

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

LUDLAM TRAIL FROM SW 80TH STREET TO 400' NORTH OF NW 7TH STREET

District: FDOT District 6

County: Miami-Dade County

ETDM Number: 14369

Financial Management Number: 444236-1-22-01

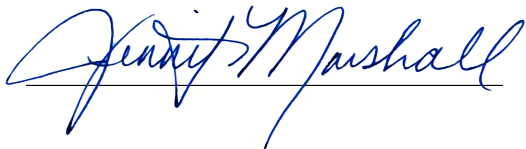
Federal-Aid Project Number: N/A

Project Manager:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink that reads "Jenny Marshall". The signature is written in a cursive style and is positioned above a horizontal line.

May 3, 2023

Director Office of Environmental Management
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 02/12/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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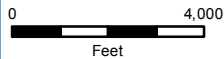
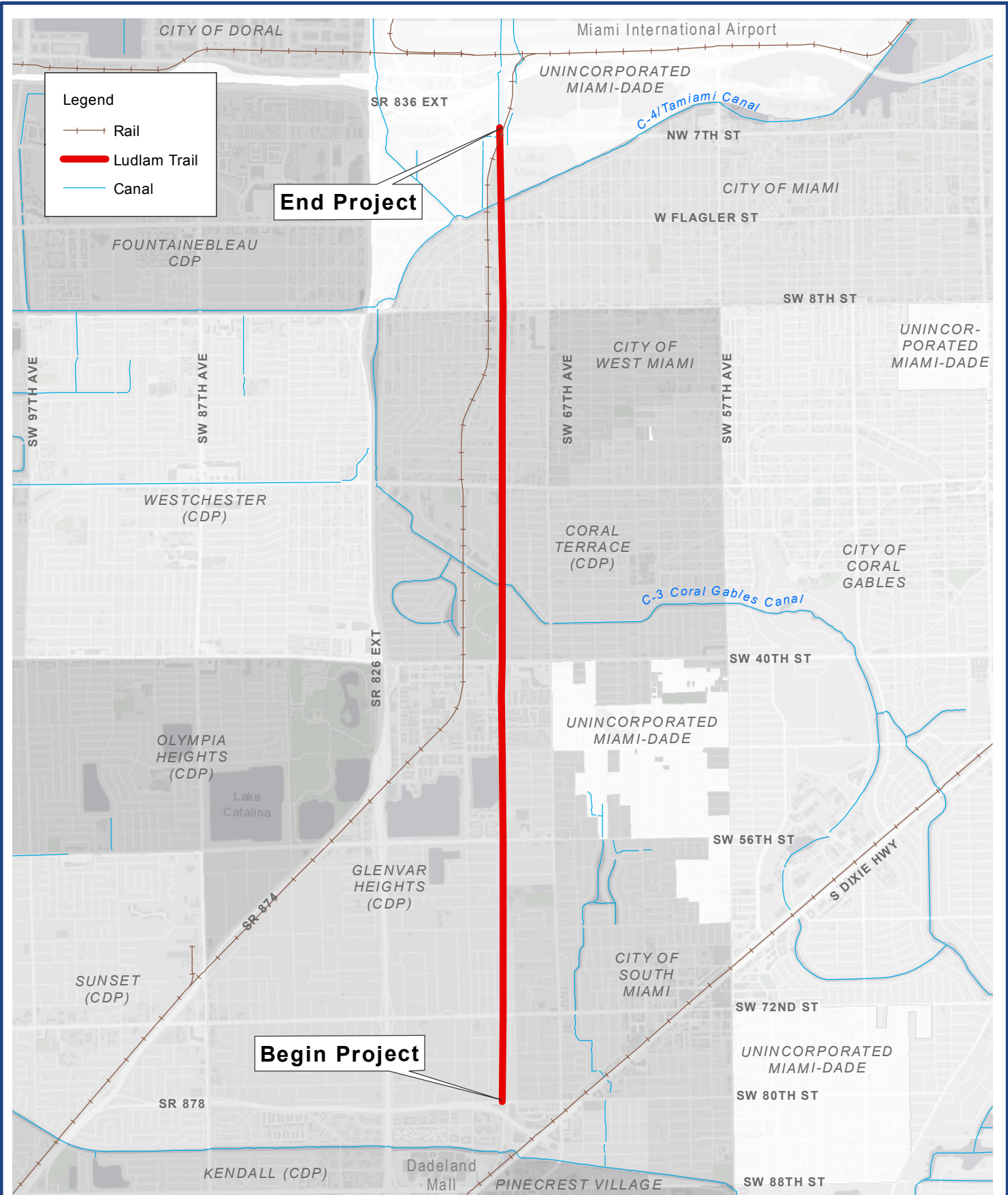
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Project Location Map
Ludlam Trail Corridor
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1. Project Information

1.1 Project Description

Miami-Dade Parks, Recreation and Open Spaces (MDPROS) is proposing to develop a 5.6-mile multi-use trail within a former railroad corridor (i.e., the Ludlam Trail Corridor, or the proposed project). As a priority paved land trail from the Florida Greenways and Trails System (FGTS) Priority Network and Shared-Use Nonmotorized (SUN) Trail Network, the proposed publicly accessible transportation corridor will serve bicyclists, pedestrians, and users of other types of non-motorized vehicles. In addition, the proposed project is anticipated to provide a safe, dedicated, and direct means of non-motorized transportation to and from areas of residences, transit, work, schools, parks, and shopping centers.

The proposed project limits extend along a segment of the former rail corridor from SW 80th Street to 400 feet north of NW 7th Street, between 69th and 70th Avenue (Figure 1-1). The project primarily occurs within the former railroad right-of-way (ROW) with the exception of proposed improvements at road and street crossings. The ROW for the proposed Ludlam Trail Corridor is approximately 100 feet wide for most of its length, although it narrows to between 75 and 80 feet in some areas and down to 18 feet in easement sections designated for mixed-use development. The project study area traverses sections of the City of Miami and unincorporated Miami-Dade County (MDC). The project is adjacent to the City of South Miami and proximate to the City of West Miami.

The proposed improvements generally consist of a 12-foot-wide, two-way, asphalt bike path, separated by a landscaped buffer from an 8-foot-wide concrete pedestrian path which has a 2-foot-wide soft natural jogging surface adjacent to it.

The Ludlam Trail will provide separate areas for bicycle and pedestrian modes of travel. There will be two general configurations: one with buffered separation between the two modes and one with no separation between the two modes. A total of four proposed typical sections will be used along the corridor:

- **Typical Section 1 - Buffered Separation (see Figure 4-1 in the PER):** The trail consists of a 12-foot-wide bike trail and an 8-foot-wide pedestrian trail separated by a landscape buffer that varies in width from 4 to 14 feet, with a 2-foot-wide soft natural surface path adjacent to the pedestrian trail.
- **Typical Section 2 - No Separation (see Figure 4-2 in the PER):** The trail consists of a 12-foot-wide bike trail and a 5.5- to 8-foot-wide pedestrian trail immediately adjacent to one another with pavement markings, with up to a 2-foot-wide soft natural surface path adjacent to the pedestrian trail.
- **Typical Section 3 - Development Zones (in limited applications, as shown in Figure 6-1 in the PER, as defined in Section 3.3):** The trail consists of a 10-foot- to 12-foot-wide bike trail and a 5.5-foot-wide pedestrian trail immediately adjacent to one another with pavement markings.
- **Typical Section 4 - With Landscaped Divider (in limited applications, shown in Figure 6-2 in the PER):** The trail consists of a 12-foot-wide bike trail and an 8-foot- to 10-foot-wide pedestrian trail that will be separated by a 4-foot-wide curbed landscaped divider buffer, with up to a 2-foot-wide soft natural surface path adjacent to the pedestrian trail.

