



# LUDLAM TRAIL CORRIDOR

## CHARRETTE REPORT



**MIAMI-DADE  
COUNTY**

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



Carlos A. Gimenez, *Mayor*

BOARD OF COUNTY COMMISSIONERS

Jean Monestime, *Chair*

Esteban Bovo, Jr., *Vice-Chair*

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

Harvey Ruvin, *Clerk of Courts*

Pedro Garcia, *Property Appraiser*

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

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

**Miami-Dade County**

Department of Regulatory and Economic Resources

Development Services Division

Urban Design Center

**August 2015**

# Contents

Introduction .....	1
The Study Area .....	2
Segment Maps .....	3
Planning Process.....	9
Table Map Presentations .....	11
Citizens Plans .....	13
Vision Plan .....	35
Planning Recommendations.....	37
Implementation .....	45
Appendix .....	46
Acknowledgments.....	48



# Introduction

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

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

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

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



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

## Study Area

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

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

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

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

### Land Use and Zoning

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

## LUDLAM TRAIL CORRIDOR

CHARRETTE

**DISTRICT 6**  
DISTRITO 6

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

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

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

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

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

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

While members of selected community councils may be present, these events are free and open to the public. No sign language interpreter services and no materials in accessible format will be provided at these events. If you need a sign language interpreter service and/or materials in accessible format, call Frank Galarza at 305-375-2514 five days in advance. Please note: events must be an integral part of the community council's (Community Councils) duties. These events are not permitted in public buildings or facilities. The services of interpreters and materials are provided on a limited basis and are subject to availability. For more information, please call: 305-375-2514 five days in advance.

9

DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES

## LUDLAM TRAIL CORRIDOR

CHARRETTE

**DISTRICT 7**  
DISTRITO 7

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

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

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

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

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

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

While members of selected community councils may be present, these events are free and open to the public. No sign language interpreter services and no materials in accessible format will be provided at these events. If you need a sign language interpreter service and/or materials in accessible format, call Frank Galarza at 305-375-2514 five days in advance. Please note: events must be an integral part of the community council's (Community Councils) duties. These events are not permitted in public buildings or facilities. The services of interpreters and materials are provided on a limited basis and are subject to availability. For more information, please call: 305-375-2514 five days in advance.

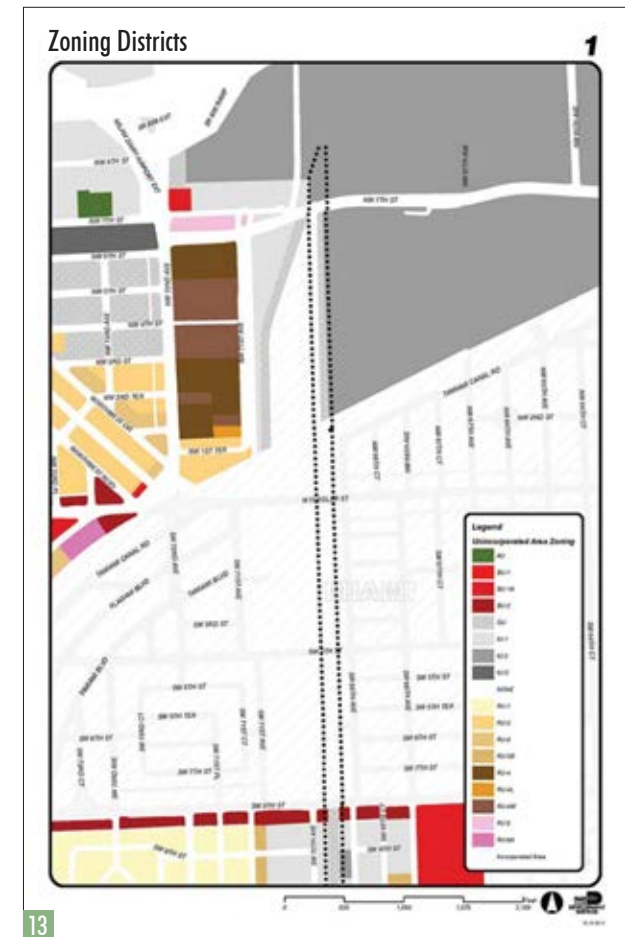
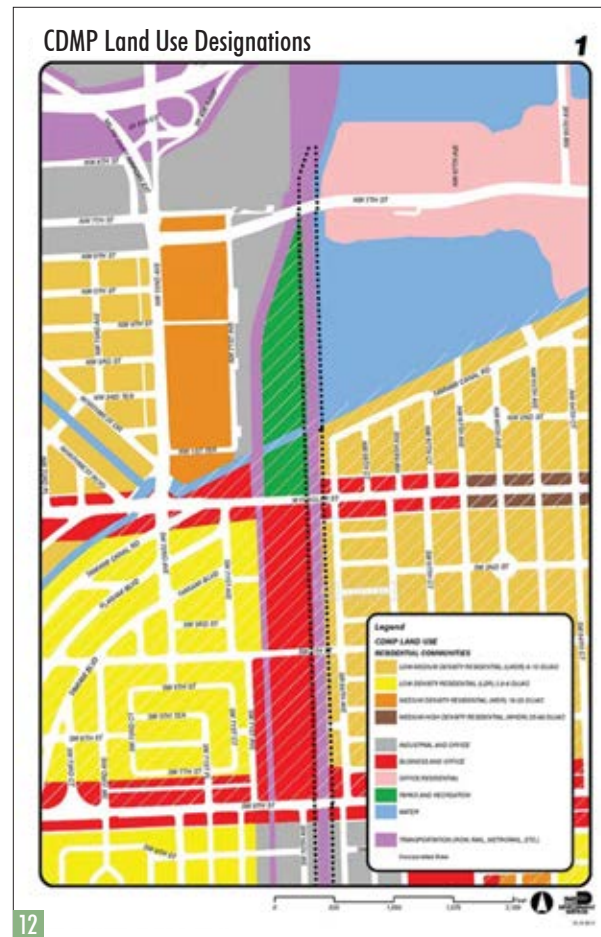
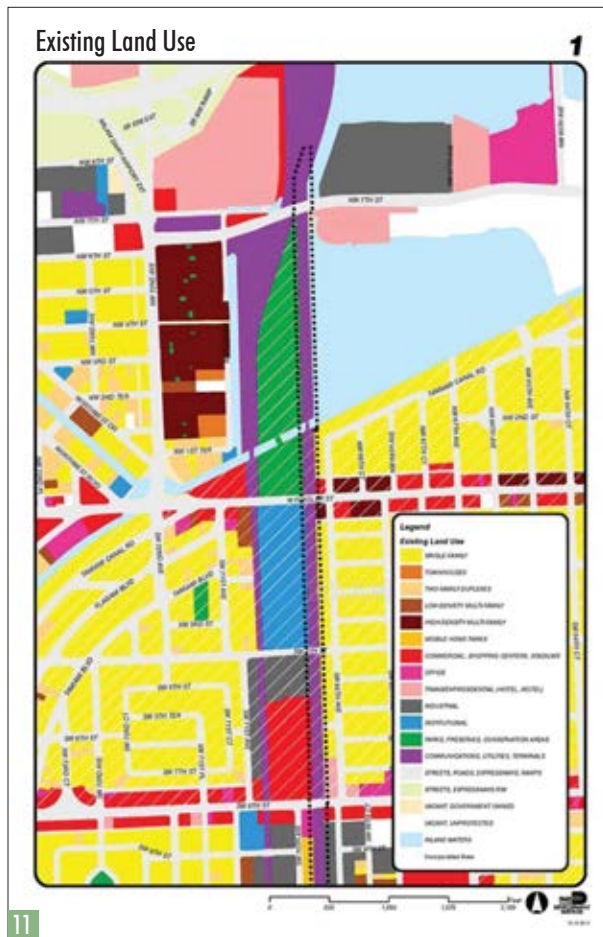
10

DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES

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



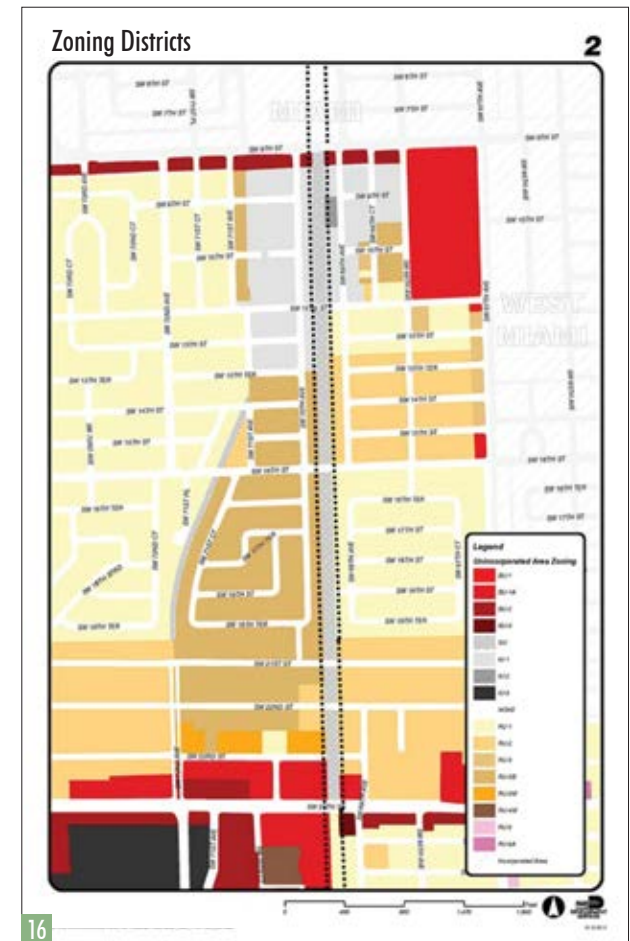
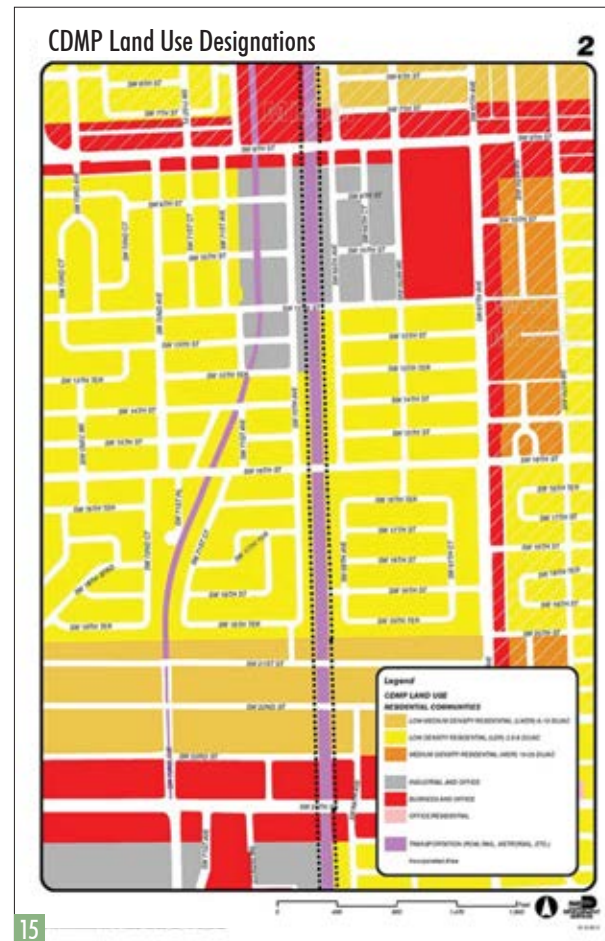
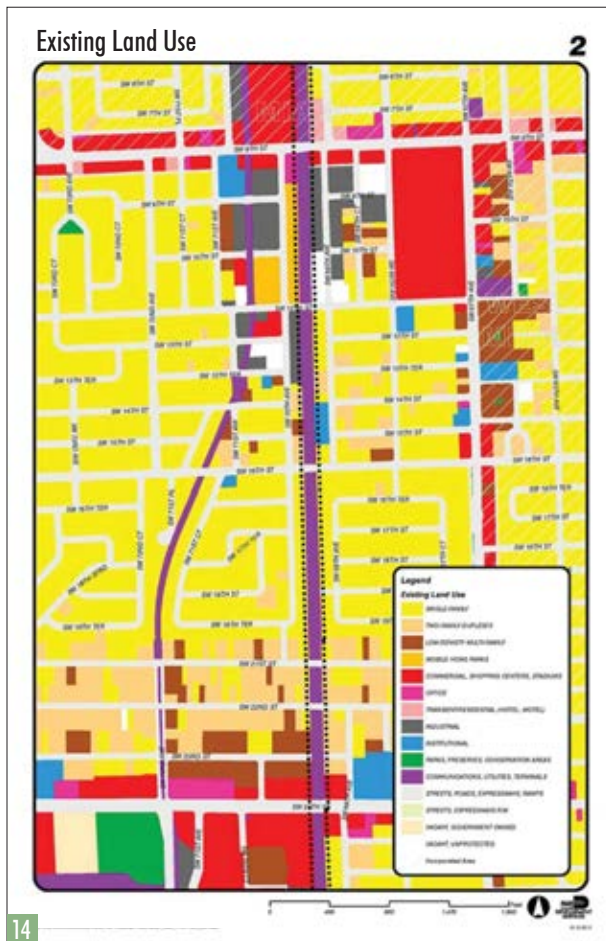
## Segment 1 Maps



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

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

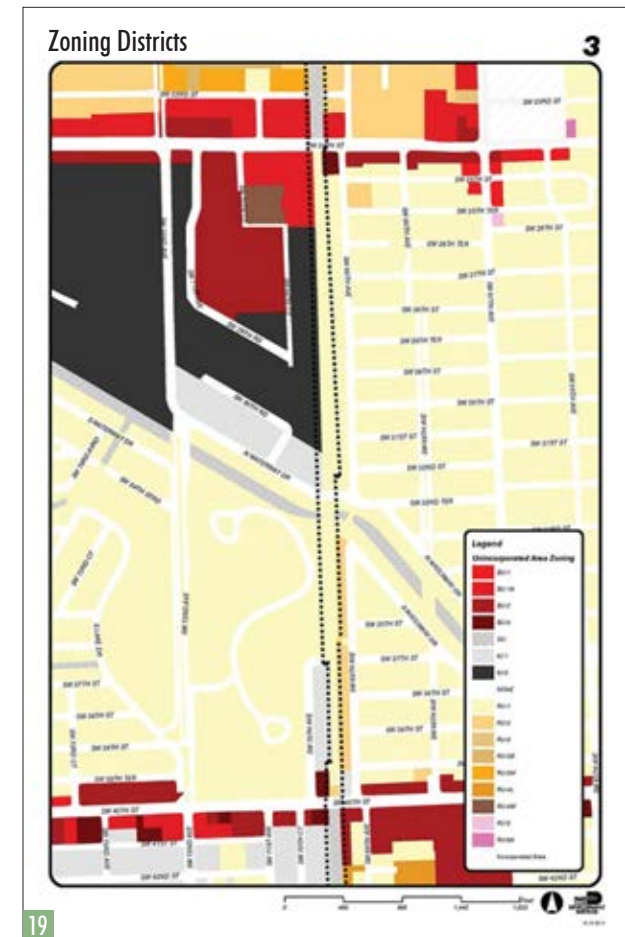
## Segment 2 Maps



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



## Segment 3 Maps

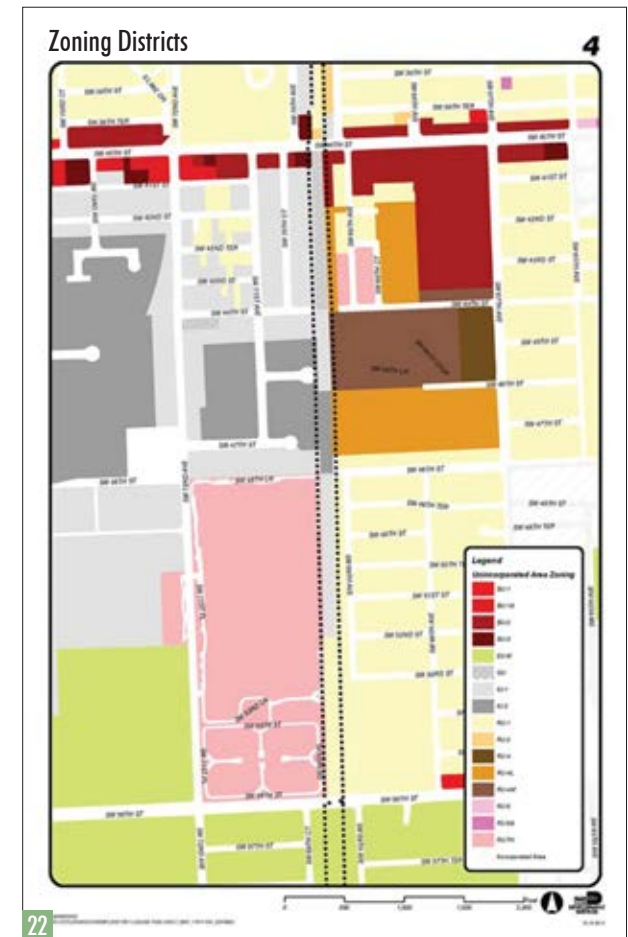
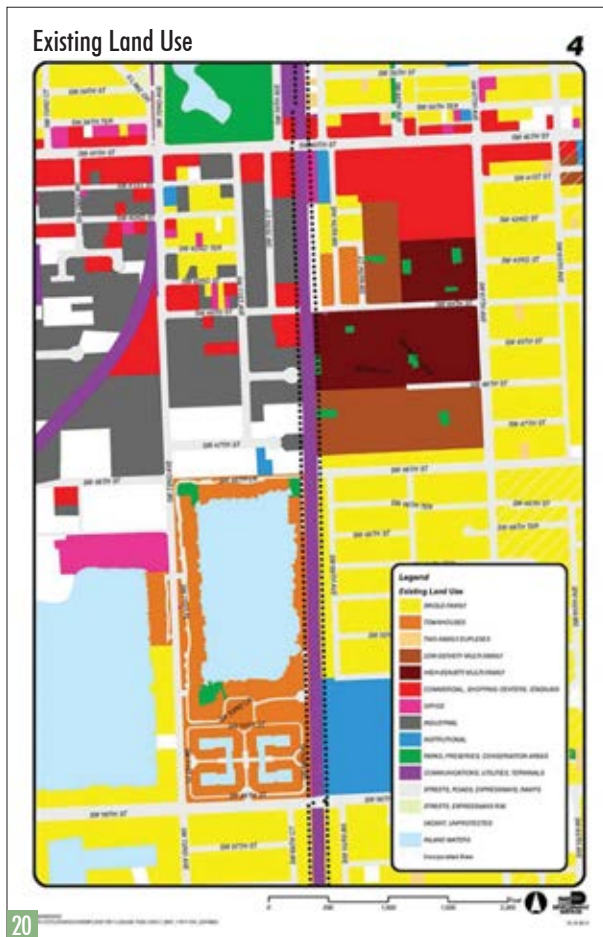


