6 DV	E+20%	D (2013)
	NW/SW 87 Ave. to SR 826 (1141)	6 DV	E+20%	C (2013)
	SR 826 to NW/SW 72 Ave. (1140)	6 DV	E+50%	C (2013)
	NW/SW 72 Ave. to NW/SW 57 Ave. (1139)	4 DV	E+50%	C (2013)
SW 8 Street	SW 107 Ave. to SW 87 Ave. (589)	8 DV	E+20%	C (2013)
	SW 87 Ave. to SR 826 (92)	6 DV	E+20%	E+13% (2013)
	SR 826 to SW 74 Ave. (5)	4 DV	E+50%	E+3% (2013)
	SR 826 to SW 57 Ave. (527)	4 DV	E+50%	E+3% (2013)
SW 24 St./Coral Way	SW 107 Ave. to SW 97 Ave. (9126)	4 DV	E+20%	D (2013)
	SW 97 Ave. to SW 87 Ave. (9124)	4 DV	E+20%	C (2013)
	SW 87 Ave. to SR 826 (9122)	6 DV	E+20%	C (2013)
	SR 826 to SW 57 Ave. (9120)	4 DV	E+20%	C (2013)
SW 40 St./Bird Road	SW 97 Ave. to SW 87 Ave. (76)	6 DV	E	C (2013)
	SW 78 Ct. to SR 826 (78)	6 DV	E	C (2013)
	SR 826 to SW 67 Ave. (1050)	6 DV	E+20%	C (2013)

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

Roadway	Location/Link (Sta. No.)	Lanes	LOS Std.	LOS
	SW 67 Ave. to SW 57 Ave. (80)	6 DV	E+20%	C (2013)
SW 56 St./Miller Road	SW 97 Ave. to SW 87 Ave. (9264)	4 DV	D	C (2013)
	SW 87 Ave. to SR 826 (9262)	4 DV	D	D (2013)
	SR 826 to SW 67 Ave. (9261)	4 DV	E	A (2013)
	SW 67 Ave. to SW 57 Ave. (9260)	2 UD	E	E (2013)
SW 72 St./Sunset Drive	SW 107 Ave. to 87 Ave. (68)	4 DV	E+20%	C (2013)
	SW 97 Ave. to SW 87 Ave. (9658)	4 DV	D	D (2012)
	SW 87 Ave. to SR 826 (1068)	4 DV	E+20%	C (2013)
	SR 826 to SW 67 Ave. (1067)	4 DV	E	C (2013)
SR 878/Snapper Creek Expy.	SR 878 to US-1 (2002)	4 LA	E+20%	B (2013)
SW 88 St./Kendall Drive	SW 97 Ave. to SW 87 Ave. (66)	6 DV	E+20%	C (2013)
	SW 87 Ave. to SR 826 (684)	6 DV	E+20%	C (2013)
	SR 826 to US-1 (683)	6 DV	E+50%	C (2013)
SW 104 St.	SW 87 Ave. to US-1 (9714)	2 DV	D	C (2013)
	US-1 to SW 67 Ave. (9712)	2 DV	E	C (2013)
NW/SW 97 Ave.	NW 25 St. to NW 12 St. (9494)	4 DV	D	D (2013)
	SW 8 St. to SW 24 St. (9698)	2 DV	D	B (2013)
	SW 24 St. to SW 40 St. (9699)	2 DV	D	C (2013)
	SW 40 St. to SW 56 St. (9700)	2 DV	D	B (2013)
	SW 56 St. to SW 72 St. (9702)	2 DV	D	C (2013)
	SW 88 St. to SW 112 St. (9704)	2 DV	D	B (2013)
NW/SW 87 Ave./Galloway Rd.	NW 25 St. to NW 12 St. (9162)	6 DV	D	B (2013)
	SR 836 to Flagler St. (1211)	6 DV	E	C (2013)
	Flagler St. to SW 8 St. (44)	4 DV	E	C (2013)
	SW 8 St. to SW 24 St. (1074)	4 DV	E	C (2013)
	SW 24 St. to SW 40 St. (42)	4 DV	E	C (2013)
	SW 40 St. to SW 56 St. (41)	4 DV	E	C (2013)
	SW 56 St. to SW 72 St. (1075)	4 DV	E	C (2013)
	SW 72 St. to SW 88 St. (1076)	4 DV	E	C (2013)
	SW 88 St. to SW 112 St. (9172)	2 DV	E	D (2013)
SR 826/Palmetto Expressway	NW 36 St. to SR 836 (570)	10 LA	D	E (2012)
	SR 836 to Flagler St. (569)	10 LA	D	D (2013)
	Flagler St. to SW 8 St. (568)	10 LA	D	C (2013)
	SW 8 St. to SW 24 St. (567)	10 LA	D	D (2013)
	SW 24 St. to SW 40 St. (566)	10 LA	D	C (2013)
	SR 874 to SW 56 St. (565)	6 LA	D	C (2013)
	SW 56 St. to SW 72 St. (564)	6 LA	D	C (2013)
	SW 72 St. to SW 88 St. (563)	6 LA	D	B (2013)
	SW 88 St. to US-1 (562)	4 LA	D	B (2013)
NW/SW 72 Ave.	NW 36 St. to NW 25 St. (1204)	6 DV	E	C (2013)
	NW 25 St. to NW 12 St. (1203)	6 DV	E	C (2013)
	NW 12 St. to Flagler St. (1201)	6 DV	E	C (2013)
	SW 40 St. to SW 56 St. (9684)	4 DV	E	A (2013)
	SW 56 St. to SW 72 St. (9686)	2 UD	E+50%	B (2013)

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

Roadway	Location/Link (Sta. No.)	Lanes	LOS Std.	LOS
	SW 72 St. to SW 80 St. (9688)	2 UD	E+50%	B (2013)
NW/SW 67 Ave./Ludlam Rd.	Tamiami Canal Rd. to SW 8 St. (9236)	4 DV	E	A (2013)
	SW 24 St. to SW 40 St. (9240)	4 DV	E	B (2013)
	SW 40 St. to SW 56 St. (9242)	2 UD	E	B (2013)
	SW 56 St. to US-1 (9243)	2 UD	E	B (2013)
	US-1 to SW 88 St. (9244)	2 DV	E	C (2013)
NW/SW 57 Ave./Red Rd.	SR 836 to NW 7 St. (1189)	6 DV	E+50%	C (2013)
	W. Flagler St. to SW 8 St. (36)	4 DV	E	C (2013)
	SW 8 St. to SW 24 St. (37)	2 DV	E	F (2013)
	SW 24 St. to SW 42 St. (35)	2 DV	E	D (2013)
	SW 42 St. to Brescia Ave. (34)	2 DV	E	E (2013)
	US-1 to SW 72 St. (9634)	4 DV	E+50%	E (2013)
	SW 88 St. to SW 116 St. (9636)	2 DV	E	A (2013)
US-1/S. Dixie Highway	SW 42 Ave. to SW 67 Ave. (127)	6 DV	E+50%	C (2013)
	SW 67 Ave. to SW 98 St. (164)	6 DV	E+50%	E+1% (2013)
	SW 88 St. to SW 104 St. (9966)	6 DV	E+50%	D (2013)
SR 874/Don Shula Expy.	SR 826 to SR 878 (2278)	4 LA	D	D (2013)
	SR 878 to SW 112 St. (2276)	8 LA	E+20%	B (2013)
	SW 112 St. to HEFT (2274)	4 LA	D	C (2013)

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, July 2014.
Notes: () identifies the year traffic count was taken or LOS analysis performed.
DV= Divided Roadway; UD= Undivided Roadway; LA= Limited Access.
LOS Std. = the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

Trip Generation

The applicant is requesting the re-designation of approximately ±74.0 gross acres on the County's adopted 2020 and 2030 Land Use Plan (LUP) map from "Transportation (ROW, Rail, Metrorail, etc.)" to a new land use designation of "Ludlam Trail Corridor." Fourteen (14) development scenarios were analyzed for the six segments for traffic impacts.

A summary of the estimated PM peak-hour trip generation for the requested CDMP designation and assumed uses is outlined below for each of the six segments.

	Scenario 1	Scenario 2	Scenario 3
Segment 1	149	154	149
Segment 2	285	265	184
Segment 3	126	149	90
Segment 4	386	373	417
Segment 5	46	46	46
Segment 6	505	493	505
Total	1,497	1,480	1,391

Source: Miami-Dade County Department of Regulatory and Economic Resources, August 2014

For *Segment 1* (NW 7 Street to SW 8 Street), two development scenarios (Scenario 1 and Scenario 2) for each of the current and requested CDMP land use designation were analyzed for

traffic impacts. Segment was assumed to be developed with 238 multi-family residential dwelling units (Scenario 1) and with 103,672 square feet of office uses (Scenario 2) under both the current and requested CDMP land use designations. The trip generation analysis indicates that Scenario 1 would generate approximately 149 PM peak-hour vehicle trips and Scenario 2 approximately 154 PM peak vehicle trips under both the current and requested CDMP land use designations.

For *Segment 2* (SW 8 Street to SW 24 Street), three development scenarios (Scenarios 1, 2 and 3) for each of the current and requested CDMP land use designation were analyzed for traffic impacts. Scenario 1, under the current CDMP land use designation, assumed the subject segment developed with 32 single-family detached residential dwelling units, 28 single-family attached residential dwelling units, 32 multi-family residential dwelling units, and 68,607 square feet of industrial uses under the current CDMP land use designation. Under the requested CDMP designation, Scenario 1 assumed the segment developed with 191 multi-family residential dwelling units, 32 multi-family residential dwelling units, and 68,607 square feet of industrial uses. Scenario 2, under the current CDMP land use designation, assumed the segment developed with 32 single-family detached residential dwelling units, 28 single-family attached residential dwelling units, 22,825 square feet of retail uses, and 68,607 square feet of industrial uses. Under the requested CDMP land use designation, Scenario 2 assumed the segment developed with 191 multi-family residential dwelling units, 22,825 square feet of retail space and 68,607 sq. ft. of industrial uses. Scenario 3, under the current CDMP land use designation, assumed the segment developed with the same development program as in Scenario 1; and under the requested CDMP land use designation assumed the segment developed with 303 multi-family residential dwelling units.

The trip generation analysis indicates that Segment 2 would generate approximately 205 PM peak-hour vehicle trips, or about 64 more PM peak hour trips than the current CDMP land use designation under Scenario 1. Scenario 2 would generate approximately 348 PM peak-hour vehicle trips, or about 64 more PM peak-hour trips than the current CDMP land use designation, and Scenario 3 would generate approximately 184 PM peak-hour vehicle trips, or about 90 more PM peak-hour trips than the current CDMP land use designation.