The proposed trail will have 11 at-grade crossings, four grade-separated bridge crossings (at SR 976 / SW 40th Street / Bird Road; SW 24th Street / Coral Way; US 41 / SR 90 / SW 8th Street / Tamiami Trail / Calle Ocho; and SR 968 / W Flagler Street), and two bridge crossings over existing South Florida Water Management District (SFWMD) canals (C-3/

Coral Gables Canal and C-4 / Tamiami Canal).

- **Bridge Typical Cross Section - In Development Zones (as shown in Figure 6-3 in the PER):** The trail across these bridges will consist of a 10-foot-wide bike trail and a 5.5-foot-wide pedestrian trail immediately adjacent to one another with a 6-inch pavement marking stripe separating the travel modes; the outside bridge width is 17-feet-7-inches.
- **Bridge Typical Cross Section - Not in Development Zones (as shown in Figure 6-3 in the PER):** The trail across these bridges will consist of a 12-foot-wide bike trail and an 8-foot-wide pedestrian trail immediately adjacent to one another with an 18-inch pavement marking stripe separating the travel modes; the outside bridge width is 23-feet-1-inch.

1.2 Purpose and Need

The purpose of the proposed Ludlam Trail Corridor Project is to encourage the use of alternate modes of transportation and enhance overall connectivity and accessibility to schools, parks, transit stations, and bus stops for more than 30,500 residents present within two (2) miles of the proposed project corridor. The need for the proposed project is based on the criteria identified below.

Area Wide Network/System Linkage

The proposed project supports the vision of the MDPROS Open Space Master Plan (OSMP), a primary element of which is to "provide an interconnected trail system which offers transportation alternatives and reduces traffic congestion." The OSMP provides a 50-year unifying vision for a livable and sustainable MDC, which involves the development of a seamless system of greenways, trails, and water trails. The Ludlam Trail will be a vital component of this network as it will link open spaces and civic institutions to neighborhoods, while offering a reliable transportation alternative. From a regional perspective, the proposed project will connect to the Metrorail Dadeland North Station via existing sidewalks along SW 70th Avenue from SW 80th Street to SW 85th Street; the proposed Strategic Miami Area Rapid Transit (SMART) Plan Corridor #2 (East-West Corridor) near NW 7th Street to the north; and to other planned trails including The Underline/East Coast Greenway, South Dade Trail, Snapper Creek Trail, East/West Trail, and Merrick Trail.

Social and Economic Demand

According to the Miami-Dade County Trail Benefits Study - Ludlam Trail Case Study (2011), development of the Ludlam Trail Corridor will improve public mobility for walking and biking to schools, parks, and transit stations, resulting in a reduction of daily vehicle trips in the project vicinity. By providing additional non-motorized transportation options, fewer vehicles will likely travel on the surrounding roadway network, which will help to reduce traffic congestion on major arterials in the area. Furthermore, the proposed project will enhance mobility and strengthen connections to neighboring communities, providing increased opportunities for economic development as well as recreational opportunities.

Project Status

The Ludlam Trail Corridor District was adopted as part of the Miami-Dade CDMP in 2017, establishing the trail as a district of countywide significance to enhance regional mobility, provide opportunities for physical activity, and stimulate the

economic vitality of the area. The former railway corridor is anticipated to be a publicly accessible, pedestrian and bicycle trail with certain nodes of responsible development that is sensitive and compatible to the adjacent areas. Furthermore, the project supports the vision of the MDPROS Parks and Open Space System Master Plan, which is 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 project is identified in the Fiscal Year (FY) 2022-2026 FDOT Five Year Work Program and the State Transportation Improvement Program (STIP) with approximately \$9M for Preliminary Engineering and Final Design (2021-2025). Approximately \$11M has been used for Corridor Acquisition/ROW and approximately \$8M has been identified for Construction (2023-2024). The project is also included in the FY 2022-2026 Miami-Dade Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Miami-Dade TPO 2045 Long Range Transportation Plan (LRTP), pages 07-72 to 73. The funding amounts noted in the STIP and TIP are generally consistent with each other. During future project phases, coordination between FDOT, MDC, and the Miami-Dade TPO will ensure required project funding is consistently identified in the TIP, LRTP, STIP, and Work Program.

1.3 Planning Consistency

The Segment Description for the table below is 416660-6.

Although the limits of the project evaluated in this Type 2 Categorical Exclusion document are shorter than the project limits shown in the LRTP, the limits of this Type 2 Categorical Exclusion document are consistent with the full limits of the project reflected in the TIP and the STIP, to be updated by October 2023.

Currently Adopted LRTP-CFP	COMMENTS			
Yes	Listed in the 2045 Long Range Transportation Plan (LRTP) on page 7-72 & 7-73.			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	8,894,000	<2023	Funded in prior year.
STIP	Y	8,893,949	<2023	Funded in prior year.
R/W				
TIP	N			
STIP	N			
Construction				
TIP	N			
STIP	N			

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

For additional information on the following, please refer to the Sociocultural Effects Evaluation (SCE) Technical Memorandum completed for this project located in the project file.

Social Demographics

The SCE Study Area traverses four (4) census designated places (South Miami, Glenvar Heights, Coral Terrace, and Miami), including several neighborhood communities. Other community features reported within the SCE Study Area include: five (5) brownfields, three (3) community centers, one (1) Development of Regional Impact, one (1) government building (United States Post Office), 21 health care facilities, 21 homeowner and condominium associations, one (1) Lasik medical facility, eleven (11) public and private schools, eleven (11) religious centers, one (1) mobile home and Recreational Vehicle (RV) park, seven (7) FDOT Roadway Characteristics Inventory (RCI) bridges, 51,389 linear feet of mainline railroad, four (4) local Florida parks/recreational facilities, one (1) Office of Greenways and Trails (OGT) multi-use trail opportunity/hiking trail priority - which includes the same trail identified as part of the SUN Trail Network in Florida (Ludlam Trail Corridor [this project]), one (1) existing recreational trail (Bike Route 6), twelve (12) Florida Site File field survey project boundaries, two (2) Florida Site File historic standing bridges, 14 Florida Site File historic standing structures, and nine (9) Florida Site File resource groups.

Demographic data reported are from the U.S. Census Bureau's American Community Survey (ACS), 5-year estimate for years 2015-2019. The 2019 Census Block Group Data, which contains the most recent demographic profile, was used to complete the demographic comparison and analysis contained in this document. The SCE Study Area intersects 36 census block groups in Miami-Dade County. After grouping the census blocks intersecting the Ludlam Trail Corridor project area, the averages of specific demographic information were compared to the demographic information for all of Miami-Dade County and the State of Florida.