*Segment 3: SW 24th Street to SW 40th Street: This segment of the corridor is vacant except for an approximately one-third of an acre portion between theoretical SW 26th Terrace and SW 27th Street that is used as parking for an industrial use abutting on the west side of the corridor. This segment is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

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



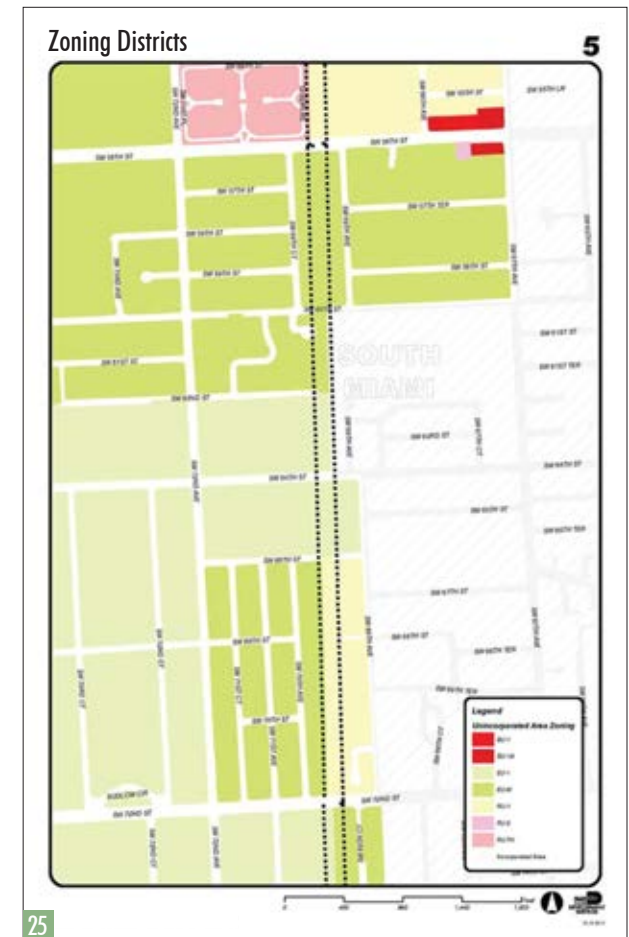
## Segment 4 Maps



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

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

## Segment 5 Maps

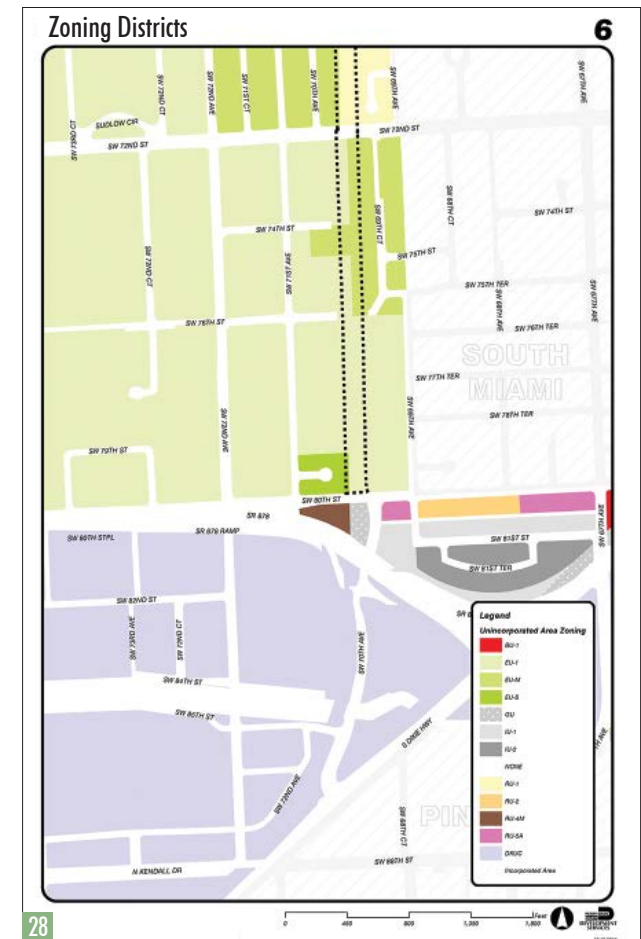
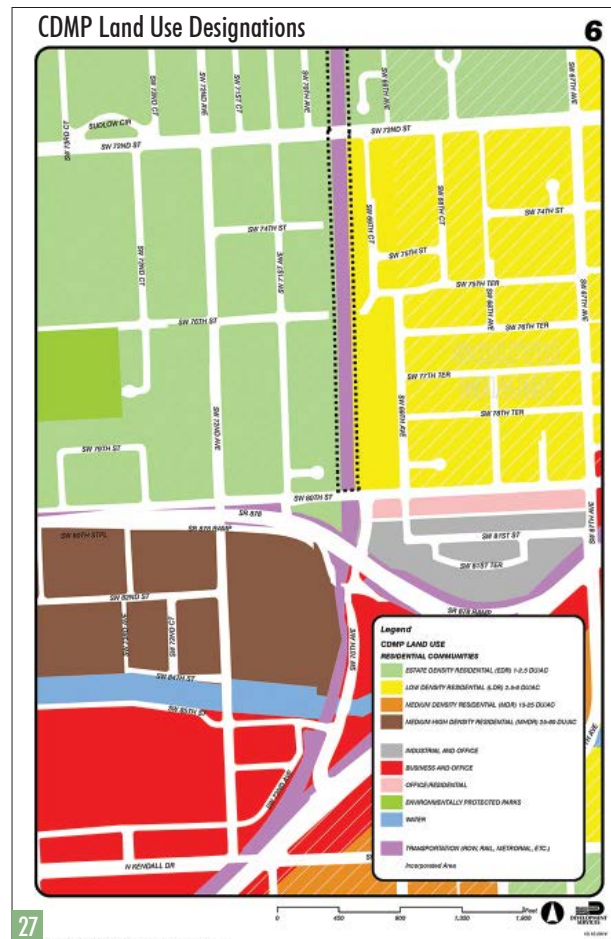
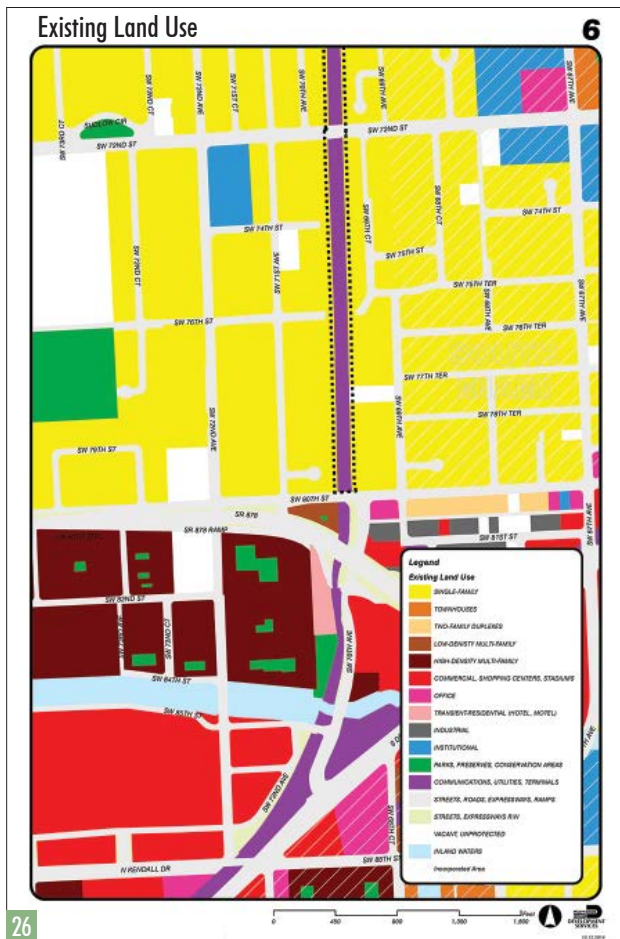


Segment 5: SW 56th Street to SW 72nd Street: This segment is vacant and zoned GU, EU-1 (Single-Family One Acre Estate District), EU-M (Estate Modified District) and RU-1.