For *Segment 3* (SW 24 Street to SW 40 Street), three development scenarios (Scenarios 1, 2 and 3) for each of the current and requested CDMP land use designation were analyzed for traffic impacts. Scenario 1, under the current CDMP land use designation, assumed the subject segment developed with 37 single-family detached residential dwelling units, 6 single-family attached residential dwelling units, and 126,541 square feet of industrial uses. Under the requested CDMP land use designation, the segment is assumed to be developed with 82 single-family attached residential dwelling units, 6 single-family attached residential dwelling units, and 126,541 sq. ft. of industrial uses. Scenario 2, under the current CDMP land use designation, assumed the subject segment developed with 37 single-family detached residential dwelling units, 9,234 sq. ft. of retail space and 126,541 square feet of industrial uses. Under the requested CDMP designation, the segment is assumed to be developed with 82 single-family attached residential dwelling units, 9,234 sq. ft. of retail space and 126,541 sq. ft. of industrial uses. Scenario 3, under the current CDMP land use designation, assumed the subject segment developed with 37 single-family detached residential dwelling units, 6 single-family attached residential dwelling units, 126,541 square feet of industrial uses; and under the requested CDMP land use designation the segment is assumed to be developed with 164 single-family attached residential dwelling units.
The trip generation analysis indicates that if the application were approved and Segment 3 were developed as described above, it would generate approximately 126 PM peak-hour vehicle trips, or about 8 more PM peak hour trips than the current CDMP land use designation under Scenario 1. Scenario 2 would generate approximately 217 PM peak-hour vehicle trips, or about 7 less PM

peak-hour trips than the current CDMP land use designation, and Scenario 3 would generate approximately 90 PM peak-hour vehicle trips, or about 33 more PM peak-hour trips than the current CDMP land use designation.

For *Segment 4* (SW 40 Street to SW 56 Street), three development scenarios (Scenarios 1, 2 and 3) for each of the current and requested CDMP land use designation were analyzed for traffic impacts. Scenario 1, under the current CDMP land use designation, assumed this segment developed with 57 single-family attached residential dwelling units, 72 multi-family residential dwelling units, 25 multi-family residential dwelling units, and 60,984 sq. ft. of industrial uses. Under the requested CDMP land use designation, the segment is assumed to be developed with 534 multi-family residential dwelling units, 25 multi-family residential dwelling units and 60,984 sq. ft. of industrial uses. Scenario 2, under the current CDMP land use designation, assumed the segment developed with 57 single-family attached residential dwelling units, 72 multi-family residential dwelling units, 7,318 sq. ft. of retail uses, and 60,984 sq. ft. of industrial uses. Under the requested CDMP land use designation, the segment is assumed to be developed with 534 multi-family residential dwelling units, 7,318 sq. ft. of retail uses and 60,984 sq. ft. of industrial uses. Scenario 3 assumed the segment developed with 57 single-family attached residential dwelling units, 72 multi-family residential dwelling units, 25 multi-family residential dwelling units, and 60,984 sq. ft. of industrial uses under the current CDMP land use designation; and assumed to be developed with 727 multi-family residential dwelling units under the requested CDMP land use designation.

The trip generation analysis indicates that if the application were approved and the segment developed as described above, Scenario 1 would generate approximately 386 PM peak-hour vehicle trips, or about 216 more PM peak-hour trips than the current CDMP land use designation. Scenario 2 would generate approximately 437 PM peak-hour vehicle trips, or about 216 more PM peak hour trips than the current CDMP land use designation. And Scenario 3 would generate approximately 417 PM peak hour trips, or about 320 more PM peak-hour vehicle trips than the current CDMP land use designation.

For *Segment 5* (SW 56 Street to SW 72 Street), one development scenario (Scenario 1) for each of the current and requested CDMP land use designation was analyzed for traffic impacts. Scenario 1, under the current CDMP land use designation, assumed the segment developed with 30 single-family detached residential dwelling units; and under the requested CDMP land use designation, the segment was assumed to be developed with 72 single-family attached residential dwelling units. The trip generation analysis indicates that if the application were approved and the segment developed as described above, it would generate approximately 46 PM peak-hour vehicle trips, or about 10 more PM peak hour trips than the current CDMP land use designation.

For *Segment 6* (SW 72 Street to SW 88 Street), two development scenarios (Scenarios 1 and 2) for each of the current and requested CDMP land use designation were analyzed for traffic impacts. Scenario 1, under the current CDMP land use designation, assumed the segment developed with 25 single-family detached residential dwelling units and 763 multi-family residential dwelling units. Under the requested CDMP land use designation, the segment is assumed to be developed with 78 single-family attached residential dwelling units and 763 multi-family residential dwelling units. Scenario 2, under the current CDMP land use designation, assumed the segment developed with 25 single-family detached residential dwelling units, 740 multi-family residential dwelling units and 14,374 sq. ft. of office uses. Under the requested CDMP land use designation, the segment is assumed to be developed with 78 single-family detached residential dwelling units, 740 multi-family residential dwelling units and 14,474 sq. ft. of office uses. The trip generation analysis indicates that Scenario 1 would generate approximately 505

PM peak-hour vehicle trips, or about 19 more PM peak hour trips than the current CDMP land use designation. Scenario 2 would generate approximately 496 PM peak hour trips, or about 19 more PM peak-hour trips than the current CDMP land use designation. See “Estimated Peak Hour Trip Generation” table below.

Estimated Peak Hour Trip Generation
By Current and Requested CDMP Land Use Designations

Application No. 3	Current CDMP Designation and Assumed Use/ Estimated No. Of Trips	Requested CDMP Designation and Assumed Use/ Estimated No. Of Trips	Estimated Trip Difference
Segment 1: NW 7 St. to SW 8 St.			
Scenario 1	“Office/Residential” 238 MF / 149	“Ludlam Trail Corridor” 238 MF / 149	0
Scenario 2	“Office/Residential” 103,672 sq. ft. office / 154	“Ludlam Trail Corridor” 103,672 sq. ft. office / 154	0
Segment 2: SW 8 St. to SW 24 St.			
Scenario 1	“Low Density Residential (2.5-6 DU/Ac)”; “Low-Medium Density Residential (6-13 DU/Ac)”; “Business and Office”; “Industrial and Office”/ 32 SF detached; 28 SF attached; 32 MF; and 68,607 sq. ft. industrial / 141	“Ludlam Trail Corridor” 191 MF; 32 MF; and 68,607 sq. ft. industrial / 205	+64
Scenario 2	“Low Density Residential (2.5-6 DU/Ac)”; “Low-Medium Density Residential (6-13 DU/Ac)”; “Business and Office”; “Industrial and Office” 32 SF detached; 28 SF attached; 22,825 sq. ft. retail; and 68,607 sq. ft. industrial / 284	“Ludlam Trail Corridor” 191 MF; 22,825 sq. ft. retail; and 68,607 sq. ft. industrial / 348	+64
Scenario 3	32 SF detached; 28 SF attached; 32 MF; and 68,607 sq. ft. industrial / 94	“Ludlam Trail Corridor” 303 MF / 184	+90
Segment 3: SW 24 St. to SW 40 St.			

Estimated Peak Hour Trip Generation
By Current and Requested CDMP Land Use Designations

Scenario 1	"Low Density Residential (2.5-6 DU/Ac)"; "Business and Office"; "Industrial and Office"	"Ludlam Trail Corridor"	
	37 SF detached; 6 SF attached; and 126,541 sq. ft. industrial	82 SF attached; 6 SF attached; and 126,541 sq. ft. industrial /	
	118	126	+8
Scenario 2	"Low Density Residential (2.5-6 DU/Ac)"; "Business and Office"; "Industrial and Office"	"Ludlam Trail Corridor"	
	37 SF detached; 9,234 sq. ft. retail; and 126,541 sq. ft. industrial /	82 SF attached; 9,234 sq. ft. retail; and 126,541 sq. ft. industrial /	
	224	217	-7
Scenario 3	37 SF detached; 6 SF attached; and 126,541 sq. ft. industrial	"Ludlam Trail Corridor" 164 SF attached /	
	57	90	+33
Segment 4: SW 40 St. to SW 56 St.			
Scenario 1	"Business and Office"; "Industrial and Office"; "Low Density Residential (2.5-6 DU/Ac)"; Low-Medium Density Residential (6-13 Du/Ac)"; "Medium Density Residential (13-25 DU/Ac)"	"Ludlam Trail Corridor"	
	57 SF attached; 72 MF; 25 MF; and 60,984 sq. ft. industrial /	534 MF; 25 MF; and 60,984 sq. ft. industrial /	
	170	386	+216
Scenario 2	Business and Office"; "Industrial and Office"; "Low Density Residential (2.5-6 DU/Ac)"; Low-Medium Density Residential (6-13 Du/Ac)"; "Medium Density Residential (13-25 DU/Ac)"	"Ludlam Trail Corridor"	
	57 SF attached; 72 MF; 7,318 sq. ft. retail; and 60,984 sq. ft. industrial /	534 MF; 7,318 sq. ft. retail; and 60,984 sq. ft. industrial /	
	221	437	+216
Scenario 3	57 SF attached; 72 MF; 25 MF; and 60,984 sq. ft. industrial	"Ludlam Trail Corridor" 727 MF/	
	97	417	+320
Segment 5: SW 56 St. to SW 72 St.			

Estimated Peak Hour Trip Generation
By Current and Requested CDMP Land Use Designations

Scenario 1	"Estate Density Residential (1-2.5 DU/Ac)" 30 SF detached / 36	"Ludlam Trail Corridor" 72 SF attached / 46	+10
Segment 6: SW 72 St. to SW 88 St.			
Scenario 1	"Estate Density Residential (1-2.5 DU/Ac)"; "Low Density Residential (2.5-6 DU/Ac)";)"; "Medium Density Residential (13-25 DU/Ac)"; and "Office/Residential" 25 SF detached; 763 MF units / 486	"Ludlam Trail Corridor" 78 SF attached; 763 MF units / 505	+19
Scenario 2	"Estate Density Residential (1-2.5 DU/Ac)"; "Low Density Residential (2.5-6 DU/Ac)";)"; "Medium Density Residential (13-25 DU/Ac)"; and "Office/Residential" 25 SF detached; 740 MF; and 14,374 sq. ft. office / 477	"Ludlam Trail Corridor" 78 SF attached; 740 MF; and 14,474 sq. ft. office / 496	+19

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Miami-Dade County Public Works and Waste Management Department, July 2014.

Future Conditions

The MPO's adopted 2015 *Transportation Improvement Program* lists the following roadway capacity improvement projects for construction in fiscal years 2014-2019 in the vicinity of the application site (see table below).