The SCE Study Area has a higher percentage of Whites (90.2%) and Hispanics (81.4%) and a lower percentage of Blacks (3.9%) compared to the whole of Miami-Dade County (75.1%, 68.5%, and 17.4% respectively), as well as the State of Florida (75.1%, 25.6% and 16.1% respectively). However, the overall minority percentage is very similar to the overall County at approximately 87%. The SCE Study Area has a higher percentage of population that is above 65 years old (20.1%), compared to the overall County (16%), and identical percentage compared to the overall State (20.1%). Similarly, the median age of the population within the SCE Study Area (42.4 years old) is higher than that of in Miami-Dade County (39.9 years old), and similar to the present statewide average (42 years old). The higher minority population is generally located north of SW 40th Street.

The SCE Study Area (3,087.4 persons per square mile) has a much higher population density than Miami-Dade County (1,315.5 persons per square mile), a characteristic which is consistent with an urban corridor. The median household income is higher for the SCE Study Area (\$64,098) compared to the overall County (\$51,347), and more than Florida as a whole (\$55,660). The SCE Study Area (12.3%) has lower percentages of residents living below the poverty line compared to the overall County (17.1%) and State (14.0%).

The SCE Study Area (7.8%) has a slightly smaller percentage of households without a vehicle compared to Miami-Dade County (10.3%), but a slightly higher percentage compared to the overall State (6.3%). The SCE Study Area has some polarization in education attainment when compared to the State of Florida, with a high school graduation rate lower than that of the State (84.0% compared to 88.2% respectively), but a higher percentage of the population attaining a bachelor's or higher college degree when making the same study area comparison (34.3% compared to 29.9% respectively).

No changes to the population or demographic characteristics of the SCE Study Area are anticipated to result from the project as it is located within a former railroad corridor. In addition, the project is consistent with local growth management plans and adopted land use plans.

Although minority or low-income populations have been identified and may be affected, the environmental analysis described above demonstrates that they will not be adversely affected in accordance with the provisions of Executive Order 12898 and FHWA 6640.23A.

Community Cohesion

No neighborhood division or social isolation is expected to occur as a result of the proposed project. Overall, the proposed project is expected to enhance community cohesion and the social environment by providing non-motorized transportation accommodations; improving opportunities for social interaction, as well as physical activity and a healthy lifestyle; and providing potential amenities (e.g., pocket parks, benches, fountains, shade trees, and landscaped buffer areas) within the corridor to meet both the livability and mobility goals expressed by the County and surrounding communities. Minimal impact to social aspects is anticipated given that access to proximate residences, businesses, and recreational features could temporarily be affected and/or modified as a result of project construction.

Safety

With the corridor's north to south layout, trail traffic will travel both parallel and perpendicular to the flow of automobile traffic throughout south-central Miami-Dade County. This leads to a number of roadway crossings that involve safety concerns for both trail users and roadway drivers. During the engineering planning process, attention was paid to the type of roadway crossings, including arterial roadway crossings, collector street crossings, and local/neighborhood street crossings. This included whether the crossing will be between existing signalized intersections (mid-block crossing) or if the crossing is located near an existing signalized intersection.

There are four (4) above-grade structures proposed at the major intersections to accommodate safe crossings. This includes all three (3) of the arterial roadway crossings [West Flagler Street, SW 8th Street (Tamiami Trail), and SW 40th Street (Bird Road)] and one (1) minor arterial crossing at SW 24th Street (Coral Way). These crossings will be designed consistent with the project vision, community framework, and safety standards.

Community Goals/Quality of Life

The Ludlam Trail Corridor has been the subject of several regional and local transportation studies. These studies have identified the corridor as an opportunity for a regionally significant trail and have built community support throughout central Miami-Dade County.

Charrettes were conducted in 2015 for the Ludlam corridor located in Miami-Dade County Commission Districts 6 and 7. These two charrettes were open to the public and local residents shared their ideas for the future development 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 Comprehensive Development Master Plan (CDMP) for the Ludlam Trail Corridor. Metropolitan Planning Organization (MPO) Resolution #29-16 supports funding applications to FDOT for the SUN Trail Program and listed the Ludlam Trail as the number one priority trail project. After years of public involvement and collaboration, the Board of County Commissioners formally adopted the Ludlam Trail Corridor District as part of the Miami-Dade Comprehensive Development Master Plan in 2017.

The Ludlam Trail project is contained in the MDPROS's Parks and Open Space System Master Plan. This vision creates a long-term guide to future park and trail development and stewardship. Most pertinent to this study is the component Great Parks, Greenways, Trails and Water Trails. This component seeks to provide an interconnected trail system that offers transportation alternatives and reduces traffic congestion, creates new recreation opportunities, increases property values, protects natural resources, and encourages tourism and business development.

Community leaders met with the MDPROS and have provided input into the project at public meetings and through extensive coordination with the MDPROS project team. Based on the input received through the project scoping and development process, the public involvement process, and a review of pertinent regional and local studies, documents, guidelines and governing codes and ordinances, the project is consistent with the community's vision. The Ludlam Trail Corridor Project will improve the quality of life of those living in the SCE Study Area, as well as visitors to the trail system.

Special Community Designations

There are no historic neighborhoods or historic business districts located within the SCE Study Area. The Miami-Dade County Enterprise Zone (EZ) occupies 6.55 percent (126.46 acres) of the 0.25-mile project buffer and four brownfields are also present (Central Miami Area, Coral Terrace, Glenvar Heights, and Miami EZ Expansion Area). The presence of the EZ in the project corridor is compatible with the proposed project.

3.2 Economic

Business and Employment

The population of Miami-Dade County is expected to increase by over 30 percent from 2010 to 2040. Employment is expected to increase by 40 percent during the same time period. Consequently, long-term mobility options are needed that will not only serve current traffic volumes but will also accommodate the population and employment growth expected between 2018 and 2040.

The *Miami-Dade County Trail Benefits Study: Ludlam Trail Case Study* (prepared by Miami-Dade County in 2011, prior to this PD&E Study) estimates the following economic benefits based on implementation of the project:

- Property Values - anticipated to increase within the Walkable Area (0.5 mile of a proposed public access point to the trail) at an annual pace of 0.32 percent to 0.73 percent faster than other properties in the County; total increase over a 25-year period of between \$121 million and \$282 million

- Property Taxes - anticipated to increased property values within the Walkable Area will generate additional tax revenue between \$98,000 and \$229,000 annually; total property tax revenue over a 25-year period of between \$2.47 million and \$5.74 million
- Retail Sales - between \$3.19 million and \$8 million annually
- Retail Sales Tax - between \$31,900 and \$80,000 generated annually for Miami-Dade County and between \$191,400 and \$480,000 annually for the State of Florida
- Retail Employment - anticipated to support between 27 and 68 new jobs within Miami-Dade County

For these reasons, the proposed project is anticipated to enhance economic conditions for the surrounding communities and the County.

Tax Base

The proposed project is not anticipated to negatively affect the tax base of Miami-Dade County or any of the other municipalities within the SCE Study Area. Changes to business activities or relocations are not anticipated; therefore, there will not be any revenue loss from the property taxes. The anticipated effect to economics is enhanced due to the increase in mobility and the potential to attract new businesses in the nodes of responsible development and thereby support growth within the tax base.

Business Access

The proposed Ludlam Trail Corridor project will have no permanent adverse impact to existing business access. The Ludlam Trail will provide new multimodal access to the businesses included in the future mixed-use development areas to be constructed within the nodes at SW 40th Street, SW 24th Street and SW 8th Street. Temporary impacts may be possible during construction but will be minimized through adherence to the controls listed in the FDOT Standard Specifications for Road and Bridge Construction.

