

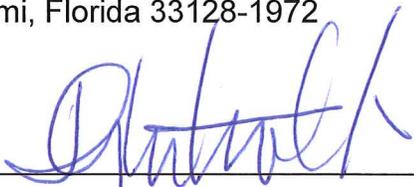
APPLICATION NUMBER 9
APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT:

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

2. APPLICANT'S REPRESENTATIVES:

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

By:  September 10, 2015

3. DESCRIPTION OF REQUESTED CHANGES¹

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

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

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

Ludlam Trail Corridor District

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

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

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

Development and trail standards shall be coordinated with the Miami-Dade County Parks, Recreation and Open Spaces Department and Miami-Dade Transit and shall emphasize convenient pedestrian and bicycle access to public transportation. The trail standards should incorporate Crime Prevention Through Environmental Design (CPTED) principles to enhance

trail safety. Canal crossings shall conform to the Miami-Dade County Manatee Protection Plan.

Development Areas and Recreational Trail Segments are identified on Figure 3.1 and described below. The Director of the Department of Regulatory and Economic Resources shall be responsible for interpreting the precise boundaries of the Development Areas and Recreational Trail segments. Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of development regulations that provide for the seamless continuation of a recreational trail along the length of the Corridor. The specific location, density/intensity, and configuration of development within this portion of the Corridor shall be governed by the City of Miami.

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

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

Those portions of the Corridor that are designated for Recreational Trail use shall be developed solely with recreational uses, including but not limited to a pedestrian and bicycle trail, parks and associated amenities. Associated amenities may including but not be limited to above-grade pedestrian crossings, parking, restroom facilities, signage, benches, information and vending kiosks, recreational equipment and bicycle rental stations, and shelters.

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

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

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

foot wide continuous trail within each Development Area. Building features oriented toward the recreational trail shall have a human scale, and design variations at short intervals to create interest for users of the trail. The maximum development allowed within the Ludlam Trail Corridor District is 582 residential units and 256,132 square feet of industrial uses, or a combination of 281 residential units, 256,132 square feet of industrial uses, 103,572 square feet office uses and 39,377 square feet retail uses. If a publicly-accessible trail is developed along the length of the Corridor, or a legally binding instrument is executed by the property owner(s) demonstrating to the satisfaction of the County when and how the publicly-accessible trail will be accomplished, then development shall be permitted up to the maximum allowable density and/or floor area ratio specified for each Development Area below.

Land use provisions for each Development Area are:

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

- Maximum Density: 125 dwelling units per gross acre
- Maximum Floor Area Ratio: 5.0
- Maximum Building Height: Twelve (12) stories

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

- Maximum Density: 125 dwelling units per gross acre
- Maximum Floor Area Ratio: 5.0
- Maximum Building Height: Twelve (12) stories

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

- Maximum Density: 60 dwelling units per gross acre
- Maximum Floor Area Ratio: 2.5
- Maximum Building Height: Six (6)

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

- Maximum Density: 60 dwelling units per gross acre
- Maximum Floor Area Ratio: 2.5
- Maximum Building Height: Six (6) stories <<

FIGURE 3.1: LUDLAM TRAIL CORRIDOR DISTRICT MAP



North Segment



South Segment

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

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

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

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

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

4. REASONS FOR THE REQUESTED AMENDMENT:

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

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

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

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

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

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

5. DESCRIPTION OF THE SUBJECT PROPERTY

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

6. DISCLOSURE OF INTEREST:

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

FOLIO

3040350001330

3040350001440

3040020000111

3040110000050

3040110190690

3040110191100

3040110180040

3040140000070

3040260000190

3030520000020

3040110000052

3040230000500

3040350000210

3040350001280

3040110180080

3040260000190

LOCATION MAP FOR APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

APPLICANT

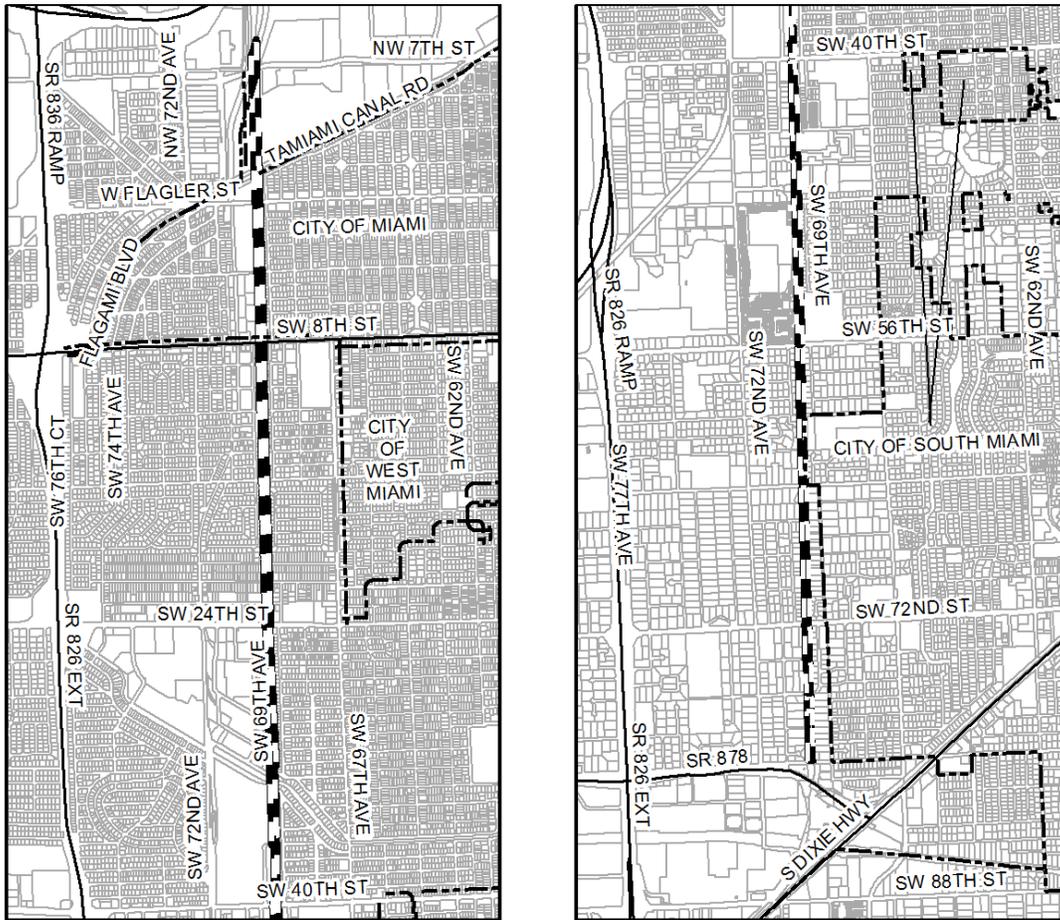
Miami-Dade County

APPLICANT REPRESENTATIVE(S)

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

DESCRIPTION OF SUBJECT AREA

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



 APPLICATION AREA
 MUNICIPAL BOUNDARY