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



## Segment 6 Maps



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

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

# Planning Process

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

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

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

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



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



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

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

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



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

## Table Map Presentations: District 6



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



## Table Map Presentations: District 7

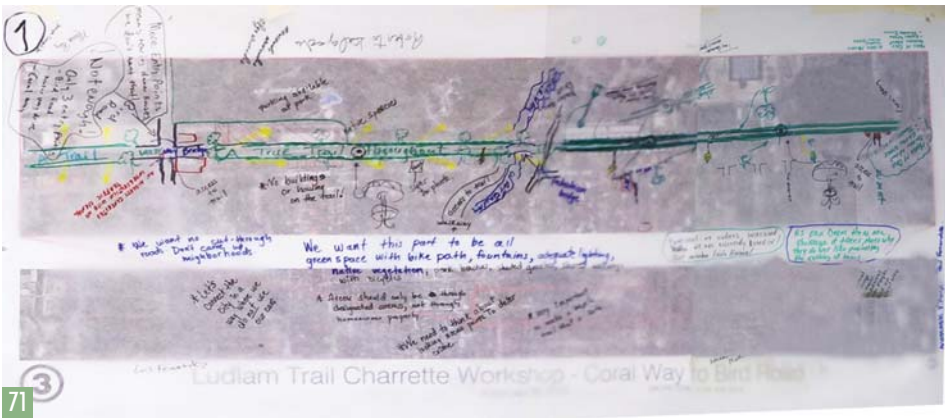


61-70: Participants from District 7 present the ideas drawn and issues discussed at the table sessions

Citizens' Plans - District 6

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

Table 1



- No Building or housing on the trail
- Grow/use native species
- No 'Cut-thru' streets
- No more entry points other than the existing main intersections
- Okay to commercial buildings on main roads (Flagler, Bird OR Coral Way)
- Concerns: No outlets, increased traffic (we are essentially boxed in)
- All green space w/ bike path, fountains, adequate lighting, native vegetation
- Access only thru designated areas, not to cut thru homeowners property
- Very important to make a bike trail that is safe
- Connect the city in a way that we do not have to use cars

Table 2



- A green trail with bike/pedestrian paths (separated for easy use) and trees
- Elements to include Benches, fountains, lighting, landscaping (on both sides)
- Security presence at the intersections of the trail with major streets
- Include butterfly gardens and kids play areas
- Use of garbage cans, doggie bag holders
- Create 'fitness' stations at the intersections
- No buildings (houses, apartments or businesses)
- Elevated path for the bike/pedestrian trail over the major intersections
- Have many trees (Pines, Oaks, Native species)
- No trolleys, no bus lanes, no buildings, no parking spaces on the trail
- Decorative coral rock in some areas
- Have exercise signage along the trail for different physical exercises (Fitness stations)



## Citizens' Plans - District 6

Table 3



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

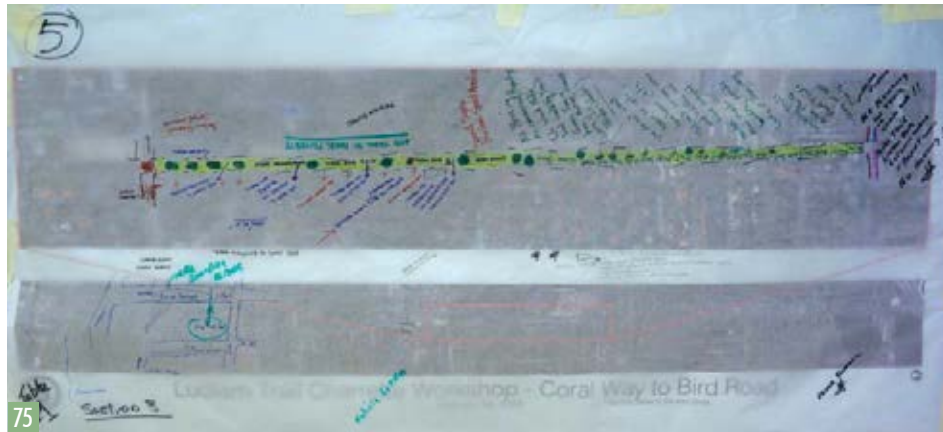
Table 4



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

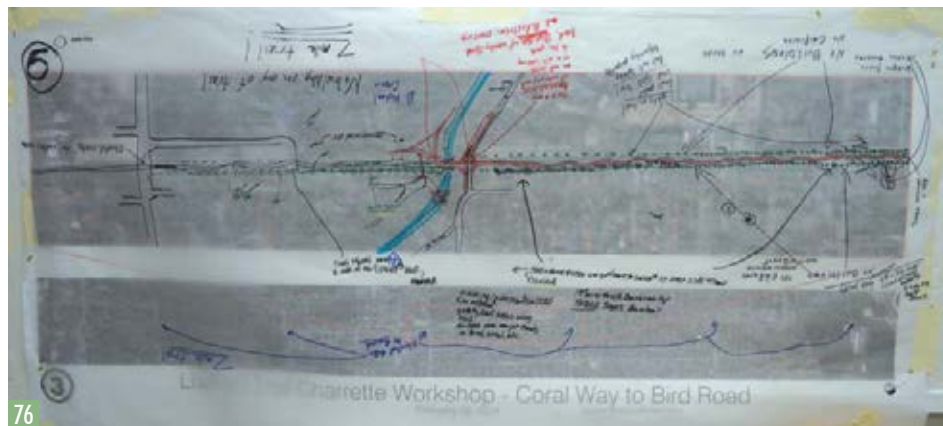
## Citizens' Plans - District 6

Table 5



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

Table 6



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



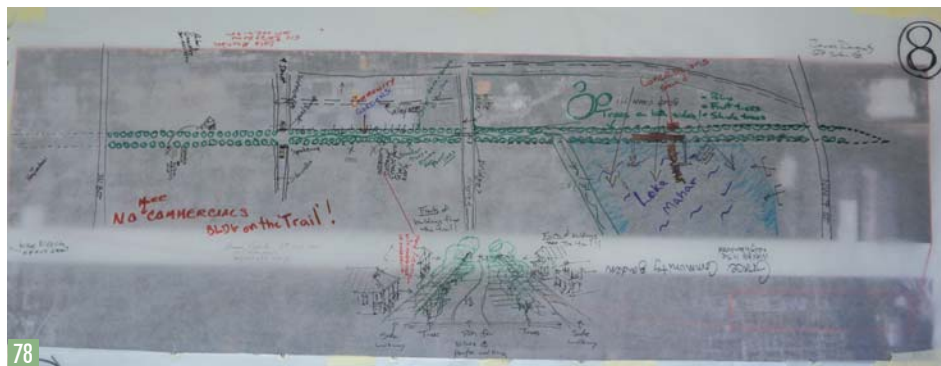
## Citizens' Plans - District 6

Table 7



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

Table 8



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

## Citizens' Plans - District 6

Table 9



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

Table 10

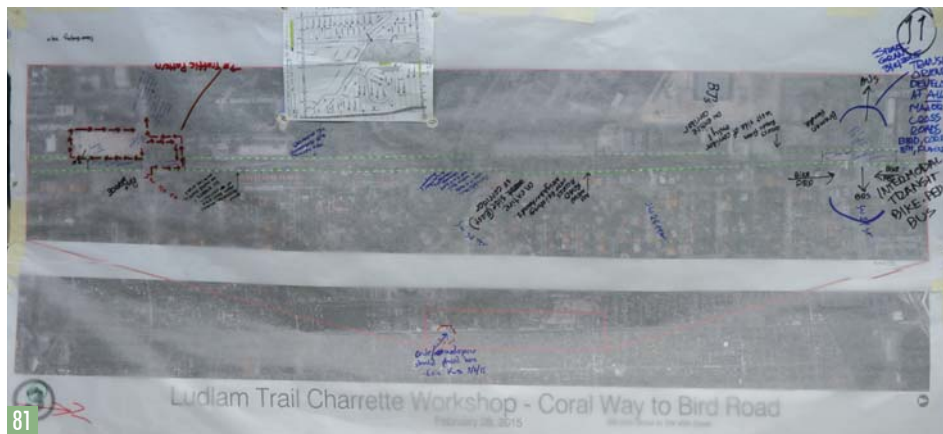


- Want a trail
- Use corridor for park or road, no houses or apartments
- Sell portions of trail to adjoining homeowners to extend backyards
- No buildings in residential areas
- Connect trail to the airport to attract tourists; could allow the use of tourist taxes
- Any new buildings should be limited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