3.3 Land Use Changes

Existing Land Use

The proposed project study area extends through sections of the City of Miami and unincorporated Miami-Dade County and is near the City of South Miami and immediately adjacent to the City of West Miami. The Ludlam Trail is proposed within the former railroad corridor. Land use surrounding the proposed project corridor is identified primarily as residential, with pockets of commercial and industrial uses located at or near major arterial roadway crossings. The *Land Use Map* in the **Attachments** shows the existing land use map for the SCE Study Area.

The Ludlam Trail Corridor District was adopted as part of the Miami-Dade Comprehensive Development Master Plan in 2017, establishing the trail as a district of county-wide significance to enhance regional mobility, provide opportunities for physical activity, and stimulate the economic vitality of the area. The CDMP amendment provides for the conversion of the former railroad corridor to a publicly accessible, pedestrian and bicycle trail with certain nodes of responsible private development that is sensitive to and compatible with the adjacent areas. These nodes, called Development Zones, have received zoning approvals and are parcels that have been retained for mixed-use development along the Ludlam Trail Corridor. The project is consistent with the existing and future land use vision for the project area. Therefore, minimal changes to proximate land uses are anticipated as a result of the proposed project.

Plan Consistency

Future land use is almost identical to the existing land use map. This project is consistent with the community's vision and will improve the quality of life of those living in the SCE Study Area, as well as visitors to the trail. In 2004, Miami-Dade County voters approved the issuance of general obligation bonds to construct and improve neighborhood and regional parks and other recreational facilities; among the projects approved by the voters was the Ludlam Trail Corridor project. In addition, the proposed project is consistent with the community land use and development goals and objectives, and in the Miami-Dade County CDMP.

The Ludlam Trail Corridor Project will achieve the goals and objectives by connecting transportation nodes and neighborhoods with city and county parks, schools, and activity centers such as Dadeland Mall and Bird Road Art District. Therefore, this project complies with and supports the local government comprehensive plan.

3.4 Mobility

The Ludlam Trail Corridor extends for 5.6 miles south-north from SW 80th Street to 400 feet north of NW 7th Street, between 69th and 70th Avenues, in Miami-Dade County. The project is located within a Transportation Disadvantaged Service Provider Area (Miami-Dade Transit Authority), as well as within the vicinity of seven (7) FDOT Roadway Characteristics Inventory (RCI) bridges, one (1) existing recreational trail (Miller Drive Sidepath), and one (1) OGT multi-use trail opportunity/hiking trail priority - which includes the same trail identified as part of the SUN Trail Network in Florida (Ludlam Trail Corridor [this project]). There are also 35 bus routes that service the SCE Study Area.

The proposed project will enhance access between neighborhoods and provide non-motorized transportation alternatives for travel to/from areas of residences, work, retail, schools, and parks. According to the *Miami-Dade County Trail Benefits Study: Ludlam Trail Case Study*, Section 3.2.1 Vehicle Trip Reduction Summary of Findings, development of the trail will improve mobility for walking and biking to schools, parks, transit stations, and running of miscellaneous errands, resulting in a reduction of daily vehicle trips within the Ludlam Trail Corridor Study Area. The development of the trail will also provide more desirable alternatives for transportation disadvantaged populations. For these reasons, the project is anticipated to enhance mobility for all modes of transportation.

Accessibility

Visitors will be able to access the trail from the existing streets that cross through the trail corridor or from neighborhood footpaths. Existing footpaths that connect the corridor to neighborhood streets will be improved to provide Americans with Disabilities Act (ADA) access to the trail. All crossings and park access points will be ADA compliant.

Connectivity

The Ludlam Trail Corridor is likely to become an important north-south connector in this area of the county. By providing walkers, joggers, and cyclists with a protected path that is fully separated from vehicular traffic, the trail will be a safe corridor of travel, bringing together existing park assets into a connected network of public spaces.

The proposed Ludlam Trail Corridor improvements will provide transportation options which may reduce vehicle trips and enhance non-motorized travel through and access to the area and its businesses and communities.

Public Parking

No existing parking areas will be displaced by the proposed project. The concept plans developed during the PD&E Study include two parking areas, within the public right-of-way at SW 80th Street and SW 56th Street. Additionally, parking will be available at AD Barnes Park and Robert King High Park.

3.5 Aesthetic Effects

Land use surrounding the proposed project corridor is identified primarily as residential, with pockets of commercial and industrial uses located at or near major arterial roadway crossings. Community features associated with aesthetics reported within the SCE Study Area include: five (5) census designated places (South Miami, West Miami, Glenvar Heights, Coral Terrace, and Miami); five (5) brownfields; 21 homeowner and condominium associations; 21 group care facilities; two (2) mobile home and RV parks; five (5) local Florida parks/recreational facilities; one (1) OGT multi-use trail opportunity/hiking trail priority - which includes the same trail identified as part of the SUN Trail Priority Trail Network in Florida (Ludlam Trail Corridor [this project]); and one (1) existing recreational trail (Miller Drive Sidepath), as well as historic features and numerous residential areas. The project is anticipated to improve the visual appeal of the area by replacing an abandoned railroad corridor with an active, well-maintained, and aesthetically pleasing trail. In addition, amenities such as pocket parks, benches, fountains, shade trees, public art, and landscaped buffer areas are anticipated to be provided. Some of these amenities will be provided by this project (such as shade trees and landscaped buffer areas); others may be proposed by the city and/or county as separate undertakings. As such, the proposed project improvements are anticipated to enhance the aesthetic character of the corridor and surrounding areas.

Viewshed

The project will not affect vistas or viewsheds except at locations where above-grade structures are proposed. There are four (4) above-grade overpass bridges proposed at major intersections to accommodate the safe crossing of trail users at SW 40th Street/Bird Road, SW 24th Street/Coral Way, SW 8th Street/Calle Ocho/Tamiami Trail, and Flagler Street. These crossings will be designed consistent with the project vision, community framework, and components of the *Miami-Dade County Trail Design Guidelines and Standards: Ludlam Trail Case Study*. Overall, views will be enhanced as a former railroad corridor (industrial use) will be converted to a greenway trail which will include landscaping and public art.

Compatibility

The landscape within the former railroad, Ludlam Trail Corridor, has been completely altered from its historical condition, and virtually all native plants in the corridor have been displaced by exotic vegetation. The habitat that would have existed in natural communities such as pine rockland, tropical hardwood hammock, wet prairie, or forested wetland slough no longer exist.

The vision for the project, established by the Miami-Dade County Trail Design Guidelines and Standards: Ludlam Trail Case Study report, calls for a landscape that ultimately represents a mature native upland of at least two historical communities, with native species of birds, butterflies, and other invertebrates in the linear corridor and adjacent open

spaces of parks and canopied residential areas. By proposing native landscaping throughout the Ludlam Trail corridor, MDPROS will begin the process of meeting this vision.

The proposed trail will serve to enhance the existing character and aesthetics of the existing landscape.