Programmed Road Capacity Improvements
Fiscal Years 2014/2015 – 2018/2019

Roadway	From	To	Type of Improvement	Fiscal Year
SR 874/Killian Parkway Interchange	HEFT	Kendall Drive	Mainline widening and interchange reconstruction	2014-15
SW 67 Avenue	South of US-1		Bridge replacement	2014-15
SW 97 Avenue	North of SW 8 Street		Bridge replacement	2015/16-2016/17
SW 92 Avenue	North of SW 16 Street		Bridge replacement	2016-17
SW 72 Avenue	North of SW 40 Street		Bridge replacement	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	2014/15-2015/16

Roadway	From	To	Type of Improvement	Fiscal Year
SR 826/Palmetto Expressway	Flagler St. & I-75	NW 154 St. and 170. St.	Special use lanes	2014/15-2017/18

Source: 2015 Transportation Improvement Program, Miami-Dade County Metropolitan Planning Organization, June 19, 2014.

The MPO's adopted 2035 Miami-Dade *Long Range Transportation Plan* (LRTP), Cost Feasible Plan, lists the following roadway capacity improvement projects for construction in the next 21 years (see table below).

Planned Roadway Capacity Improvements
Fiscal Years 2014/2015 through 2034/2035

Roadway	From	To	Type of Improvement	Priority
NW 25 Street Viaduct	SR 826	NW 68 Ave.	New road construction	I
NW 25 Street Viaduct	SR 826	NW 87 Ct.	Phase 2 – construction of Viaduct from SR 826 to NW 87 Court	II
SR 874/Killian Parkway Interchange	HEFT	Kendall Dr.	Modifications: interchange/new construction: toll plaza, ramp plaza	I
SR 874/Killian Parkway Interchange	Kendall Dr.	SR 826	Modification of SR 874 mainline roadway	I
NW 25 Street	NW 89 Ct.	SR 826	Widen from 4 to 6 lanes	II
NW 82 Avenue	NW 8 St.	NW 12 St.	New 4 lanes	IV
SR 826/SR 836 Interchange	NW 87 Ave.	NW 57 Ave.	Interchange modification	I
SR 836/Dolphin Expressway	NW 137 Ave.	I-95	Toll system conversion to open road tolling	I
SR 826/Palmetto Expressway*	Flagler St.	NW 154 St.	Special use lanes	I
SR 836/Dolphin Expressway		NW 87 Ave.	Interchange improvement	IV
SR 836/Dolphin Expressway	NW 137 Ave.	I-95	Toll system conversion to open road tolling	I

Source: Miami-Dade 2035 Long Range Transportation Plan, Metropolitan Planning Organization for the Miami Urbanized Area, October 2009.

Notes: Priority I – Project improvements to be funded by 2014; Priority II – Project improvements to be funded between 2015 and 2020; Priority III – Project improvements to be funded between 2021 and 2025; and Priority IV – Projects to be funded between 2026 and 2035.

*This project was originally funded for construction as Priority II and III but the project limits were changed and advanced to Priority I by amendments to the LRTP – Resolution No. 20-11 approved by the MPO on October 20, 2013 and Resolution No. 44-12 approved by the MPO on December 13, 2012.