## Citizens' Plans - District 6

Table 11



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

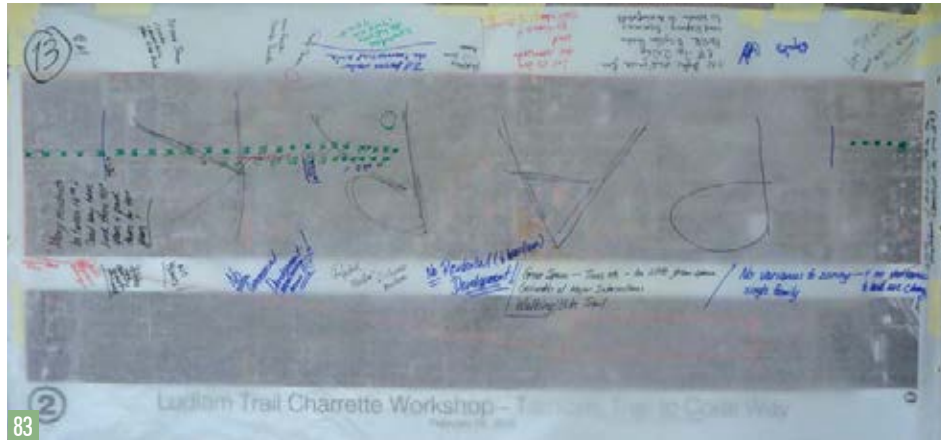
Table 12



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

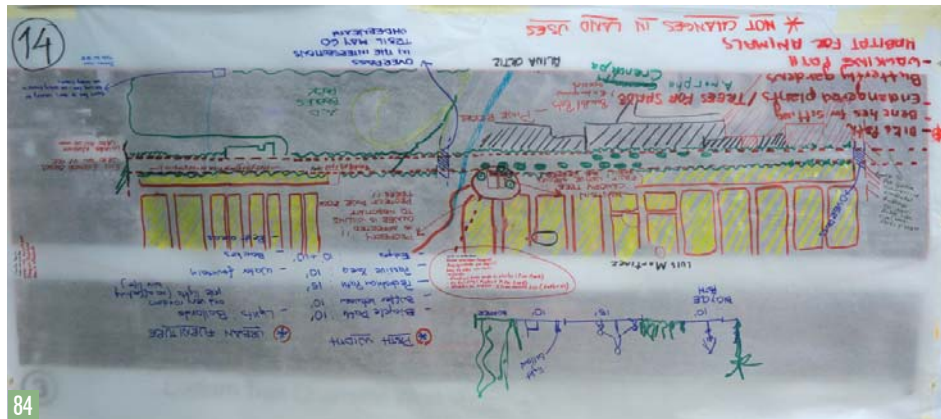
## Citizens' Plans - District 6

Table 13



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

Table 14



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



## Citizens' Plans - District 6

Table 15

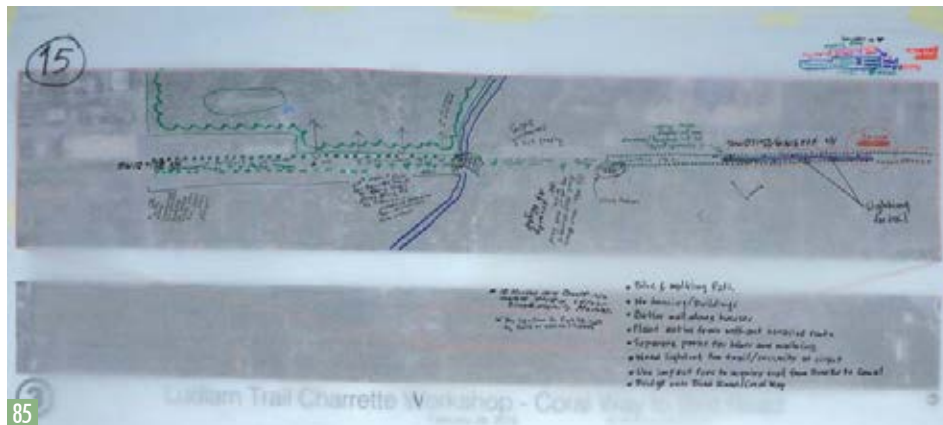
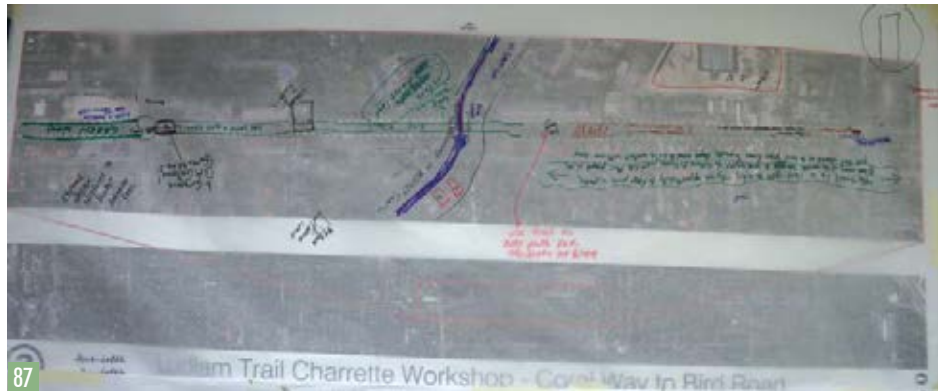


Table 16



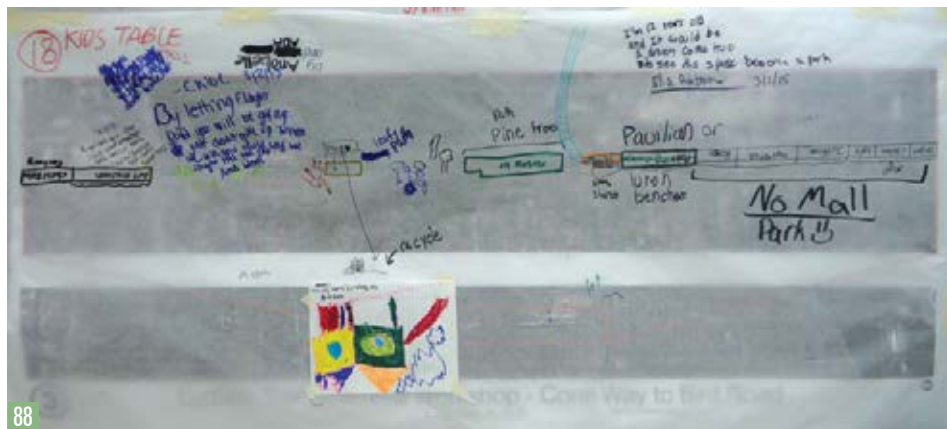
## Citizens' Plans - District 6

Table 17



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

Table 18 - Kids Table

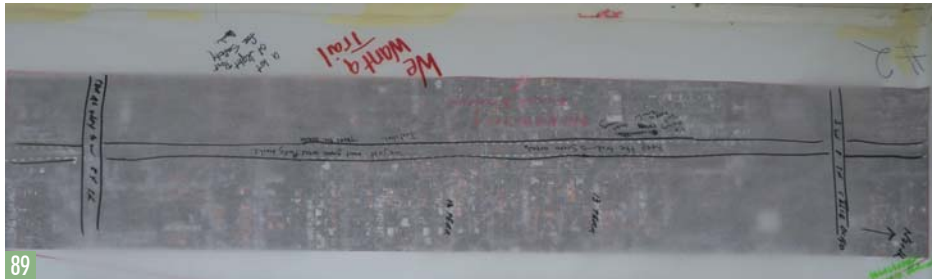


- A park
- Recycle Area
- Pine Trees
- Path
- Lunch benches
- Little stands
- A Mall (with stores: Target, Chili's, Loft, Justice, Toys R Us)
- Baseball Field, Soccer Field, and Basketball Courts
- Garage/Parking Lot
- Art Museum
- Cheesecake Factory