3.6 Relocation Potential

The right of way (ROW) acquisition for this project was completed in 2018 via an Advanced Acquisition process with FDOT approval. Because the Ludlam Trail Corridor is proposed to be developed within the existing ROW of an abandoned railroad, relocation impacts to properties located along the trail are not anticipated and there are no significant impacts. Additional ROW acquisition is not anticipated as a part of this project.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Miami-Dade County with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that one of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. The segment of the Seaboard Air Line (CSX) Railroad (8DA10753) was reevaluated by the SHPO as National Register-eligible. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

SHPO concurrence was received on 08/27/2020 (see **Attachments** for a copy of the *SHPO Concurrence Letter*).

Ludlam Trail Corridor PD&E

A CRAS was prepared for the Ludlam Trail Corridor PD&E Study and completed in 2020. The purpose of the 2020 CRAS was to locate and evaluate archaeological and historic resources within the APE and to assess their eligibility for inclusion in the NRHP according to the criteria set forth in 36 CFR Section 60.4. The 2020 CRAS document summarized the results of the previously conducted efforts and detailed those conducted for the Ludlam Trail Corridor PD&E Study. As described in the 2020 CRAS, the APE for both archaeological and historical resources along the Ludlam Trail Corridor consists of the 5.6-mile segment of the abandoned FEC railway right of way (ROW).

Archaeological: A pedestrian survey of the entire corridor was conducted. The analysis determined that the archaeological APE contains low archaeological site potential. No archaeological resources were identified within the archaeological APE.

Historic Resources: A total of six historic resources were identified.

The portion of the Little River Spur of the FEC Railway (8DA11416) the railroad tracks have since been removed and no historic materials remain. This resource is no longer extant or eligible in the area surrounding the FEC Railroad Bridge at Tamiami Canal. Therefore, this resource within the project APE is considered National Register- ineligible.

The FEC Railroad Bridge at Tamiami Canal (8DA14821) was reevaluated and is no longer considered eligible as a contributing resource to the railroad due to the loss of associations and context. Therefore, as documented within the

2020 CRAS, this resource will not be adversely affected by the Ludlam Trail PD&E project.

The segment of the Seaboard Air Line (CSX) Railroad (8DA10753) was reevaluated by the SHPO as National Register-eligible. However, as no features associated with this resource would be affected by the proposed Ludlam Trail PD&E Study project, SHPO concurred that no adverse effect to the resource would result.

The segment of the Tamiami Canal (8DA6453) was reevaluated by the SHPO as National Register-ineligible and non-contributing to the larger National Register eligible resource.

The FEC Railway Bridge at C-3 Canal (8DA15696) and the Coral Gables (C-3) Canal (8DA15697) were evaluated as National Register-ineligible due to loss of integrity.

On August 27, 2020, SHPO concurred that there will be no effect to historic properties resulting from the PD&E Study project.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

Three (3) Section 4(f) resources are found adjacent and/or in the vicinity to the project corridor. These resources include: Robert King High Park, Palmer Park, and A.D. Barnes Park.

Robert King High Park - Exception/Exemption

Robert King High Park is a 16.5-acre publicly owned park, owned, and maintained by the City of Miami, located adjacent and to the west of the proposed Ludlam Trail corridor. In addition to the park amenities described below, park programs include: after school, summer camp, winter camp, spring break camp, soccer, youth basketball, and tennis lessons.

A very active park, it contains multiple areas for both indoor and outdoor activities. It features multiple sports arenas for a variety of events. A covered basketball court with bleachers, for instance, is one (1) of six (6) basketball courts. Other sports fields offer softball and baseball. Tennis players have a choice of several places including one (1) enclosed court. Both the park and the campground offer picnic shelters. A domino pavilion and sand-less playground for smaller children attract additional visitors.

The campground offers general camping facilities for groups of all sizes. It regularly hosts scouting programs and camps, as well as reunion opportunities for families or special groups such as veterans.

Use, as defined under Section 4(f), of Robert King High Park would be limited to the area within the park needed to construct new access points and pathways connecting the park with the trail. The new pathways and access points are intended to enhance park accessibility while preserving existing park functions. The conceptual design plans show three connections between the park and trail. The first access point is located just south of the park's tennis courts, a second access point is proposed approximately 90 feet north of the Tamiami Canal, and a third approximately 20 feet south of NW 7th Street. The proposed access points occur at the park boundary line while the pathways extend through open

space within the Park to connect with the most proximate existing park pedestrian pathway. The street-view image (located in the Section 4(f) Module in SWEPT, which is included as an attachment) provides a street-level view looking towards the trail corridor near the first proposed entrance near the tennis courts. The trail and park connections are proposed as 10-foot pathways that will be ADA compliant.

On October 19, 2018 the City of Miami submitted a Statement of Significance for Robert King High Park to support the Determination of Section 4(f) Applicability. In the letter, the City of Miami indicated that the activities, features, and attributes (AFAs) supported by Robert King High Park play an important role in meeting community objectives for the provision of public recreation within the City of Miami.

A letter provided on March 5, 2021 by the City of Miami agrees that the work being performed will not negatively impact, but rather enhance the function of the park. OEM concurred with the Exception/Exemption Determination on January 27, 2022.

Palmer Park - No Use

Palmer Park is an 8.5-acre publicly owned park, owned and maintained by the City of South Miami, located in the vicinity and to the east of the Ludlam Trail Corridor Project. Palmer Park is not adjacent to the proposed Ludlam Trail. The South Miami K-8 Center (school) is located between the Ludlam Trail Corridor and Palmer Park. The property address is 6100 SW 67th Avenue, South Miami, Florida, 33143-1909.

Palmer Park supports a range of activities including athletic playing fields, batting cages, concession stand, restroom facilities, multiple multi-purpose fields for football and soccer activities, outdoor field lights, picnic tables, tot lot playground, and five (5) youth-size baseball/softball fields. Palmer Park is also home to the city's annual 4th of July Celebration and National Night Out event. More than 40,000 guests visit Palmer Park each year.

The proposed Ludlam Trail is intended to serve as a transportation corridor and support use by bicyclists, pedestrians, and other types of non-motorized users. Ludlam Trail is proposed to be constructed within a former railroad corridor that exists approximately 625 feet west of Palmer Park. The South Miami K-8 Center (school), which has a fence on its perimeter, is located between Palmer Park and the proposed Ludlam Trail. The Ludlam Trail project will have no impacts or use of the Section 4(f) Property (Palmer Park) including constructive use or minor proximity impacts. Access points to Palmer Park will remain unchanged and no new connection between the park and the trail will be established as part of the proposed action. Please see the location map (included as an attachment) showing the relationship between the proposed Ludlam Trail and Palmer Park.

Based on the distance of the park from the proposed project and lack of project interaction with the park, the project will have no use of Palmer Park within the meaning of Section 4(f) and OEM concurred with the No Use Determination on April 19, 2021.

A.D. Barnes Park - Exception/Exemption

A.D. Barnes Park is a 60.93-acre public park and preserve, owned and maintained by MDPROS. The park is located adjacent and to the west of the proposed Ludlam Trail project. In addition to the Park amenities described below, park programs include: Adults with Developmental Disabilities; EcoAdventures - Bike and Hike; EcoAdventures - Expedition S. Fla; Learn-to-Swim; Leisure Access Program; Spring Camp; and Summer Camp.

The Leisure Access Camp is fully accessible for persons with disabilities and is available for rent. The camp is surrounded by ten (10) acres of pineland and tropical hardwoods within A.D. Barnes Park. It features two (2) cottages equipped with showers, a lodge, and a dining hall with a full kitchen. This campground is available only to groups and/or organizations, no family camping is allowed.