Traffic Concurrency Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions as of July 2014, 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 2015 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 all of the six roadway segments in the "Ludlam Trail Corridor." 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.
Segment 1: NW 7 St. to SW 8 St.													
Scenario 1: "Ludlam Trail Corridor" with 238 MF DUs													
9358	NW 12 Street	NW 87 Ave. to NW 72 Ave.	4 DV	D	4,080	1,568	B	9	1,577	B	11	1,588	B
2244	SR 836	NW 87 Ave. to SR 826	6 LA	D	10,060	7,627	C	0	7,627	C	11	7,638	C
2193	SR 836	NW 72 Ave. to NW 57 Ave.	8 LA	D	13,390	12,299	D	0	12,299	D	14	12,313	D
9348	NW 7 St.	NW 67 Ave. to NW 57 Ave.	4 DV	E+50%	2,235	1,719	B	23	1,742	B	27	1,769	B
1139	Flagler St.	SR 826 to NW/SW 57 Ave.	4 DV	E+50%	5,370	3,155	C	3	3,158	C	51	3,209	C
5	SW 8 St.	SR 826 to SW 67 Ave.	4 DV	E+50%	4,560	3,130	E+3%	10	3,140	E+3%	31	3,171	E+4%
569	SR 826	SR 836 to Flagler St.	10 LA	D	16,840	14,806	D	0	14,806	D	15	14,821	D
568	SR 826	W. Flagler St. to SW 8 St.	10 LA	D	16,840	11,942	C	0	11,942	C	21	11,963	C
567	SR 826	SW 8 St. to SW 24 St.	10 LA	D	16,840	16,282	D	0	16,282	D	19	16,301	D
1203	NW 72 Ave.	NW 25 St. to NW 12 St.	6 DV	E	5,390	2,547	C	26	2,573	C	10	2,583	C
1201	NW 72 Ave.	NW 12 St. to W. Flagler St.	6 DV	E	5,390	2,179	C	20	2,199	C	72	2,271	C
9236	SW 67 Ave.	W. Flagler St. to SW 8 St.	4 DV	E	2,990	1,026	A	9	1,035	A	31	1,066	A
Scenario 2: "Ludlam Trail Corridor" with 103,672 sq. ft. office													
9358	NW 12 Street	NW 87 Ave. to NW 72 Ave.	4 DV	D	4,080	1,568	B	9	1,577	B	11	1,588	B
2244	SR 836	NW 87 Ave. to SR 826	6 LA	D	10,060	7,627	C	0	7,627	C	13	7,640	C
2193	SR 836	NW 72 Ave. to NW 57 Ave.	8 LA	D	13,390	12,299	D	0	12,299	D	14	12,313	D
9348	NW 7 St.	NW 67 Ave. to NW 57 Ave.	4 DV	E+50%	2,235	1,719	B	23	1,742	B	28	1,770	B
1139	Flagler St.	SR 826 to NW/SW 57 Ave.	4 DV	E+50%	5,370	3,155	C	3	3,158	C	52	3,210	C
5	SW 8 St.	SR 826 to SW 67 Ave.	4 DV	E+50%	4,560	3,130	E+3%	10	3,140	E+3%	15	3,155	E+4%
569	SR 826	SR 836 to Flagler St.	10 LA	D	16,840	14,806	D	0	14,806	D	22	14,828	D
568	SR 826	W. Flagler St. to SW 8 St.	10 LA	D	16,840	11,942	C	0	11,942	C	10	11,952	C
567	SR 826	SW 8 St. to SW 24 St.	10 LA	D	16,840	16,282	D	0	16,282	D	20	16,302	D
1203	NW 72 Ave.	NW 25 St. to NW 12 St.	6 DV	E	5,390	2,547	C	26	2,573	C	10	2,583	C
1201	NW 72 Ave.	NW 12 St. to W. Flagler St.	6 DV	E	5,390	2,179	C	20	2,199	C	74	2,273	C
9236	SW 67 Ave.	W. Flagler St. to SW 8 St.	4 DV	E	2,990	1,026	A	9	1,035	A	32	1,067	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.
Segment 2: SW 8 St. to SW 24 St.													
Scenario 1: "Ludlam Trail Corridor" with 191 MF; 32 MF; and 68,607 sq. ft. industrial													
5	SW 8 St.	SR 826 to SW 67 Ave.	4 DV	E+50%	4,560	3,130	E+3%	10	3,140	E+3%	31+115	3,286	E+8%
9122	SW 24 St.	SR 826 to SW 87 Ave.	6 DV	E+20%	5,712	3,035	C	1	3,036	C	16	3,052	D
9120	SW 24 St.	SR 826 to SW 57 Ave.	4 DV	E+20%	3,156	2,286	C	13	2,299	C	90	2,389	C
568	SR 826	W. Flagler St. to SW 8 St.	10 LA	D	16,840	11,942	C	0	11,942	C	21+35	11,998	C
567	SR 826	SW 8 St. to SW 24 St.	10 LA	D	16,840	16,282	D	0	16,282	D	19+25	16,326	D
566	SR 826	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,585	C	14	12,599	C	31	12,630	C
9236	SW 67 Ave.	W. Flagler St. to SW 8 St.	4 DV	E	2,990	1,026	A	9	1,035	A	21+29	1,085	A
8306	SW 67 Ave.	SW 8 St. to SW 24 Street	4 DV	E	2,736	963	C	9	972	C	20	992	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	3,220	1,404	A	54	1,458	A	14	1,472	A
Scenario 2: "Ludlam Trail Corridor" with 191 MF; 22,825 sq. ft. retail and 68,607 sq. ft. industrial													
5	SW 8 St.	SR 826 to SW 67 Ave.	4 DV	E+50%	4,560	3,130	E+3%	10	3,140	E+3%	15+195	3,350	E+10%
9122	SW 24 St.	SW 87 Ave. to SR 826	6 DV	E+20%	5,712	3,035	C	1	3,036	C	28	3,064	D
9120	SW 24 St.	SR 826 to SW 57 Ave.	4 DV	E+20%	3,156	2,286	C	13	2,299	C	153	2,452	C
568	SR 826	W. Flagler St. to SW 8 St.	10 LA	D	16,840	11,942	C	0	11,942	C	10+59	12,011	C
567	SR 826	SW 8 St. to SW 24 St.	10 LA	D	16,840	16,282	D	0	16,282	D	20+42	16,344	D
566	SR 826	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,585	C	14	12,599	C	52	12,651	C
9236	SW 67 Ave.	W. Flagler St. to SW 8 St.	4 DV	E	2,990	1,026	A	9	1,035	A	32+49	1,116	A
8306	SW 67 Ave.	SW 8 St. to SW 24 Street	4 DV	E	2,736	963	C	9	972	C	35	1,007	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	3,220	1,404	A	54	1,458	A	24	1,482	A
Scenario 3: "Ludlam Trail Corridor" with 303 MF													
5	SW 8 St.	SR 826 to SW 67 Ave.	4 DV	E+50%	4,560	3,130	E+3%	10	3,140	E+3%	31+108	3,279	E+8%
9122	SW 24 St.	SR 826 to SW 87 Ave.	6 DV	E+20%	5,712	3,035	C	1	3,036	C	15	3,051	D
9120	SW 24 St.	SR 826 to SW 57 Ave.	4 DV	E+20%	3,156	2,286	C	13	2,299	C	81	2,380	C
568	SR 826	W. Flagler St. to SW 8 St.	10 LA	D	16,840	11,942	C	0	11,942	C	21+31	11,994	C
567	SR 826	SW 8 St. to SW 24 St.	10 LA	D	16,840	16,282	D	0	16,282	D	19+22	16,323	D
566	SR 826	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,585	C	14	12,599	C	28	12,627	C
9236	SW 67 Ave.	W. Flagler St. to SW 8 St.	4 DV	E	2,990	1,026	A	9	1,035	A	21+31	1,087	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.
8306	SW 67 Ave.	SW 8 St. to SW 24 Street	4 DV	E	2,736	963	C	9	2,745	C	18	2,763	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	3,220	1,404	A	54	1,458	A	13	1,471	A
		Segment 3: SW 24 St. to SW 40 St.											
Scenario 1: "Ludlam Trail Corridor" with 82 SF attached; 6 SF attached; and 126,451 sq. ft. industrial													
9120	SW 24 St.	SR 826 to SW 57 Ave.	4 DV	E+20%	3,156	2,286	C	13	2,299	C	90+12	2,401	C
1050	SW 40 St.	SR 826 to SW 67 Ave.	6 DV	E+20%	6,468	4,639	C	64	4,703	C	52	4,755	C
80	SW 40 St.	SW 67 Ave. to SW 57 Ave.	6 DV	E+20%	6,468	3,543	C	57	3,600	C	9	3,609	C
567	SR 826	SW 8 St. to SW 24 St.	10 LA	D	16,840	16,282	D	0	16,282	D	19+25+11	16,337	D
566	SR 826	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,585	C	14	12,599	C	31+13	12,643	C
565	SR 826	SR 874 to SW 56 St.	6 LA	D	10,060	8,299	C	12	8,311	C	28	8,339	C
8306	SW 67 Ave.	SW 8 St. to SW 24 St.	4 DV	E	2,736	963	C	9	972	C	20+16	1,008	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	3,220	1,404	B	54	1,458	B	14+11	1,483	B
9242	SW 67 Ave.	SW 40 St. to SW 56 St.	2 UD	E	1,440	1,237	B	57	1,294	B	10	1,304	B
9690	SW 74 Ave.	SW 8 St. to SW 24 St.	2 UD	E	1,755	609	C	1	610	C	11	621	C
9684	SW 72 Ave.	SW 40 St. to SW 56 St.	4 DV	E	2,200	1,032	A	15	1,047	A	6	1,053	A
Scenario 2: "Ludlam Trail Corridor" with 82 SF attached; 9,234 sq. ft. retail; and 126,541 sq. ft. industrial													
9120	SW 24 St.	SR 826 to SW 57 Ave.	4 DV	E+20%	3156	2,286	C	13	2,299	C	153+14	2,466	C
1050	SW 40 St.	SR 826 to SW 67 Ave.	6 DV	E+20%	6,468	4,639	C	64	4,703	C	83	4,786	C
80	SW 40 St.	SW 67 Ave. to SW 57 Ave.	6 DV	E+20%	6,468	3,543	C	57	3,600	C	15	3,615	C
567	SR 826	SW 8 St. to SW 24 St.	10 LA	D	16,840	16,282	D	0	16,282	D	20+42+19	16,363	D
566	SR 826	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,585	C	14	12,599	C	52+22	12,673	C
565	SR 826	SR 874 to SW 56 St.	6 LA	D	10,060	8,299	C	12	8,311	C	48	8,359	C
8306	SW 67 Ave.	SW 8 St. to SW 24 St.	4 DV	E	2,736	963	C	9	972	C	35+28	1,035	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	3,220	1,404	B	54	1,458	B	14+14	1,486	B
9242	SW 67 Ave.	SW 40 St. to SW 56 St.	2 UD	E	1,440	1,237	B	57	1,294	B	17	1,311	B
9690	SW 74 Ave.	SW 8 St. to SW 24 St.	2 UD	E	1,755	609	C	1	610	C	18	628	C
9684	SW 72 Ave.	SW 40 St. to SW 56 St.	4 DV	E	2,200	1,032	A	15	1,047	A	10	1,057	A
Scenario 3: "Ludlam Trail Corridor" with 164 SF attached													
9120	SW 24 St.	SR 826 to SW 57 Ave.	4 DV	E+20%	3,156	2,286	C	13	2,299	C	90+8	2,397	C
1050	SW 40 St.	SR 826 to SW 67 Ave.	6 DV	E+20%	6,468	4,639	C	64	4,703	C	34	4,737	C
80	SW 40 St.	SW 67 Ave. to SW 57 Ave.	6 DV	E+20%	6,468	3,543	C	57	3,600	C	6	3,606	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.
567	SR 826	SW 8 St. to SW 24 St.	10 LA	D	16,840	16,282	D	0	16,282	D	19+25+8	16,334	D
566	SR 826	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,585	C	14	12,599	C	31+20	12,650	C
565	SR 826	SR 874 to SW 56 St.	6 LA	D	10,060	8,299	C	12	8,311	C	13	8,324	C
8306	SW 67 Ave.	SW 8 St. to SW 24 St.	4 DV	E	2,736	963	C	9	972	C	20+12	1,004	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	3,220	1,404	B	54	1,458	B	14+8	1,480	B
9242	SW 67 Ave.	SW 40 St. to SW 56 St.	2 UD	E	1,440	1,237	B	57	1,294	B	7	1,301	B
9690	SW 74 Ave.	SW 8 St. to SW 24 St.	2 UD	E	1,755	609	C	1	610	C	7	617	C
9684	SW 72 Ave.	SW 40 St. to SW 56 St.	4 DV	E	2,200	1,032	A	15	1,047	A	5	1,052	A
				Segment 4: SW 40 St. to SW 56 St.									
Scenario 1: "Ludlam Trail Corridor" with 534 MF; 25 MF; and 60,984 sq. ft. industrial													
78	SW 40 St.	SW 87 Ave. to SR 826	6 DV	E+20%	6,468	5,108	C	14	5,122	C	35	5,157	C
1050	SW 40 St.	SR 826 to SW 67 Ave.	6 DV	E+20%	6,468	4,639	C	64	4,703	C	52+70	4,825	C
80	SW 40 St.	SW 67 Ave. to SW 57 Ave.	6 DV	E+20%	6,468	3,543	C	57	3,600	C	9+39	3,648	C
9262	SW 56 St.	SW 87 Ave. to SR 826	4 DV	D	2,690	2,608	D	4	2,612	D	31	2,643	D
9261	SW 56 St.	SR 826 to SW 67 Ave.	4 DV	E	3,850	2,382	A	15	2,397	A	67	2,464	A
9260	SW 56 St.	SW 67 Ave. to SW 57 Ave.	2 UD	E	1,330	1,309	E	6	1,315	E	9	1,324	E
566	SR 826	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,585	C	14	12,599	C	31+13+35	12,678	C
565	SR 826	SR 874 to SW 56 St.	6 LA	D	10,060	8,299	C	12	8,311	C	28+31	8,370	C
564	SR 826	SW 56 St. to SW 72 St.	6 LA	D	10,060	7,579	C	0	7,579	C	37	7,616	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	3,220	1,404	B	54	1,458	B	14+11+50	1,533	B
9242	SW 67 Ave.	SW 40 St. to SW 56 St.	2 UD	E	1,440	1,237	B	57	1,294	B	10+29	1,333	B
9243	SW 67 Ave.	SW 56 St. to US-1	2 UD	E	1,110	532	B	18	550	B	27	577	B
9684	SW 72 Ave.	SW 40 St. to SW 56 St.	4 DV	E	2,200	1,032	A	15	1,047	A	6+35	1,088	A
9686	SW 72 Ave.	SW 56 St. to SW 72 St.	2 UD	E	980	801	C	57	858	C	30	888	C
Scenario 2: "Ludlam Trail Corridor" with 534 MF; 7,318 sq. ft. retail; and 60,984 sq. ft. industrial													
78	SW 40 St.	SW 87 Ave. to SR 826	6 DV	E+20%	6,468	5,108	C	14	5,122	C	39	5,161	C
1050	SW 40 St.	SR 826 to SW 67 Ave.	6 DV	E+20%	6,468	4,639	C	64	4,703	C	83+79	4,865	C
80	SW 40 St.	SW 67 Ave. to SW 57 Ave.	6 DV	E+20%	6,468	3,543	C	57	3,600	C	15+45	3,660	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.
9262	SW 56 St.	SW 87 Ave. to SR 826	4 DV	D	2,690	2,608	D	4	2,612	D	35	2,647	D
9261	SW 56 St.	SR 826 to SW 67 Ave.	4 DV	E	3,850	2,382	A	15	2,397	A	74	2,471	A
9260	SW 56 St.	SW 67 Ave. to SW 57 Ave.	2 UD	E	1,330	1,309	E	6	1,315	E	10	1,325	E
566	SR 826	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,585	C	14	12,599	C	52+22+40	12,713	C
565	SR 826	SR 874 to SW 56 St.	6 LA	D	10,060	8,299	C	12	8,311	C	48+35	8,394	C
564	SR 826	SW 56 St. to SW 72 St.	6 LA	D	10,060	7,579	C	0	7,579	C	39	7,618	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	3,220	1,404	B	54	1,458	B	14+14+57	1,543	B
9242	SW 67 Ave.	SW 40 St. to SW 56 St.	2 UD	E	1,440	1,237	B	57	1,294	B	17+33	1,344	B
9243	SW 67 Ave.	SW 56 St. to US-1	2 UD	E	1,110	532	B	18	550	B	30	580	B
9684	SW 72 Ave.	SW 40 St. to SW 56 St.	4 DV	E	2,200	1,032	A	15	1,047	A	10+39	1,096	A
9686	SW 72 Ave.	SW 56 St. to SW 72 St.	2 UD	D	980	801	C	57	858	C	24	882	C
Scenario 3: "Ludlam Trail Corridor" with 727 MF													
78	SW 40 St.	SW 87 Ave. to SR 826	6 DV	E+20%	6,468	5,108	C	14	5,122	C	37	5,159	C
1050	SW 40 St.	SR 826 to SW 67 Ave.	6 DV	E+20%	6,468	4,639	C	64	4,703	C	52+75	4,830	C
80	SW 40 St.	SW 67 Ave. to SW 57 Ave.	6 DV	E+20%	6,468	3,543	C	57	3,600	C	9+63	3,672	C
9262	SW 56 St.	SW 87 Ave. to SR 826	4 DV	D	2,690	2,608	D	4	2,612	D	33	2,645	D
9261	SW 56 St.	SR 826 to SW 67 Ave.	4 DV	E	3,850	2,382	A	15	2,397	A	71	2,468	A
9260	SW 56 St.	SW 67 Ave. to SW 57 Ave.	2 UD	E	1,330	1,309	E	6	1,315	E	10	1,325	E
566	SR 826	SW 24 St. to SW 40 St.	10 LA	D	16,840	12,585	C	14	12,599	C	31+13+38	12,681	C
565	SR 826	SR 874 to SW 56 St.	6 LA	D	10,060	8,299	C	12	8,313	C	28+34	8,375	C
564	SR 826	SW 56 St. to SW 72 St.	6 LA	D	10,060	7,579	C	0	7,579	C	35	7,614	C
9240	SW 67 Ave.	SW 24 St. to SW 40 St.	4 DV	E	3,220	1,404	B	54	1,458	B	14+11+54	1,537	B
9242	SW 67 Ave.	SW 40 St. to SW 56 St.	2 UD	E	1,440	1,237	B	57	1,294	B	10+32	1,336	B
9243	SW 67 Ave.	SW 56 St. to US-1	2 UD	E	1,110	532	B	18	550	B	29	579	B
9684	SW 72 Ave.	SW 40 St. to SW 56 St.	4 DV	E	2,200	1032	A	15	1,047	A	6+37	1,090	A
9686	SW 72 Ave.	SW 56 St. to SW 72 St.	2 UD	D	980	801	C	57	858	C	36	894	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.
Segment 5: SW 56 St. to SW 72 St.													
Scenario 1: "Ludlam Trail Corridor" with 72 SF													
9262	SW 56 St.	SW 87 Ave. to SR 826	4 DV	D	2,690	2,608	D	4	2,612	D	31+2	2,645	D
9261	SW 56 St.	SR 826 to SW 67 Ave.	4 DV	E	3,850	2,382	A	15	2,397	A	67+12	2,476	A
9260	SW 56 St.	SW 67 Ave. to SW 57 Ave.	2 UD	E	1,330	1,309	E	6	1,315	E	9+4	1,328	E
1067	SW 72 St.	SR 826 to SW 67 Ave.	4 DV	E	3,580	2,913	C	0	2,913	C	7	2,920	C
70	SW 72 St.	SW 67 Ave. to US 1	4 DV	E	3,040	1,869	D	41	1,910	D	6	1,916	D
565	SR 826	SR 874 to SW 56 St.	6 LA	D	16,840	8,299	C	14	8,313	C	28+31+6	8,378	C
564	SR 826	SW 56 St. to SW 72 St.	6 LA	D	10,060	7,579	C	0	7,579	C	37+4	7,620	C
563	SR 826	SW 72 St. to SW 88 St.	6 LA	D	10,060	5,102	B	283	5,385	B	3	5,388	B
9684	SW 72 Ave.	SW 40 St. to SW 56 St.	4 DV	E	2,200	1,032	A	15	1,047	A	6+35+4	1,092	A
9686	SW 72 Ave.	SW 56 St. to SW 72 St.	2 UD	D	980	801	C	57	858	C	30+3	891	C
9688	SW 72 Ave.	SW 72 St. to SW 80 St.	2 UD	E+50%	1,980	1,043	B	4	1,047	B	3	1,050	B
9242	SW 67 Ave.	SW 40 St. to SW 56 St.	2 UD	E	1,440	1,237	B	57	1,294	B	10+29+8	1,341	B
9243	SW 67 Ave.	SW 56 St. to US-1	2 UD	E	1,110	532	B	18	550	B	27+3	580	B
Segment 6: SW 72 St. to SW 88 St.													
Scenario 1: "Ludlam Trail Corridor" with 78 SF and 763 MF													
1067	SW 72 St.	SR 826 to SW 67 Ave.	4 DV	E	3,580	2,913	C	0	2,913	C	7+121	3,041	C
70	SW 72 St.	SW 67 Ave. to US 1	4 DV	E	3,040	1,869	D	41	1,910	D	6+71	1,987	D
683	SW 88 St.	SR 826 to US-1	6 DV	E+50%	8,085	4,045	C	97	4,142	C	51	4,193	C
0194	SR 878	SW 87 Ave. to US 1	4 LA	E+20%	8,040	3,505	B	0	3,503	B	50	3,553	B
9243	SW 67 Ave.	SW 56 St. to US-1	2 UD	E	1,110	532	B	18	550	B	27+3+86	666	C
9686	SW 72 Ave.	SW 56 St. to SW 72 St.	2 UD	D	980	801	C	57	858	C	30+3+43	934	C
9688	SW 72 Ave.	SW 72 St. to SW 80 St.	2 UD	E+50%	1,980	1,043	B	4	1,047	B	3+43	1,093	B
564	SR 826	SW 56 St. to SW 72 St.	6 LA	D	10,060	7,579	C	0	7,579	C	37+4+61	7,681	C
563	SR 826	SW 72 St. to SW 88 St.	6 LA	D	10,060	6,035	B	38	6,073	B	3+43	6,119	B
164	US-1	SW 67 Ave. to SW 98 St.	6 DV	E+50%	8,085	5,431	E+1%	17	5,448	E+1%	25	5,473	E+2%