## Citizens' Plans - District 6

Table 19



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

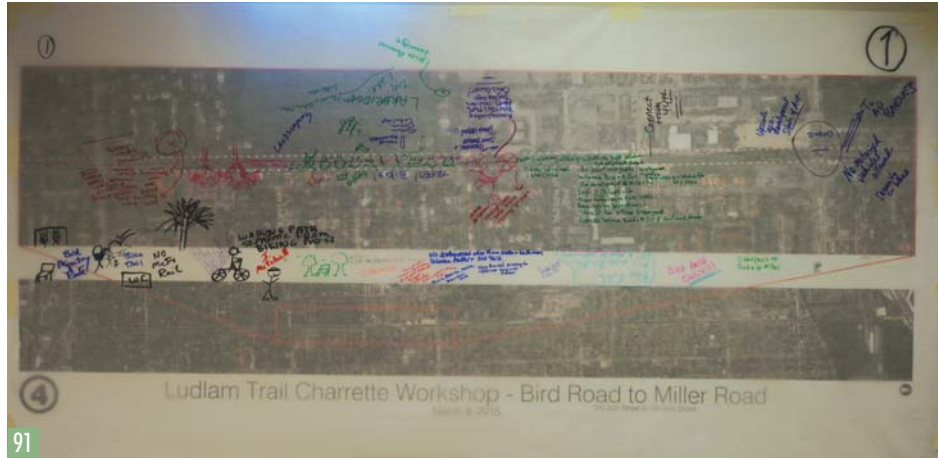
Table 20 - FECI Option\*



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

## Citizens' Plans - District 7

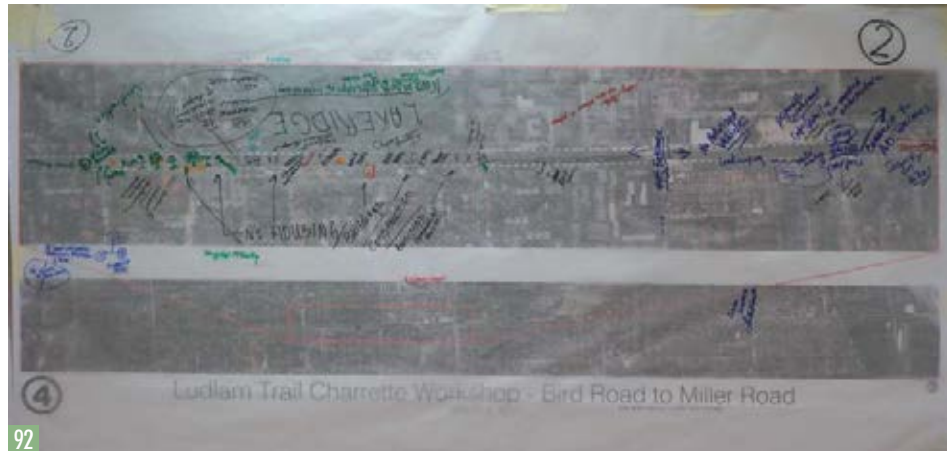
Table 1



91

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

Table 2



92

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



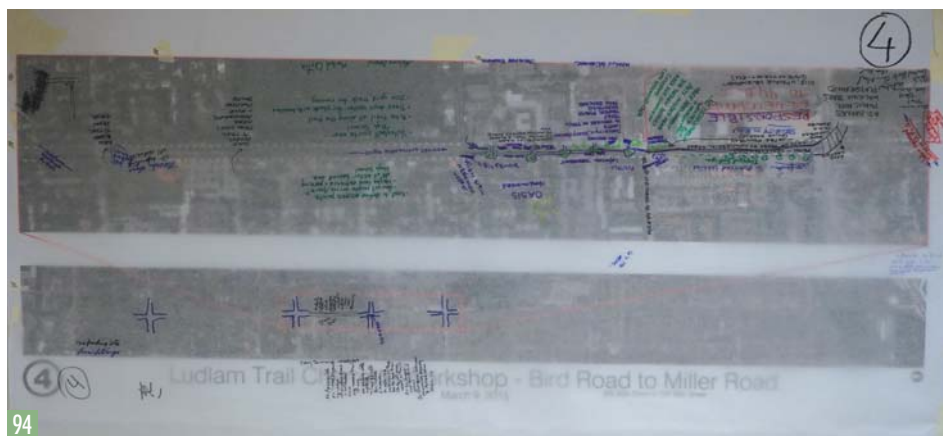
## Citizens' Plans - District 7

Table 3



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

Table 4



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

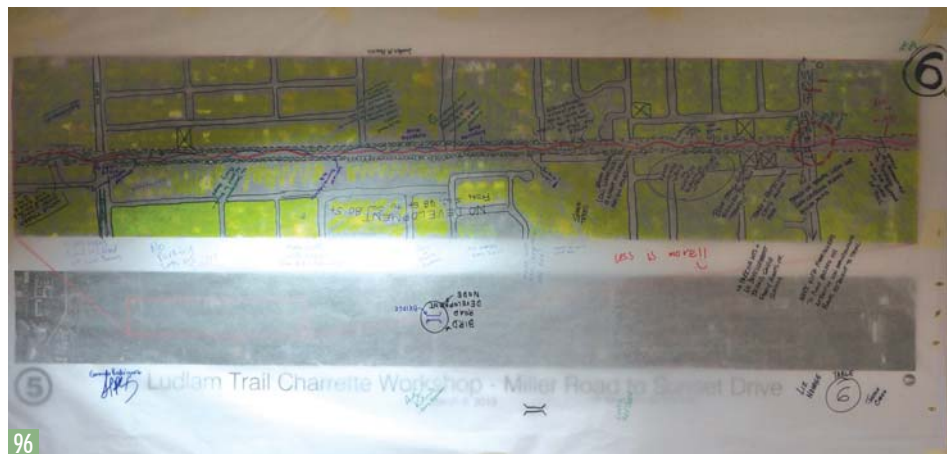
## Citizens' Plans - District 7

Table 5



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

Table 6

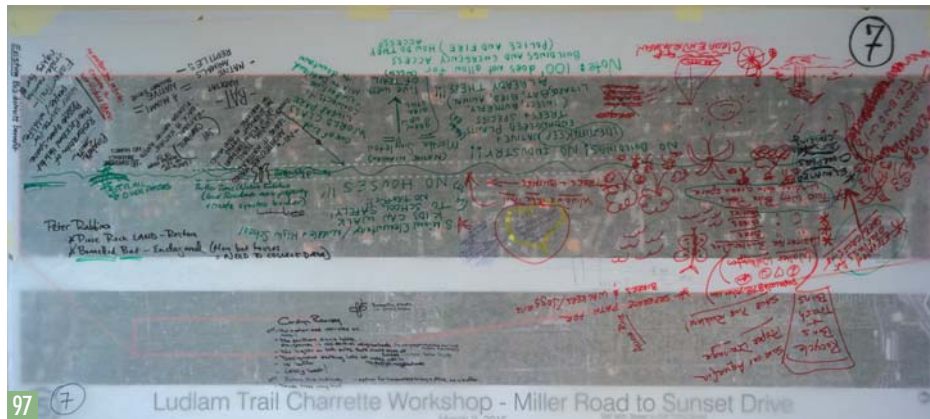


- Less is more
- Bird Road development node
- No development behind homes and school
- No development from SW 48th Street to SW 80th Street
- Option for homeowners to purchase a 10 to 20 feet buffer on sides of trail
- Bridge on major roads for save crossing
- No parking lots
- Work with homeowners to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