A.D. Barnes Park is also home to "The Sense of Wonder Nature Center" set within pine rocklands areas. The Nature Center offers numerous outreach programs dedicated to conservation and nature study, designed for all age groups.

Specialized camps exclusively for children with disabilities are also available and are managed by Certified Therapeutic Recreation Specialists. There are also Specialized Camps which focus on a specific interest and offer unique experiences that include EcoAdventures™, Nature-Science, Sports, Cultural Arts, and Zoo Miami camps. Other amenities include a life guard on duty, showers, locker rooms, and a baby pool.

The use, as defined under Section 4(f), of A.D. Barnes Park would be limited to the area within the Park needed to construct new access points and pathways connecting the Park with the trail. The new pathways and access points are intended to enhance Park accessibility while preserving existing park functions. The conceptual design plans show two (2) proposed connections between the Park and trail, the first near the aquatics center near SW 37th Street and the second proposed connection approximately 120 feet south of the Coral Gables Canal. The first access point is located at SW 37th Street with no additional pathway extension proposed from the trail into the Park; SW 37th Street currently provides existing access to the Park. The second proposed access point is located south of the Coral Gables Canal at the Park boundary line with a pathway that extends through open space within the Park to connect with the most proximate existing Park pedestrian pathway. The street-view image (located in the Section 4(f) Module in SWEPT, which is included as an attachment) provides a street-level view looking into A.D. Barnes Park near the entrance at SW 37th Street. The trail and Park connections are proposed as 10-foot pathways that will be ADA complaint.

In October 2018, MDPROS submitted a Statement of Significance for A.D. Barnes Park. In the letter, MDPROS indicated that the activities, features, and attributes (AFAs) supported by A.D. Barnes Park play an important role in meeting community objectives for the provision of public recreation within Miami-Dade County.

On March 5, 2021, MDPROS provided a concurrence letter agreeing that the work being performed will not adversely impact, but rather enhance the function of the Park. OEM concurred with the Exception/Exemption Determination on April 19, 2021.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A Natural Resource Evaluation (NRE) was completed to identify potential occurrence of any federal or state listed protected species and habitat within the proposed improvements associated with the Preferred Alternative. A total of ten (10) federally listed wildlife species, twelve (12) federally listed plant species, two (2) state-listed animal species, and 25 state-listed plant species were identified as having the potential to occur within the project area. Additionally, while not state or federally listed under the ESA, the bald eagle (*Haliaeetus leucocephalus*) and osprey (*Pandion haliaetus*) were included in the protected species analysis due to the current regulatory protections associated with these species. **Table 5-1** provides a summary of the federally and state-listed animal and plant species with potential to occur within the limits of the study area, along with their corresponding effect determinations.

As documented in the NRE, the project study area was evaluated for the presence of federally designated Critical Habitat (as defined in 50 CFR 17). Based on this evaluation, it was determined that the project study area occurs within federally designated Critical Habitat for the West Indian manatee (*Trichechus manatus*). However, existing water flow control structures are located downstream (east) of both surface water crossings that would likely prevent manatee migration upstream to the project corridor at both crossing locations. For this reason, a "low" probability occurrence was assigned to this species. Further, it was determined that the proposed project would not result in the "destruction or adverse modification of critical habitat." This finding was discussed during an informal meeting with USFWS held on February 16, 2021 (see attached email correspondence with USFWS).

Scientific Name	Common Name	Occurrence Potential	Effect Determination	Status	
				Federal	State
Federally Listed/Protected Wildlife Species and Critical Habitat					
<i>Alligator mississippiensis</i>	American alligator	Moderate	No Effect	T(S/A)	FT(S/A)
<i>Drymarchon corais couperi</i>	Eastern indigo snake	Low	No Effect	T	FT
<i>Eumops floridanus</i>	Florida bonneted bat	Low	No Effect	E	FE
<i>Haliaeetus leucocephalus</i>	Bald eagle	Low	Not Applicable	NL(1)	NL
<i>Mycteria americana</i>	Wood stork	Low	No Effect	T	FT
<i>Pandion haliaetus</i>	Osprey	Moderate	Not Applicable	NL(2)	NL
<i>Anaea troglodyta floridaalis</i>	Florida leafwing butterfly	Low	No Effect	E	FE
<i>Cicindela floridana</i>	Miami tiger beetle	Low	No Effect	E	FE
<i>Strymon acis bartrami</i>	Bartram's hairstreak butterfly	Low	No Effect	E	FE

<i>Trichechus manatus</i>	West Indian manatee	Low	May Affect, Not Likely to Adversely Affect No destruction or adverse modification of Critical Habitat	T	FT
Federally Listed Plant Species					
<i>Amorpha crenulata</i>	Crenulate lead- plant	Low	No Effect	E	FE
<i>Argythamnia blodgettii</i>	Blodgett's silverbush	Low	No Effect	T	FT
<i>Chamaesyce deltoidea ssp. deltoidea</i>	Deltoid spurge	Low	No Effect	E	FE
<i>Chamaesyce deltoidea pinetorum</i>	Pineland sandmat	Low	No Effect	T	FT
<i>Chamaesyce garberi</i>	Garber's spurge	Low	No Effect	T	FT
<i>Dalea carthagenensis floridana</i>	Florida prairie-clover	Low	No Effect	E	FE
<i>Digitaria pauciflora</i>	Florida pineland crabgrass	Low	No Effect	T	FT
<i>Linum arenicola</i>	Sand flax	Low	No Effect	E	FE
<i>Linum carteri carteri</i>	Carter's small-flowered flax	Low	No Effect	E	FE
<i>Polygala smallii</i>	Tiny polygala	Low	No Effect	E	FE
<i>Sideroxylon reclinatum ssp. austrofloridense</i>	Everglades bully	Low	No Effect	T	FT
<i>Trichomanes punctatum</i>	Florida bristle fern	Low	No Effect	E	E
State-Listed Wildlife and Other Protected Species					
<i>Athene cunicularia floridana</i>	Florida burrowing owl	Low	No adverse effect anticipated	NL	T
<i>Patagioenas leucocephala</i>	White-crowned pigeon	Low	No adverse effect anticipated	NL	T
State-Listed Plant Species					
<i>Asplenium verecundum</i>	Delicate spleenwort	Low	No effect anticipated	NL	E
<i>Basiphyllaea corallicola</i>	Carter's orchid	Low	No effect anticipated	NL	E
<i>Bourreria cassinifolia</i>	Little strongbark	Low	No effect anticipated	NL	E
<i>Chamaesyce porteriana</i>	Porter's spurge	Low	No effect anticipated	NL	E
<i>Coccothrinax argentata</i>	Silver palm	Low	No effect anticipated	NL	T
<i>Conradina grandiflora</i>	Large-flowered rosemary	Low	No effect anticipated	NL	T
<i>Crossopetalum ilicifolium</i>	Christmas berry	Low	No effect anticipated	NL	T
<i>Encyclia cochleata</i>	Florida clamshell orchid	Low	No effect anticipated	NL	E
<i>Galeandra beyrichii</i>	Helmet orchid	Low	No effect anticipated	NL	E
<i>Govenia utriculata</i>	Gowen's orchid	Low	No effect anticipated	NL	E
<i>Ipomea microdactyla</i>	Wild-potato morning-glory	Low	No effect anticipated	NL	E
<i>Ipomea tenuissima</i>	Rocklands morning-glory	Low	No effect anticipated	NL	E
<i>Jacquemontia curtissii</i>	Pineland jacquemontia	Low	No effect anticipated	NL	T
<i>Lantana depressa</i>	Pineland lantana	Low	No effect anticipated	NL	E
<i>Linum carteri var. smallii</i>	Everglades flax	Low	No effect anticipated	NL	E
<i>Lomariopsis kunzeana</i>	Climbing holly fern	Low	No effect anticipated	NL	E
<i>Poinsettia pinetorum</i>	Rockland painted-leaf	Low	No effect anticipated	NL	E
<i>Roystonea elata</i>	Florida royal palm	Low	No effect anticipated	NL	E
<i>Sachsia polycephala</i>	Bahama sachsia	Low	No effect anticipated	NL	T