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.
Scenario 2 "Ludlam Trail Corridor" with 78 SF; 740 MF; and 14,474 sq. ft. office													
1067	SW 72 St.	SR 826 to SW 67 Ave.	4 DV	E	3,580	2,913	C	0	2,913	C	7+119	3,039	C
70	SW 72 St.	SW 67 Ave. to US 1	4 DV	E	3,040	1,869	D	41	1,910	D	6+74	1,987	D
0194	SR 878	SW 87 Ave. to US 1	4 LA	E+20%	8,040	3,505	B	0	3,503	B	50	3,553	C
683	SW 88 St.	SR 826 to US-1	6 DV	E+50%	8,085	4,045	C	97	4,142	C	49	4,191	B
9243	SW 67 Ave.	SW 56 St. to US-1	2 UD	E	1,110	532	B	18	550	B	27+3+84	664	C
9686	SW 72 Ave.	SW 56 St. to SW 72 St.	2 UD	D	980	801	C	57	858	C	30+3+34	925	C
9688	SW 72 Ave.	SW 72 St. to SW 80 St.	2 UD	E+50%	1,980	1,043	B	4	1,047	B	3+42	1,092	B
564	SR 826	SW 56 St. to SW 72 St.	6 LA	D	10,060	7,579	C	0	7,579	C	37+4+60	7,680	C
563	SR 826	SW 72 St. to SW 88 St.	6 LA	D	10,060	6,035	B	38	6,073	B	3+42	6,118	B
164	US-1	SW 67 Ave. to SW 98 St.	6 DV	E+50%	8,085	5,431	E+1%	17	5,448	E+1%	25	5,473	E+2%

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources, Miami-Dade County Public Works and Waste Management Department and Florida Department of Transportation, July 2014.

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).

A future (2035) traffic analysis was performed to evaluate the conditions of the major roadways adjacent to the application site and within the study area (impact area) to determine the adequacy of the future roadway network to handle the application's traffic impacts and to meet the adopted LOS standards applicable to the roadways through the year 2035.

The volume to capacity (v/c) ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway level of service. The correlation between roadway LOS and the v/c ratio is as follows:

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;
- v/c ratio between 0.71 and 0.80 is equivalent to LOS C;
- v/c ratio between 0.81 and 0.90 is equivalent to LOS D;
- v/c ratio between 0.91 and 1.00 is equivalent to LOS E;
- v/c ratio of more than 1.00 is equivalent to LOS F.

The future traffic conditions analysis indicate that some of the roadway corridors analyzed within the study area are projected to exceed their adopted level of service standards by the Year 2035, and some of these roadway segments will slightly deteriorate with the application impact. These roadway segments are:

- NW 25 Street from NW 97 Avenue to NW 87 Avenue and between NW 87 Avenue and SR 826;
- NW 12 Street from NW 107 Avenue to NW 87 Avenue, between NW 87 Avenue and NW 72 Avenue, and from NW 72 Avenue to NW 57 Avenue;
- SR 836/Dolphin Expressway from NW 87 Avenue to SR 826;
- West Flagler Street from W 87 Avenue to SR 826 and between NW/SW 72 Avenue to NW/SW 57 Avenue;
- SW 56 Street from SW 97 Avenue and SW 87 Avenue, between SW 87 Avenue to SR 826, between SR 826 and SW 67 Avenue, and between SW 67 Avenue to SW 57 Avenue;
- SW 72 Street from SR 826 to SW 67 Avenue and between SW 67 Avenue and US-1;
- SW 104 Street from SW 97 Avenue to SW 87 Avenue and between SW 87 Avenue and US-1;
- NW/SW 97 Avenue from NW 25 Street to NW 12 Street, between NW 12 Street and West Flagler Street, between W. Flagler Street to SW 40 Street, and between SW 88 Street to SW 104 Street;
- NW/SW 87 Avenue from NW 25 Street to NW 12 Street, between SR 836 and W. Flagler Street, between W. Flagler Street to SW 40 Street, between SW 72 Street and SW 88 Street, and between SW 88 Street to SW 104 Street;
- SR 826/Palmetto Expressway from NW 36 Street to SR 836 and between Flagler Street and SW 8 Street;
- NW/SW 72 Avenue from NW 25 Street to NW 12 Street, between NW 12 Street to Flagler Street, and between W. Flagler Street to SW 72 Street;
- NW/SW 67 Avenue from SW 40 Street to SW 56 Street, between SW 72 Street and US-1, and from US-1 to SW 88 Street; and
- NW/SW 57 Avenue from SR 836 to W. Flagler Street and between SW 8 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:

- NW 12 Street between NW 107 Avenue and NW 87 Avenue - from F (1.14-1.41) to F (1.16-1.42); E is the adopted LOS standard.
- SR 836/Dolphin Expressway between NW 87 Avenue and SR 826 - from LOS C/F (0.80-1.02) to LOS C/F (0.80-1.04); D is the adopted LOS standard.
- West Flagler Street between W 87 Avenue and SR 826 - from LOS E+9%/E+41% to E+10%/E+41%; E+20% is the adopted LOS standard;
- SW 72 Street between SR 826 and SW 67 Avenue – from LOS F (1.01-1.03) to LOS F (1.02-1.06); E is the adopted LOS standard.
- SW 87 Avenue between W Flagler Street and SW 8 Street – from LOS F (1.13-1.29) to LOS F (1.14-1.30); E is the adopted LOS standard.
- SW 72 Avenue between SW 24 Street and SW 40 Street – from LOS F (1.08-1.29) to LOS F (1.09-1.30), and between SW 40 Street and SW 56 Street – from LOS C/F (0.78-1.31) to LOS C/F (0.80-1.32); E is the adopted LOS standard.
- SW 72 Avenue between SW 56 Street and SW 72 Street –from LOS E/F (0.98-1.01) to LOS E/F (0.99-1.02); LOS E is the adopted LOS standard.
- SW 67 Avenue between SW 40 Street and SW 56 Street –from LOS E/F (0.93 -1.21) to LOS E/F (0.94-1.22), between SW 72 Street and US-1 – from LOS E/F (0.96-1.34) to LOS E/F (0.97-1.43), and between US-1 and SW 88 Street – from LOS F (1.11-1.15) to LOS F (1.11-1.17); E is the adopted LOS standard.
- NW/SW 57 Avenue between NW 7 Street to W Flagler Street –from LOS E/F (1.00-1.02) to LOS F (1.01-1.03); between SW 8 Street and SW 24 Street –from LOS C/F (0.71-1.31) to LOS C/F (0.76-1.35); and between SW 24 Street and SW 40 Street –from LOS F (1.01-1.14) to LOS F (1.01-1.15); LOS E is the adopted level of service standard.