## Citizens' Plans - District 7

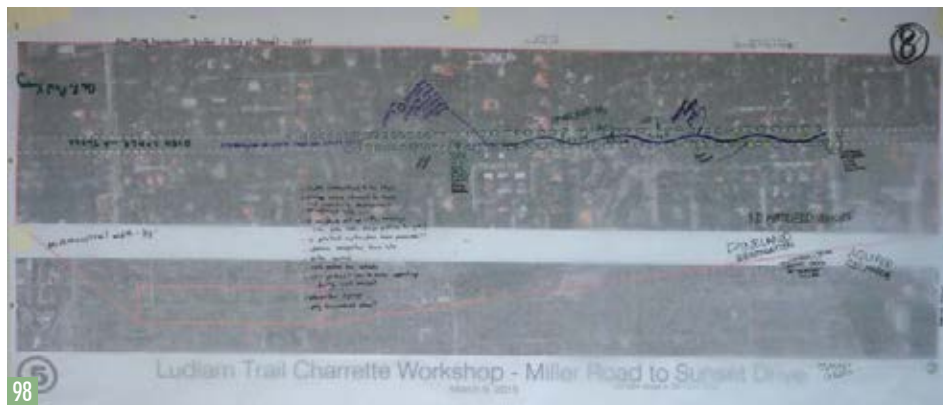
Table 7



97 7 Ludlam Trail Charrette Workshop - Miller Road to Sunset Drive

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

Table 8

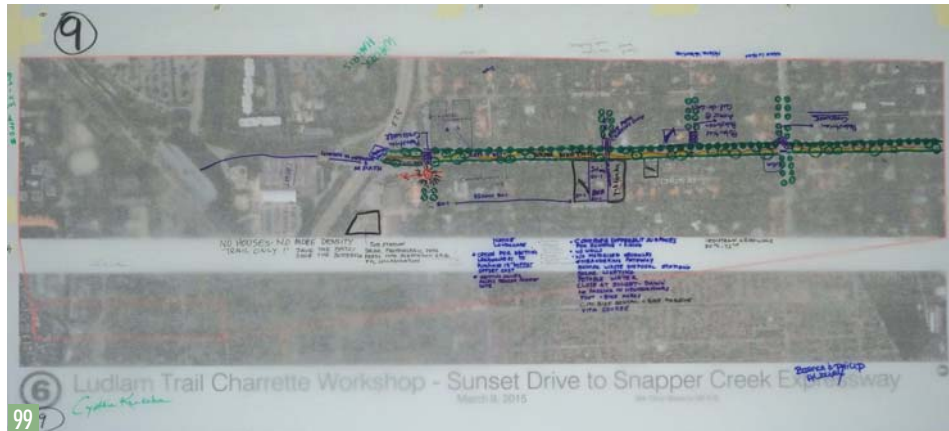


98 8 Ludlam Trail Charrette Workshop - Miller Road to Sunset Drive

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

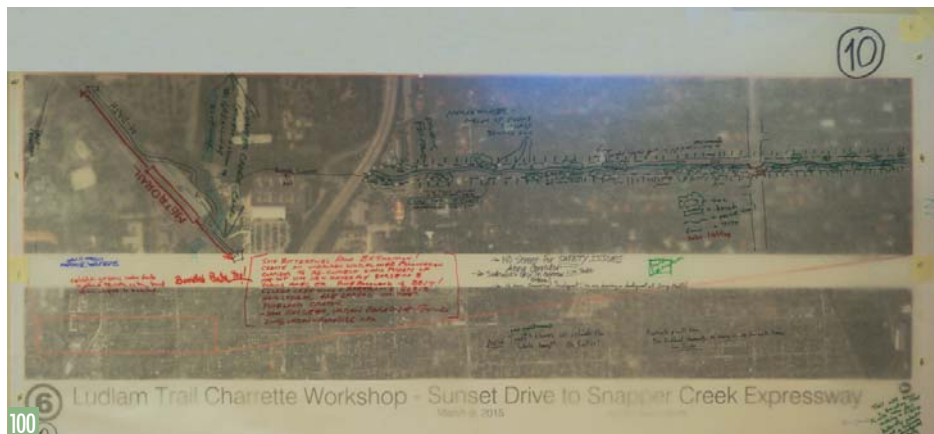
## Citizens' Plans - District 7

Table 9



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

Table 10

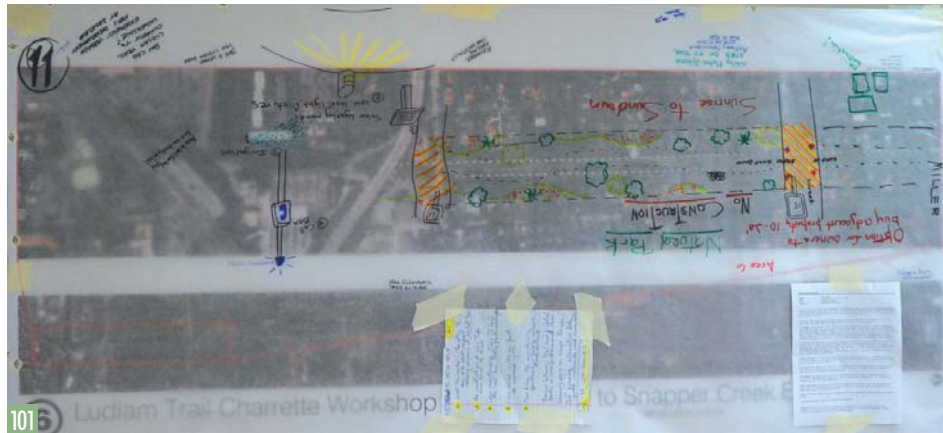


- Continuous trail — no development
- No more commercial development
- Trail with room for walking and biking
- Opportunity for a world class trail Vita course stations
- Solar lighting
- Establish gorgeous native plants to attract tourists
- Low maintenance flowers in islands the whole length — no exotics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