<i>Selaginella eatonii</i>	Pygmy spikemoss	Low	No effect anticipated	NL	E
<i>Stylosanthes callicola</i>	Everglades pencilflower	Low	No effect anticipated	NL	E
<i>Swietenia mahagoni</i>	West Indian mahogany	Low	No adverse effect anticipated	NL	T
<i>Tragia saxicola</i>	Pineland noseburn	Low	No effect anticipated	NL	T
<i>Tripsacum floridanum</i>	Florida tripsacum	Low	No effect anticipated	NL	T
<i>Verbena maritima</i>	Coastal vervain	Low	No adverse effect anticipated	NL	E

Table 5-1: Summary of Listed Species and Effect Determinations

F = Federally Listed / E = Endangered / T = Threatened / T(S/A) = Threatened due to similar appearance / NL = Not Listed; (1) The bald eagle is neither state nor federally listed; however, this species is federally protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. The bald eagle is also managed in Florida by the FWC's bald eagle rule (FAC 68A-16.002); (2) The osprey is neither state nor federally listed; however, this species is federally protected under the Migratory Bird Treaty Act.

A discussion of potential impacts to each of the species listed in the above table (**Table 5-1**) is included in the NRE, available in the project file. The discussion includes characterizations of each species and potential impacts resulting from the Preferred Alternative. Conservation and/or minimization of impacts measures are also discussed in the NRE. The resulting effect determinations for each species is included in the table above.

Based on the results of database searches, preliminary field reviews, review of aerial photography, and soil surveys, field survey methods for specific habitat types and target species were developed. On August 13 and 14, 2018, qualified biologists familiar with Florida's natural communities conducted a field review of the project study area. Surface water habitats were visually scanned for the presence of protected wading bird species, and canopy trees were examined for utilization by other avian species. All potential nesting and roosting sources for the Florida bonneted bat located within and adjacent to the project study area were visually inspected for evidence of bat utilization. General pedestrian surveys of appropriate habitats throughout the corridor were also conducted to assess the presence of listed/protected plant species within the project study area.

An informal meeting was held on February 16, 2021 with USFWS to discuss the potential occurrence and effect determinations for each species and federally designated critical habitat per the USFWS guidelines (see attached email correspondence with USFWS in the project file). The resulting effect determinations for all of the protected species having a potential to occur within the project limits is "No Effect" (with the exception of the West Indian manatee which, per the Programmatic Key, was determined to "may affect, not likely to adversely affect").

Please note that since the project is located within the designated urban development area in Miami-Dade County for the Florida bonneted bat, the Consultation Key does not apply. As the project is located in a highly urbanized area, there have been no recorded observations within the project limits or close proximity thereof, and no potential habitat or evidence of use by the species was observed during the field survey, it was determined that the proposed project would have "no effect" to the Florida bonneted bat. This finding was discussed during the informal meeting with USFWS held on February 16, 2021 (see attached email correspondence with USFWS).

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

To fully protect, preserve, and enhance wetlands, MDPROS has assessed wetlands that may be affected by the proposed multi-use trail project.

On August 13 and 14, 2018, qualified biologists familiar with Florida's natural communities conducted a field review of the project study area to verify preliminary surface water boundaries and land use classifications. Mapped surface water habitat boundaries were field verified in accordance with the State of Florida Wetlands Delineation Manual (Chapter 62-340, FAC) and the guidelines found within the Regional Supplement to the US Army Corps of Engineers (USACE) Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region (USACE 2010). During the field investigation, surface waters within the project study area were visually inspected and recorded. Attention was given to identifying plant species composition for each community. Exotic plant infestations and other disturbances (such as soil subsidence, clearing, canals, power lines, etc.) were noted. Wildlife observations and signs of wildlife usage within each surface water habitat within the project study area were also documented.

Surface Waters Features

Based on the methodology described above, a total of two (2) "other surface waters" were identified within the Preferred Alternative; both consist of upland-cut flood-control conveyances. Both canals are South Florida Water Management District (SFWMD) facilities (C-3/Coral Gables Canal and C-4/Tamiami Canal), which flow east through the project study area (see **Attachments** for a Surface Water Locations Map). Neither canal is hardened along the shoreline.

The two (2) canals, which collectively total 0.3 acre within the study area, are classified by Florida Land Use, Cover and Forms classification (FLUCFCS) code and USFWS designation in **Table 5-2**.

SW ID	FLUCFCS Description	FLUCFCS Code	USFWS Wetland Classification (1)	Acres in Study Area
SW-1	Upland-Cut Canal	514	R2UB2Hx	0.1
SW-2	Upland-Cut Canal	514	R2UB2Hx	0.2
Total				0.3

Table 5-2: Summary of Individual Surface Waters

(1) USFWS Wetland Classification Descriptions: R2UB2Hx: Riverine, Lower Perennial, Unconsolidated Bottom, Sand, Permanently Flooded, Excavated

Wetland and Other Surface Water Impacts

No permanent wetland or "other surface water" impacts will result from the Preferred Alternative, as the two (2) canal crossings will consist of single-span bridges with no in-water pilings proposed. However, temporary construction impacts may result from removal of existing in-water pilings. Any temporary construction impacts will be temporary and minor in nature and are not expected to adversely affect the water quality within the two (2) canals, as best management practices will be utilized during construction. Minimization measures will include measures included in FDOT's Standard Specifications for Road and Bridge Construction (e.g., temporary turf, rolled erosion control products, sediment

containment systems, runoff control structures, sediment barriers, inlet protection systems, silt fences, turbidity barriers).

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The project area is generally located outside of the 100-year floodplain, in flood insurance rate Zone X. However, from SW 43rd Street to SW 40th Street, the project is located within Zone AH with a Base Flood Elevation of 9.00, and from the Tamiami Canal (C-4) to the northern Project Terminus, the project is located within Zone AH with a Base Flood Elevation of 7.00. A Stormwater Management Report has been prepared for this project, is included in the project file, and will be updated during the Final Design Phase.

Both of these encroachments into Zone AH, however, will be minor in scope, and will be 100% compensated for through increased storage provided by the proposed drainage swales. These proposed swales will be able to provide enough storage to maintain overall basin storage capacities at pre-development levels and also compensate for the increase of stormwater runoff due to the increase of impervious area.

The proposed drainage improvements associated with the project will perform hydraulically in a manner equal to or greater than the existing conditions (no treatment), and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Any localized flooding will not increase as the result of this project. Therefore, it has been determined that any encroachment upon the base floodplain is not significant.