The application's impact is determined not to be significant because the trips affecting these segments represent less than 5% of the adopted maximum service volumes--capacity volumes are based on adopted LOS standard. See the "2035 Volume to Capacity (V/C) Ratios" table below.

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	No. of Lanes	Adopted CDMP LOS Std.[1]	Base Scenario (Without Application) V/C Ratios[2]	Base Scenario (Without Application) Projected LOS	Scenario 1 (With Application) V/C Ratios[2]	Scenario 1 (With Application) Projected LOS	Scenario 2 (With Application) V/C Ratios[2]	Scenario 2 (With Application) Projected LOS
NW 25 Street								
NW 97 Ave. to NW 87 Ave.	4 DV	D	0.88-1.28	D/F	0.88-1.27	D/F	0.88-1.27	D/F
NW 87 Ave. to SR 826	6 DV	D	0.90-1.34	D/F	0.90-1.34	D/F	0.90-1.33	D/F
SR 826 to NW 72 Ave.	6 DV	E	0.81-1.00	D/E	0.81-1.00	D/E	0.83-1.00	D/E
NW 12 Street								
NW 107 Ave. to NW 87 Ave.	4 DV	E	1.14-1.41	F	1.16-1.42	F	1.15-1.41	F
NW 87 Ave. to NW 72 Ave.	4 DV	E	1.10-1.29	F	1.11-1.28	F	1.11-1.28	F
NW 72 Ave. to NW 57 Ave.	4 DV	E	1.23	F	1.24	F	1.27	F
NW 7 Street								
NW 72 Ave. to NW 57 Ave.	4 DV	E	1.17-1.45	F	1.16-1.45	F	1.15-1.44	F
SR 836/Dolphin Expy.								
NW 107 Ave. to NW 87 Ave.	8 LA	D	0.72-0.90	C/D	0.72-0.90	C/D	0.72-0.90	C/D
NW 87 Ave. to SR 826	6 LA	D	0.80-1.02	C/F	0.80-1.04	C/F	0.90-0.98	D/E
SR 826 to NW 72 Ave.	10 LA	E+20%	1.00-1.01	E/E+1%	1.00-1.03	E/E+3%	1.00-1.01	E/E+1%
NW 72 Ave. to NW 57 Ave.	8 LA	E+50%	0.99-1.23	E/E+23%	0.99-1.24	E/E+24%	0.99-1.27	E/E+27%
W. Flagler Street								
NW 97/SW Ave. to NW/SW 87 Ave.	6 DV	E+20%	0.87-1.05	D/E+5%	0.88-1.07	D/E+7%	0.87-1.09	D/E+9%
NW/SW 87 Ave. to SR 826	6 DV	E+20%	1.09-1.41	E+9%/E+41%	1.10-1.41	E+10%/E+41%	1.08-1.39	E+8%/E+39%
SR 826 to NW/SW 72 Ave.	6 DV	E+50%	1.07-1.11	E+7%/E+11%	1.07-1.11	E+7%/E+11%	1.05-1.10	E+5%/E+10%
NW/SW 72 Ave. to NW/SW 57 Ave.	4 DV	E+50%	1.13-1.84	E+13%/E+84%	1.11-1.83	E+11%/E+83%	1.12-1.82	E+12%/E+82%
SW 8 Street								
SW 97 Ave. to SW 87 Ave.	8 DV	E+20%	0.81-0.85	D	0.83-0.86	D	0.82-0.85	D
SW 87 Ave. to SR 826	6 DV	E+20%	0.76-1.06	C/E+6%	0.76-1.05	C/E+5%	0.74-1.04	C/E+4%
SR 826 to SW 67 Ave.	4 DV	E+50%	1.01-1.14	E+1%/E+14%	1.0-1.14	E/E+14%	0.99-1.14	E/E+14%
SW 67 Ave. to SW 57 Ave.	4 DV	E+50%	1.07-1.10	E+7%/E+10%	1.08-1.11	E+8%/E+11%	1.04-1.08	E+4%/E+8%
SW 24 St./Coral Way								
SW 97 Ave. to SW 87 Ave.	4 DV	E+20%	0.88-0.96	D/E	0.89-0.97	D/E	0.88-0.96	D/E
SW 87 Ave. to SR 826	6 DV	E+20%	0.86-1.08	D/E+8%	0.86-1.09	D/E+9%	0.85-1.08	D/E+8%
SR 826 to SW 67 Ave.	4 DV	E+50%	1.05-1.35	E+5%/E+35%	1.06-1.34	E+6%/E+34%	1.05-1.35	E+5%/E+35%
SW 67 Ave. to SW 57 Ave.	4 DV	E+50%	1.04-1.20	E+4%/E+20%	1.08-1.19	E+8%/E+19%	1.05-1.20	E+5%/E+20%
SW 40 St./Bird Road								
SW 97 Ave. to SW 87 Ave.	6 DV	E	0.84-0.89	D	0.85-0.90	D	0.83-0.88	D
SW 87 Ave. to SR 826	6 DV	E	0.75-0.97	C/E	0.76-0.99	C/E	0.75-0.98	C/E
SR 826 to SW 67 Ave.	6 DV	E+20%	1.02-1.06	E+2%/E+6%	1.04-1.09	E+4%/E+9%	1.02-1.07	E+2%/E+7%
SW 67 Ave. to SW 57 Ave.	6 DV	E+20%	0.94-1.01	E/E+1%	0.97-1.04	E/E+4%	0.94-1.02	E/E+2%

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	No. of Lanes	Adopted CDMP LOS Std.[1]	Base Scenario (Without Application) V/C Ratios[2]	Base Scenario (Without Application) Projected LOS	Scenario 1 (With Application) V/C Ratios[2]	Scenario 1 (With Application) Projected LOS	Scenario 2 (With Application) V/C Ratios[2]	Scenario 2 (With Application) Projected LOS
SW 56 St./Miller Rd.								
SW 97 Ave. to SW 87 Ave.	4 DV	D	0.83-0.93	D/E	0.83-0.94	D/E	0.83-0.93	D/E
SW 87 Ave. to SR 826	4 DV	D	0.81-0.98	D/E	0.81-0.98	D/E	0.80-0.97	C/E
SR 826 to SW 67 Ave.	4 DV	E	0.89-1.14	D/F	0.90-1.14	D/F	0.91-1.14	D/F
SW 67 Ave. to SW 57 Ave.	2 UD	E	1.07-1.13	F	1.08-1.13	F	1.08-1.14	F
SW 72 St./Sunset Dr.								
SW 97 Ave. to SW 87 Ave.	4 DV	E+20%	0.99-1.06	E/E+6%	1.01-1.07	E+1%/E+7%	0.99-1.05	E/E+5%
SW 87 Ave. to SR 826	4 DV	E+20%	0.83-0.88	C	0.84-0.89	D	0.84-0.90	D
SR 826 to SW 67 Ave.	4 DV	E	1.01-1.03	F	1.02-1.06	F	1.03-1.07	F
SW 67 Ave. to US-1	4 DV	E	0.91-1.03	E/F	0.88-1.03	D/F	0.89-1.03	D/F
SW 88 St./Kendall Dr.								
SW 97 Ave. to SW 87 Ave.	6 DV	E+20%	0.72-0.85	C/D	0.73-0.87	C/D	0.73-0.87	C/D
SW 87 Ave. to SR 826	6 DV	E+20%	0.85-1.04	D/E+4%	0.86-1.06	D/E+6%	0.86-1.06	D/E+6%
SR 826 to US-1	6 DV	E+50%	0.62-0.80	B/C	0.70-0.72	B/C	0.70-0.71	B/C
SW 104 St.								
SW 97 Ave. to SW 87 Ave.	2 UD	D	0.89-1.07	D/F	0.88-1.07	D/F	0.89-1.08	D/F
SW 87 Ave. to US-1	2 UD	D	0.80-1.13	C/F	0.80-1.13	C/F	0.80-1.13	C/F
US-1 to SW 67 Ave.	2 UD	E	0.50-0.77	B/C	0.51-0.82	B/D	0.54-0.82	B/D
NW/SW 97 Ave.								
NW 25 St. to NW 12 St.	4 DV	D	1.28-1.31	F	1.28-1.31	F	1.30-1.32	F
NW 12 St. to W. Flagler St.	4 DV	D	0.95-1.72	E/F	0.95-1.72	E/F	0.95-1.72	E/F
W. Flagler St. to SW 8 St.	4 DV	D	0.93-1.00	E	0.93-0.99	E	0.93-0.99	E
SW 8 St. to SW 24 St.	2 DV	D	0.96-1.02	E/F	0.96-1.02	E/F	0.94-1.02	E/F
SW 24 St. to SW 40 St.	2 DV	D	0.89-0.99	D/E	0.89-0.98	D/E	0.87-0.97	D/E
SW 40 St. to SW 56 St.	2 DV	D	0.58-0.85	B/D	0.58-0.85	B/D	0.57-0.84	B/D
SW 56 St. to SW 72 St.	2 DV	D	0.66-0.79	B/C	0.67-0.80	B/C	0.68-0.79	B/C
SW 88 St. to SW 104 St.	2 UD	D	0.85-0.95	D/E	0.88-0.98	D/E	0.82-0.93	D/E
NW/SW 87 Ave./Galloway Rd.								
NW 25 St. to NW 12 St.	6 DV	D	1.11-1.23	F	1.12-1.23	F	1.12-1.23	F
SR 836 to Flagler St.	6 DV	E	0.61-1.14	B/F	0.61-1.14	B/F	0.61-1.14	B/F
Flagler St. to SW 8 St.	4 DV	E	1.13-1.29	F	1.14-1.30	F	1.13-1.29	F
SW 8 St. to SW 24 St.	4 DV	E	0.90-0.99	D/E	0.90-0.98	D/E	0.89-0.97	D/E
SW 24 St. to SW 40 St.	4 DV	E	0.87-1.05	D/F	0.88-1.06	D/F	0.87-1.04	D/F
SW 40 St. to SW 56 St.	4 DV	E	0.67-0.86	B/D	0.67-0.87	B/D	0.64-0.86	B/D
SW 56 St. to SW 72 St.	4 DV	E	0.70-0.83	B/D	0.71-0.83	C/D	0.70-0.81	B/D
SW 72 St. to SW 88 St.	4 DV	E	0.79-1.03	C/F	0.80-1.06	C/F	0.78-1.03	C/F
SW 88 St. to SW 104 St.	2 DV	E	1.09-1.20	F	1.08-1.19	F	1.08-1.19	F