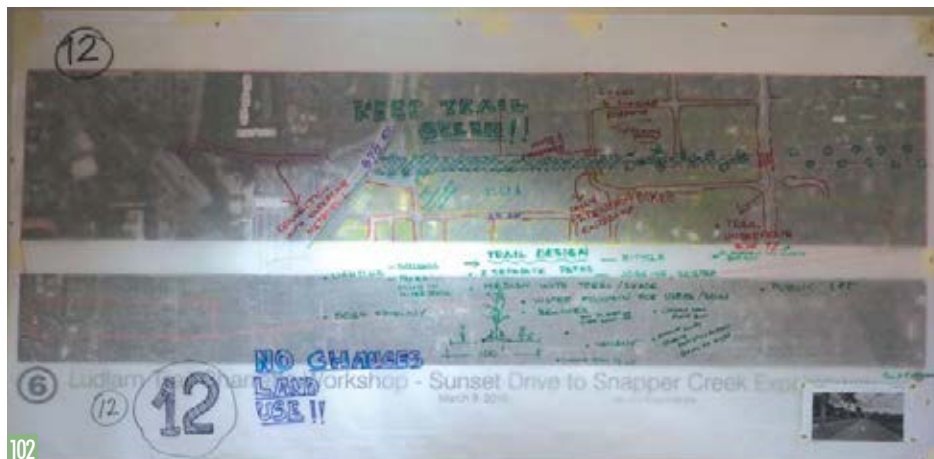
## Citizens' Plans - District 7

Table 11



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

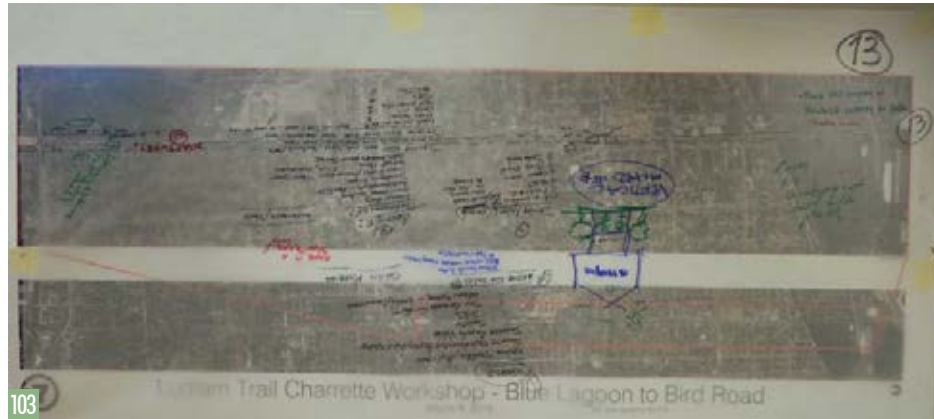
Table 12



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

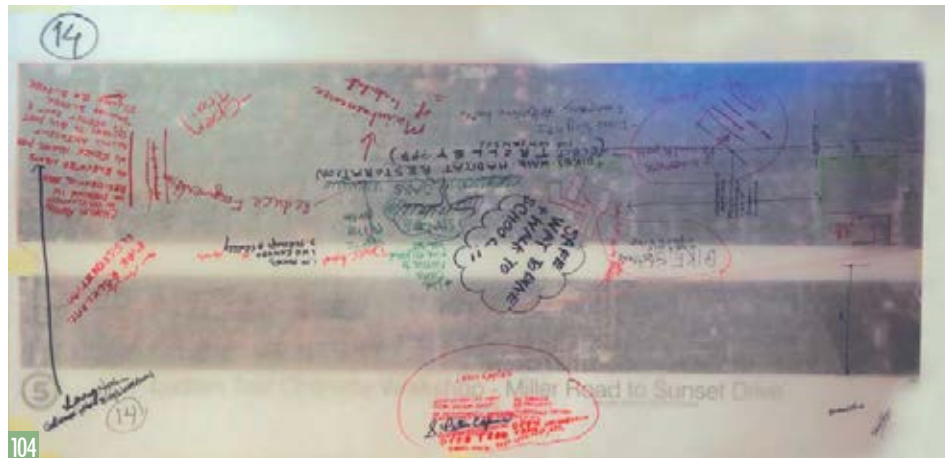
## Citizens' Plans - District 7

Table 13



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

Table 14



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

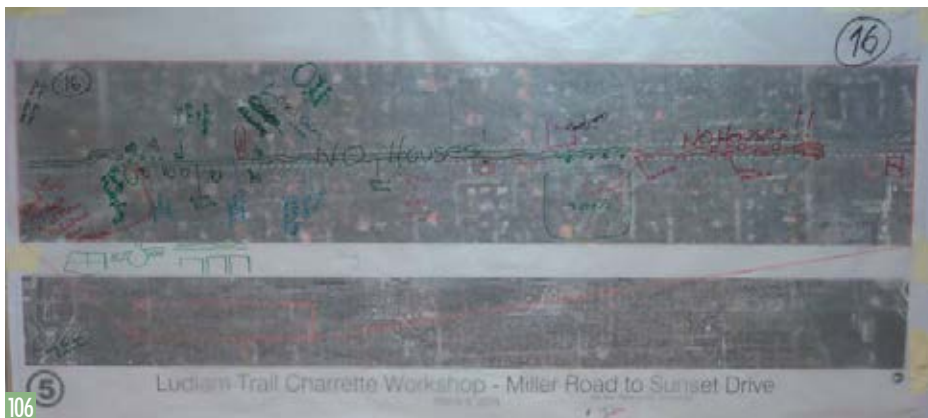
## Citizens' Plans - District 7

Table 15



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

Table 16



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



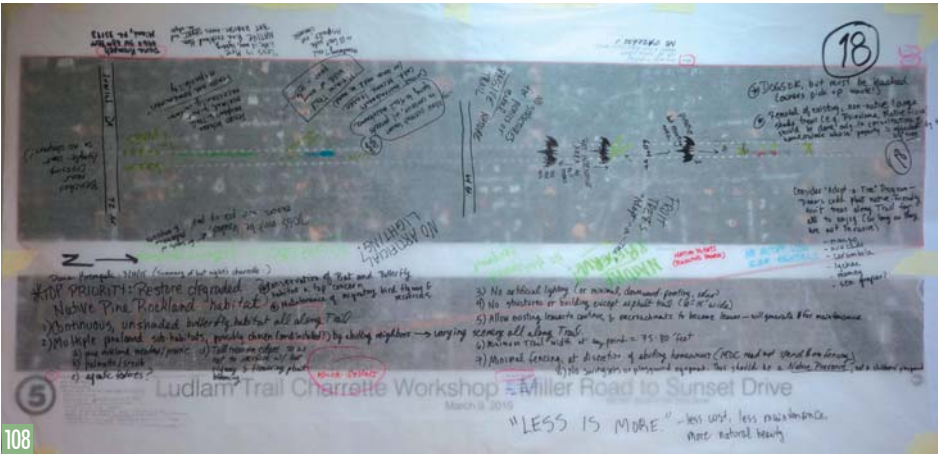
Citizens' Plans - District 7

Table 17



- All park, no commercial development
- All vehicles access to be from the West side of the trail only
- Pedestrian access only from the East side
- No rezoning of the property
- Heavy buffer next to homes and townhomes
- Amenities on the trail:
  - Trash/doggie bags
  - Benches
  - Trees
  - Toilets
  - Community Gardens
- Lighting
- Biking/walking trail
- Biking path to be straight the entire corridor
- Native landscape
- Butterfly gardens
- Rock pine lands
- Parking for the trail users

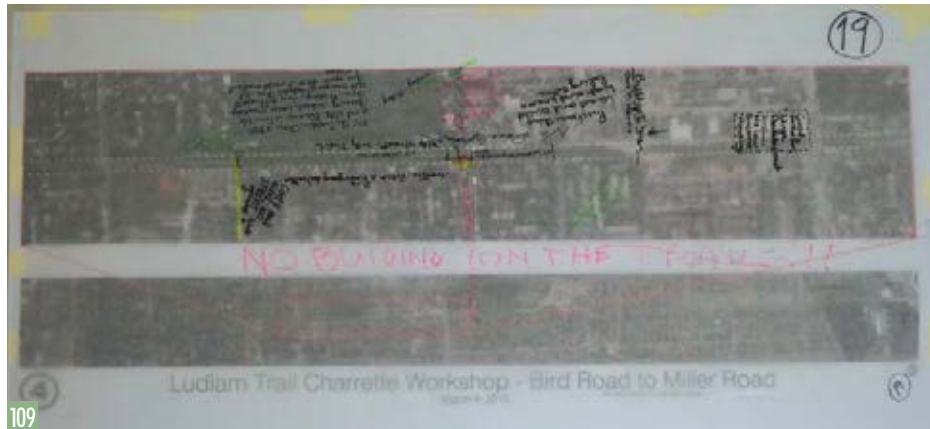
Table 18



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

## Citizens' Plans - District 7

Table 19



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

Table 20 - FECI Option



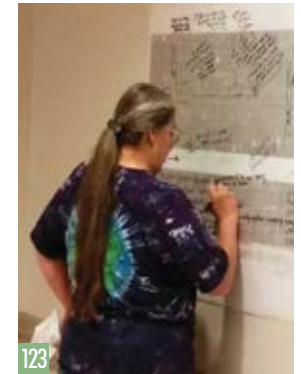
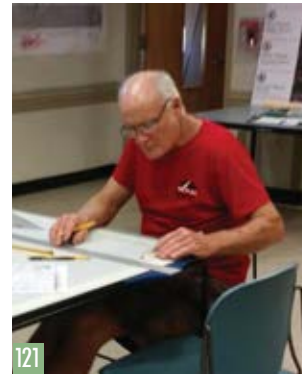
- Concentrate development near Bird Road
- Mixed-use areas
- Plaza and crossover at Bird Road
- Green south of SW 48th Street

On-site Studio: District 6





## On-site Studio: District 7



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

# Vision Plan

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

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



## POINTS OF INTEREST

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

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







# Planning Recommendations

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

## Multi-use Trail

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

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

## Development Nodes

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

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

## Outcome from the Charrettes and Studio Days

### District 6:

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

### District 7:

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

## District 6 Plan



## District 7 Plan



131: District 6 Plan  
132: District 7 Plan



## District 6 - Segment 1



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



## District 6 - Segment 2



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



## District 6 - Segment 3



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



## District 7 - Segment 4



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



## District 7 - Segment 5



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

## District 7 - Segment 6



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



# Implementation

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

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

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

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

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

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



## Appendix - Resolution #R-350-15

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

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

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

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

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

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

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

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

3

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

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA**, that:

**Section 1.** All matters set forth in the preamble are found to be true and are hereby incorporated by reference as if set forth verbatim and adopted.

**Section 2.** This Board hereby directs the Mayor or the Mayor's designee to file, as a County application in the May 2015 cycle of applications to amend the CDMP, the Ludlam Trail Corridor Application, which had been originally been filed as Application No. 3 in the May 2014 CDMP Amendment Cycle.

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

4

## Appendix - Resolution #R-350-15

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

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

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

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

The Chairperson thereupon declared the resolution duly passed and adopted this 21<sup>st</sup> day of April, 2015. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this Resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA  
BY ITS BOARD OF  
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: **Christopher Agrippa**  
Deputy Clerk



Approved by County Attorney as  
to form and legal sufficiency.

A handwritten signature in black ink, appearing to read "ASR", is written over a circular stamp.

Abbie Schwaderer-Raurell



# Acknowledgments

District 6 Commissioner Rebeca Sosa and Staff

District 7 Commissioner Xavier L. Suarez and Staff

## Participating Departments and Agencies

Miami-Dade Parks, Recreation and Open Spaces Department

Miami-Dade Transit Agency

Miami-Dade Public Works and Waste Management



## Department of Regulatory and Economic Resources

Jack Osterholt, Director

Lourdes Gomez, Deputy Director

Leland Salomon, Deputy Director

## Development Services Division

Nathan Kogon, Assistant Director

Amina Newsome, Senior Division Chief

Gilberto Blanco, Area Planning Implementation Section Supervisor

Gianni Lodi, Planning Legislation Section Supervisor

Jess Linn, Principal Planner

Maria Elena Cedeño, Senior Planner

Barbara Menendez, Planning Technician

Maria Guerrero, Executive Secretary

## Urban Design Center

Shailendra Singh, Urban Design Center Section Supervisor

Alejandro Zizold, Principal Planner

Paola Jaramillo, Graphic Designer

## Planning Division

Mark R. Woerner, Assistant Director

## Planning Research Section

Manuel Armada, Chief

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

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

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

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

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

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

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

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

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

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

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

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