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	No. of Lanes	Adopted CDMP LOS Std.[1]	Base Scenario (Without Application) V/C Ratios[2]	Base Scenario (Without Application) Projected LOS	Scenario 1 (With Application) V/C Ratios[2]	Scenario 1 (With Application) Projected LOS	Scenario 2 (With Application) V/C Ratios[2]	Scenario 2 (With Application) Projected LOS
SR 826/Palmetto Expy.								
NW 36 St. to SR 836	10 LA	D	0.65-1.19	B/F	0.65-1.19	B/F	0.65-1.19	B/F
SR 836 to Flagler St.	10 LA	D	0.82	D	0.83	D	0.82	D
Flagler St. to SW 8 St.	10 LA	D	0.90-0.92	D/E	0.90-0.92	D/E	0.90-0.91	D/E
SW 8 St. to SW 24 St.	10 LA	D	0.84-0.85	D	0.84-0.85	D	0.83-0.85	D
SW 24 St. to SW 40 St.	10 LA	D	0.70-0.78	B/C	0.69-0.78	B/C	0.69-0.78	B/C
SR 874 to SW 56 St.	6 LA	D	0.51-0.73	B/C	0.53-0.74	B/C	0.51-0.71	B/C
SW 56 St. to SW 72 St.	6 LA	D	0.59	B	0.59	B	0.59	B
SW 72 St. to SW 88 St.	6 LA	D	0.54-0.62	B	0.55-0.62	B	0.56-0.62	B
SW 88 St. to US-1	4 LA	D	0.40-0.44	B	0.39-0.41	B	0.40-0.43	B
NW/SW 72 Ave.								
NW 25 St. to NW 12 St.	6 DV	E	0.92-1.06	E/F	0.92-1.06	E/F	0.92-1.06	E/F
NW 12 St. to Flagler St.	6 DV	E	0.91-1.09	E/F	0.91-1.09	E/F	0.90-1.10	D/F
Flagler St. to SW 8 St.	2 UD	E	1.15-1.18	F	1.15-1.18	F	1.13-1.15	F
SW 24 St. to SW 40 St.	2 UD	E	1.08-1.29	F	1.09-1.30	F	1.13-1.34	F
SW 40 St. to SW 56 St.	4 DV	E	0.78-1.31	C/F	0.80-1.32	C/F	0.82-1.33	D/F
SW 56 St. to SW 72 St.	2 UD	E	0.98-1.01	E/F	0.99-1.02	E/F	1.00-1.06	E/F
SW 72 St. to SW 80 St.	2 UD	E+50%	1.22-1.23	E+22%/E+23%	1.25-1.27	E+25%/E+27%	1.23	E+23%
NW/SW 67 Ave./Ludlam Rd.								
W. Flagler St. to SW 8 St.	4 DV	E	0.96-0.97	E	0.95-0.96	E	0.95-0.96	E
SW 8 St. to SW 24 St.	4 DV	E	0.89-0.94	D/E	0.86-0.96	D/E	0.89-0.95	D/E
SW 24 St. to SW 40 St.	4 DV	E	0.87-0.88	D	0.89-0.90	D/E	0.89-0.90	D
SW 40 St. to SW 56 St.	2 DV	E	0.93-1.21	E/F	0.94-1.22	E/F	0.91-1.22	E/F
SW 56 St. to SW 72 St.	2 DV	E	0.72-0.90	C/D	0.71-0.90	C/D	0.75-0.93	C/E
SW 72 St. to US-1	2/4DV	E	0.96-1.34	E/F	0.97-1.43	E/F	0.98-1.40	E/F
US-1 to SW 88 St.	2 DV	E	1.11-1.15	F	1.11-1.17	F	1.09-1.15	F
NW/SW 57 Ave./Red Rd.								
SR 836 to NW 7 St	6 DV	E	0.86-1.01	D/F	0.86-1.01	D/F	0.85-1.01	D/F
NW 7 St. to W. Flagler St.	4 DV	E	1.00-1.02	E/F	1.01-1.03	F	0.99-1.02	E/F
W. Flagler St. to SW 8 St.	4 DV	E	0.90-0.93	D/E	0.90-0.93	D/E	0.90-0.93	D/E
SW 8 St. to SW 24 St.	2 DV	E	0.71-1.31	C/F	0.76-1.35	C/F	0.72-1.33	C/F
SW 24 St. to SW 40 St.	2 DV	E	1.01-1.14	F	1.01-1.15	F	1.01-1.17	F
SW 40 St. to SW 56 St.	2 DV	E	0.92-1.10	E/F	0.89-0.99	D/E	0.92-0.99	E
SW 56 St. to US-1	2 UD	E+50%	0.89-1.14	D/E+14%	0.87-1.14	D/E+14%	0.89-1.14	D/E+14%
US-1 to SW 72 St.	4 DV	E+50%	0.99-1.01	E/E+1%	1.01	E+1%	0.99-1.01	D/E+1%
US-1/S. Dixie Highway								
SW 57 Ave. to SR 878	6 DV	E+50%	1.16-1.34	E+16%/E+34%	1.15-1.35	E+15%/E+35%	1.16-1.36	E+16%/E+36%
SR 878 to SW 88 St.	6 DV	E+50%	0.82	D	0.84	D	0.85	D
SW 88 St. to SW 98 St.	6 DV	E+50%	0.65-0.72	B/C	0,76-0.78	C	0.76-0.77	C
SW 98 St. to SW 104 St.	6 DV	E+50%	1.44	E+44%	1.46	E+46%	1.48	E+48%

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	No. of Lanes	Adopted CDMP LOS Std.[1]	Base Scenario (Without Application) V/C Ratios[2]	Base Scenario (Without Application) Projected LOS	Scenario 1 (With Application) V/C Ratios[2]	Scenario 1 (With Application) Projected LOS	Scenario 2 (With Application) V/C Ratios[2]	Scenario 2 (With Application) Projected LOS
SR 878/Snapper Creek Expy.								
SR 874 to US-1	4 LA	E+20%	0.38-0.60	B	0.40-0.60	B	0.39-0.60	B

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources, August 2014; Metropolitan Planning Organization and Gannet Fleming, Inc. August 2014.

Notes: [1] Adopted Minimum Peak Period operating Level of Service (LOS) standard for State and County Roadways.

[2] 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.

Application Impacts

The "Estimated PM Peak Hour Trip Generation by Current and Requested CDMP Land Use Designations", above identifies the estimated number of PM peak hour trips to be generated by the development scenarios analyzed.

The trip generation analysis indicates that if the corridor were developed with the development programs described in Scenario 1 under the requested "Ludlam Trial Corridor" land use designation, it would generate approximately 1,497 PM peak hour vehicle trips, or 317 more PM peak hour trips than the potential development scenario that may occur under the current CDMP land use designations. On the other hand, if the corridor were developed with the development program described in Scenario 2 under the requested land use designation, this development scenario would generate approximately 1,480 PM peak hour trips, or 302 more trips than the potential development that may occur under the current CDMP land use designations.

The Short-term (Year 2017) analysis presented in "Traffic Impact Analysis" table above identifies the cumulative traffic that will impact each of the first directly accessed and secondary traffic count stations that to be impacted by the trips that would be generated by the subject application. The analysis shows that that all roadways adjacent to and surrounding 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 2017 to handle the additional traffic impact that would be generated by the amendment application.

The long-term (Year 2035) traffic impact analysis performed evaluated the adequacy of the future roadway infrastructure to handle the traffic impacts of the amendment area and to meet the adopted LOS standards through the year 2035. The Year 2035 level of service analysis shows that some roadway segments within the study area are projected to exceed their adopted LOS standards without the application's impacts. Some of these roadway segments would further deteriorate the operating conditions of the roadways with the application's impacts. These roadway segments are:

- NW 12 Street between NW 107 Avenue and NW 87 Avenue - from F (1.14-1.41) to F (1.16-1.42); E is the adopted LOS standard.
- SR 836/Dolphin Expressway between NW 87 Avenue and SR 826 - from LOS C/F (0.80-1.02) to LOS C/F (0.80-1.04); D is the adopted LOS standard.
- West Flagler Street between W 87 Avenue and SR 826 - from LOS E+9%/E+41% to E+10%/E+41%; E+20% is the adopted LOS standard;
- SW 72 Street between SR 826 and SW 67 Avenue – from LOS F (1.01-1.03) to LOS F (1.02-1.06); E is the adopted LOS standard.
- SW 87 Avenue between W Flagler Street and SW 8 Street – from LOS F (1.13-1.29) to LOS F (1.14-1.30); E is the adopted LOS standard.
- SW 72 Avenue between SW 24 Street and SW 40 Street – from LOS F (1.08-1.29) to LOS F (1.09-1.30), and between SW 40 Street and SW 56 Street – from LOS C/F (0.78-1.31) to LOS C/F (0.80-1.32); E is the adopted LOS standard.
- SW 72 Avenue between SW 56 Street and SW 72 Street –from LOS E/F (0.98-1.01) to LOS E/F (0.99-1.02); LOS E is the adopted LOS standard.
- SW 67 Avenue between SW 40 Street and SW 56 Street –from LOS E/F (0.93 -1.21) to LOS E/F (0.94-1.22), between SW 72 Street and US-1 – from LOS E/F (0.96-1.34) to LOS

E/F (0.97-1.43), and between US-1 and SW 88 Street – from LOS F (1.11-1.15) to LOS F (1.11-1.17); E is the adopted LOS standard.

- NW/SW 57 Avenue between NW 7 Street to W Flagler Street –from LOS E/F (1.00-1.02) to LOS F (1.01-1.03); between SW 8 Street and SW 24 Street –from LOS C/F (0.71-1.31) to LOS C/F (0.76-1.35); and between SW 24 Street and SW 40 Street –from LOS F (1.01-1.14) to LOS F (1.01-1.15); LOS E is the adopted level of service standard.

However, the application's impact is not significant because the trips affecting these segments represent less than 5% of the adopted maximum service volumes –capacity volumes are based on adopted LOS standard.

APPENDIX E

Applicant's Transportation Analysis (Executive Summary)

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This proposed change to the Miami-Dade County CDMP has been submitted by LR 13-18 LLC for ±75 gross acres (±69 net acres), located in the Urban Infill Area and along and within the ±100 foot wide property containing the former Florida East Coast Railway (FECR) line which extends for ±6 miles from NW 7 Street on the North to SW 88 Street on the South, and which is bounded generally by NW/SW 69 Avenue on the east and NW/SW 70 Avenue on the west. This proposed change seeks to redesignate the subject property from "Transportation" to "**Transportation and Ludlam Trail Corridor**" in order to activate the abandoned linear property with a ±25 foot wide public pedestrian and bicycle corridor (and linear park) and to provide a mixture of infill residential uses that would be scaled to match the existing and/or planned uses abutting the corridor. A summary of the uses proposed and the corresponding AM and PM peak hour trips are outlined below for each of the segments along the ±6 mile Corridor.

Segment	Apartments	Townhomes	Single Family	Total DU	AM Peak Hour Trips	PM Peak Hour Trips	Jurisdiction
Blue Lagoon	348	0	0	348	215	215	County
Flagler	0	104	0	104	82	82	City of Miami
Tamiami	310	0	0	310	193	193	County
Coral Way	334	56	0	390	251	251	County
Bird	401	123	0	524	344	344	County
Miller	0	0	46	46	46	46	County
Sunset	0	0	20	20	20	20	County
Dadeland	862	0	0	862	534	534	County
Total	2255	283	66	2604	1685	1685	

Vehicular Access

The Amendment Site is located in the Urban Infill Area along and within the ±100 foot wide former Florida East Coast Railway line which extends for ±6 miles from NW 7 Street on the North to SW 88 Street on the South. The corridor is situated 3/4 of a mile east of SR 826, and is bisected by **7** east-west arterial roadways which provide exceptional vehicular and transit regional access.

Multi-Model Access and Consistency with the CDMP

The proposed change seeks to activate the abandoned linear property with a ±25 foot wide public pedestrian and bicycle corridor (and linear park) and to provide a mixture of infill residential uses that would be scaled to match the existing and/or planned uses abutting the corridor. Implementation of the public pedestrian and bicycle corridor would be consistent with *Figure 6* from the *2014 Update to the CDMP Transportation Element* which depicts the County's planned non-motorized transportation network consisting of on and off road bicycle facilities and multi-use trails.

Improved Access to Transit, Schools and Parks

The ±25 foot wide public pedestrian and bicycle corridor would enhance non-motorized access to transit, schools and parks by providing alternative access to the **10** MDT Routes which run along the **7** east-west arterials that bisect the Corridor, along with the **8** additional MDT Routes that connect to the Corridor through the Dadeland North Metro-Rail Station. The 7 east-west arterials that bisect the Corridor include NW 7 St, Flagler St, SW 8 St, SW 24 St, SW 40 St, SW 56 St and SW 72 St, all of which would be accessible from the ±25 foot wide public pedestrian and bicycle corridor. The corridor would provide non-motorized access to Robert King High Park, A.D. Doug Barnes Park, Palmer Park, South Miami Senior High, South Miami Elementary School and South Miami Middle Community School.

Traffic Concurrency Standards

Pursuant to the Miami-Dade County Concurrency Management System, all first directly accessed traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the peak hour period for the Year 2019 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the Amendment Site.

Year 2035 Traffic Conditions

An evaluation of the Year 2035 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet adopted LOS standards through the 2035 Long Term Planning Horizon. 2035 traffic conditions incorporate expanded infrastructure for roads under construction, funded improvements from TIP 2015, planned improvements from LRTP 2035, future traffic conditions reflecting growth in background traffic and traffic from approved committed developments, and the impact from the Amendment site.

No Significant Impact and Adopted LOS Standards are Met

The Amendment trips were not found to exceed 5.0% of the adopted maximum service volume on any of the regional roadway segments adjacent to or surrounding the Amendment Site. Adopted level of service standards were found to be met with the **1,685 PM peak hour trips** added to the network based upon on **2,373 DU** (County jurisdiction) plus **231 DU** (City jurisdiction) which are spread throughout the ±6 mile Corridor as a mixture of single family, townhomes and apartments.

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APPENDIX F

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. 3 of the May 2014 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 2013-2014.

Residential Collection and Disposal Service

Currently, the household waste collection fee is $439 per residential unit, which also covers costs for waste disposal, bulky waste pick up, illegal dumping clean up, trash and recycling center operations, curbside recycling and code enforcement. It is estimated that 320 townhomes will be built on the Corridor. The current waste collection fee will cover all associated costs as this residential development is within the waste collection service area of the Division of Solid Waste Management in the Department of Public Works and Waste Management.

Development on the property is also estimated to create approximately 1,500 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 2013-2014, the PWWM charges at a contract disposal rate of $64.85 per ton to PWWM Collections and to those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is $85.51 per ton in FY 2013-2014. 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 $1.3252 per 1,000 gallons for water and $1.6987 per 1,000 gallons for sewer.

The applicant requests to create a new land use category in the CDMP Land Use Plan map titled "Ludlam Trail Corridor" and apply this land use category to the Corridor from "Transportation" to "Ludlam Trail Corridor." This new land use category would allow the Corridor to be developed into a pedestrian/bicycle trail in conjunction with a mix of land uses that would be generally compatible with adjacent and abutting residential, commercial, offices and industrial and recreational uses. Furthermore, the applicant requests to add new language within the Transportation section in the Land Use Element to create the new Land Use Plan map category entitled "Ludlam Trail Corridor."

Unless otherwise indicated, all areas identified below are within the unincorporated area of Miami-Dade County. Because of the length of the Corridor, the following fiscal impact analysis was performed at every 1.0± mile segment of the Corridor. The area of the Corridor between north of NW 7 Street and SW 8 Street is designated Segment 1; The area of the Corridor between SW 8 Street and SW 24 Street is designated Segment 2; The area of the Corridor between SW 24 Street and SW 40 Street is designated Segment 3; the area of the Corridor between SW 40 Street and SW 56 Street is designated Segment 4; the area of the Corridor between SW 56 Street and SW 72 Street is designated Segment 5; and the area of the Corridor between SW 72 Street and SW 88 Street is designated Segment 6.

If Segment 1 of the Corridor is developed with the maximum potential development of 238 multi-family units, water connection charges/impact fees are estimated at $49,623. Sewer connection charges/impact fees would be $199,920. Total annual operating and maintenance costs would total $39,403. If this Segment of the Corridor is developed at the maximum retail development allowed of 103,672 square feet, water connection charges/impact fees are estimated at $7,205. Sewer connection charges/impact fees would be $29,028. Total annual operating and maintenance costs would total $5,721. The estimated cost of installing the required 7,960 linear feet of 12-inch water main for maximum development to connect to the County's regional water system is estimated at $1,254,600. The estimated cost to install the required 5,200 linear feet of 8-inch sanitary gravity sewer main and 50 linear feet of 8-inch sewer force main to connect to the regional sewer system is $813,750. A pump station is also required at a cost of $250,000 and 13 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 $3,031,383.

If Segment 2 of the Corridor is developed with the maximum potential development of 303 multi-family units, water connection charges/impact fees are estimated at $63,176. Sewer connection charges/impact fees would be $254,520. Total annual operating and maintenance costs would total $50,164. The estimated cost of installing the required 5,424 linear feet of 8-inch water main to connect to the County's regional water system is estimated at $840,720. The estimated cost to install the required 5,420 linear feet of 8-inch sanitary gravity sewer main and the 1,300 linear feet of 8-inch sanitary sewer force main to connect to the regional sewer system is estimated at $1,041,600. A pump station is also required at a cost of $250,000 and 14 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 $2,803,645.

If Segment 3 of the Corridor is developed with the maximum potential development of 164 townhouses, water connection charges/impact fees are estimated at $41,033. Sewer connection charges/impact fees would be $165,312. Total annual operating and maintenance costs would total $32,582. The estimated cost of installing the required 5,450 linear feet of 8-inch water main to connect to the County's regional water system is estimated at $844,750. The estimated cost to install the required 5,275 linear feet of 8-inch sanitary gravity sewer main and the 30 linear feet of 8-inch sanitary sewer force main to connect to the regional sewer system is estimated at $822,275. A pump station is also required at a cost of $250,000 and 13 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 $2,523,707.

If Segment 4 of the Corridor is developed with the maximum potential development of 707 multi-family units, water connection charges/impact fees are estimated at $151,580. Sewer connection charges/impact fees would be $610,680. Total annual operating and maintenance costs would total $120,631. The estimated cost of installing the required 5,720 linear feet of 8-inch water main to connect to the County's regional water system is estimated at $886,600. The estimated cost to install the required 5,460 linear feet of 8-inch sanitary gravity sewer main and the 1,400 linear feet of 8-inch sanitary sewer force main to connect to the regional sewer system is estimated at $1,063,300. A pump station is also required at a cost of $250,000 and 14 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 $2,889,134.

If Segment 5 of the Corridor is developed with the maximum potential development of 72 townhouses, water connection charges/impact fees are estimated at $18,014. Sewer connection charges/impact fees would be $72,576. Total annual operating and maintenance costs would total $14,304. The estimated cost of installing the required 5,310 linear feet of 8-inch water main to connect to the County's regional water system is estimated at $823,050. The estimated cost to install the required 5,310 linear feet of 8-inch sanitary gravity sewer main and the 1,350 linear feet of 8-inch sanitary sewer force main to connect to the regional sewer system is estimated at $1,032,300. A pump station is also required at a cost of $250,000 and 13 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 $2,761,938.

If Segment 6 of the Corridor is developed with the maximum potential development of 78 townhouses and 763 multifamily units, water connection charges/impact fees are estimated at $178,602. Sewer connection charges/impact fees would be $719,544. Total annual operating and maintenance costs would total $141,817. The estimated cost of installing the required 2,803 linear feet of 8-inch water main to connect to the County's regional water system is estimated at $434,465. The estimated cost to install the required 4,110 linear feet of 8-inch sanitary gravity sewer main and the 1,110 linear feet of 8-inch sanitary sewer force main to connect to the regional

sewer system is estimated at $809,100. Two pump stations are also required at a per-unit cost of $250,000 and 8 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 $2,266,330.

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 35th in flooding and 22nd 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 the reduction in the LOS standards for flood protection set forth in the CDMP.

Public Schools

The proposed amendment could result in 357 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 357 students, 155 will attend elementary schools, 81 will attend middle schools and 110 will attend senior high schools. The total annual operating cost for the additional students that would reside in this Corridor, if approved, would total $3,333,309. Since there is sufficient concurrency capacity to accommodate the additional students, there are no capital costs. 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.

APPENDIX G

Photos of Site and Surroundings

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The Corridor north of SW 88 Street along SW 70 Avenue

The 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

FECR railroad bridge over the Tamiami Canal