5.5 Sole Source Aquifer

Biscayne Aquifer

The project limits lie within the boundaries of the Biscayne Sole Source Aquifer. In accordance with the Sole Source Aquifer Program, authorized by Section 1424(e) of the Safe Drinking Water Act of 1974, the FDOT coordinated with the EPA (by providing the completed Water Quality Impact Evaluation Checklist and the EPA Sole Source Aquifer Checklist) for concurrence that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project.

The Biscayne Aquifer is the principal source of drinking water for Miami-Dade County. The aquifer is a surficial, unconfined aquifer, which extends from the ground surface to a depth of more than 300 feet along the coast. The depth to groundwater fluctuates from two (2) to three (3) feet above mean sea level during the wet season to one (1) foot above mean sea level during the dry season. Recharge of the aquifer is through infiltration of precipitation and surface water. Since the aquifer is surficial, the groundwater within it can be affected by various land uses. The proposed project is not anticipated to have negative impacts to the Biscayne Aquifer system. All necessary precautions and best management practices pertaining to construction will be followed to prevent adverse impacts to the underlying sole source aquifer.

The EPA provided concurrence on 06/24/2021 that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project (see attached Sole Source Aquifer Coordination Letter).

5.6 Water Resources

No permanent wetland or "other surface water" impacts will result from the Preferred Alternative, as the two (2) canal crossings will consist of single-span bridges with no in-water pilings proposed. However, temporary construction impacts may result from removal of existing in-water pilings. Any temporary construction impacts will be temporary and minor in nature and are not expected to adversely affect the water quality within the two (2) canals, as best management practices will be utilized during construction. Minimization measures will include measures included in FDOT's Standard Specifications for Road and Bridge Construction (e.g., temporary turf, rolled erosion control products, sediment containment systems, runoff control structures, sediment barriers, inlet protection systems, silt fences, turbidity barriers).

Stormwater Management

The project is in Miami-Dade County, Florida, contained within unincorporated Miami-Dade, and is within the jurisdictional boundary of the SFWMD, and Miami-Dade Regulatory and Economic Resources (DRER), specifically within the C-2, C-3, and C-4 drainage basins.

SFWMD and DRER have established several criteria for water quality, depending on the proposed type of stormwater treatment facility. The existing corridor is a former railway which does not contain a stormwater management system. Currently, the runoff is treated via overland flow and natural percolation. Existing soil infiltration rates range from good to excellent. Stormwater runoff will be treated through a system of stormwater conveyance/collection swales, thereby maintaining overall water quality and providing adequate flood protection within the existing ROW and all adjacent properties.

Based on the conceptual drainage design evaluation for the proposed improvements, the stormwater management facilities will meet FDOT drainage criteria as well as SFWMD and DRER permit criteria. The improvements will have no negative drainage impacts to the surrounding areas and the proposed stormwater management facilities will have the capacity to adequately treat and attenuate roadway runoff within the project limits.

The proposed drainage systems will be designed to be able to meet SFWMD and DRER water quality criteria, as well as SFWMD and FDOT Pre-Post attenuation discharge criteria. The SFWMD and the FDOT require that the pre-development offsite discharge rates not be exceeded by the proposed design for the SFWMD's 25 year - 72 hour storm, as well as the greater of the 100 year - one (1) hour, 100 year - eight (8) hour, or the 100 year - 24 hour events. The Miami-Dade County requirements meet or exceed the SFWMD water quality and water quantity requirements. The improvements will have no negative drainage impacts to the surrounding areas and the proposed stormwater management facilities will have the capacity to adequately treat and attenuate roadway runoff within the project limits. Therefore, water quality impacts to downstream receiving waters are not anticipated to occur.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

This project is a Type III project according to the provisions of 23 CFR 772 and Section 335.17, F.S., therefore noise analysis or consideration of abatement measures is not required.

The trail will prohibit motorized uses and is therefore not expected to impact existing use present along the project corridor. The location of noise sensitive sites including proximate residential use and some outdoor recreation areas are present throughout the project corridor. Temporary noise or vibration effects resulting from construction activities will be minimized through adherence to the controls listed in the latest edition of the *FDOT Standard Specifications for Road and Bridge Construction*.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to not change the Level of Service (LOS) and not change delay and congestion on all facilities within the study area.

The proposed project is located in Miami-Dade County which is currently designated as being in attainment for meeting the Environmental Protection Agency's NAAQS for six air pollutants - ozone (O₃), nitrogen dioxide (NO₂), particulate matter [one for "coarse" particles (PM₁₀) and one for "fine" particles (PM_{2.5})], sulfur dioxide (SO₂), carbon monoxide (CO), and lead (Pb).

The project alternatives were not subjected to a CO screening model since the project does not meet the following thresholds:

1. The project is an Environmental Impact Statement (EIS) and/or;
2. The total vehicular delay time (veh-hours) at an intersection in the design year build condition is projected to increase when compared to the design year no-build condition and/or;
3. The project is expected to have community controversy regarding air quality.

6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was prepared and is available in the project file.

After a review of all available data, such as agency file reviews at FDEP, Miami-Dade County Department of Environmental Resources Management (DERM), the Environmental Data Resources (EDR) database report, Ludlam Trail Corridor Phase I and Phase II reports, aerial photography, and confirmed by site reconnaissance, contamination of soil and groundwater has been documented in the vicinity and within the project corridor. A total of 15 sites of potential environmental concern were identified within the applicable buffers of project corridor; of these, two (2) sites, including the proposed corridor, are rated as High risk, five (5) sites are rated as Medium risk, and eight (8) sites are rated as Low risk

(see **Table 6-1** and the **Attachments** for the *Potential Contamination Site Map*). The status of the sites will be updated accordingly at each future design phase.

Rank	Property Description	DERM Permit # / FDEP Facility ID	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project Corridor	Contamination Concern/ Regulatory Status
H1	Ludlam Trail Corridor NW 7th St to SW 80th St at SW 69th Ave, Miami, FL	HWR-836	DERM	No	--	Existing arsenic/ Polycyclic Aromatic Hydrocarbon (PAH) contamination in soils and groundwater
H2	Jak Service Center Inc. DBA United Fuel 6900 SW 8th Street Miami, FL	8503663	FDEP	Yes	100 feet east	Existing petroleum contamination in groundwater/ Site Assessment
M1	Robert King High Park 7025 W Flagler Street Miami, FL	HWR-00915, CLII- 20100048/ 104915	FDEP	No	80 feet west	Existing arsenic contamination in groundwater/ Site Closure
M2	Dade County School Board - Transportation 7011 SW 4th Street Miami, FL	UT-01354, IW5-03102/ 8628726	FDEP	No	150 feet east	Existing petroleum contamination in soil and groundwater/ Multiple Status
M3	Farina's Radiators 918 SW 69th Avenue Miami, FL	UT-02171, IW5-00640/ 8839885	FDEP	No	100 feet east	No information available for review/ No cleanup required
M4	Braman Honda 7000 Coral Way Miami, FL	IW5-12042/ 8943259	FDEP	No	150 feet west	Historical metal contamination in the vicinity/ No cleanup required
M5	Gold Coast Oil Corp 2835 SW 71st Avenue Miami, FL	HWR-00141/ ERIC_3786	USEPA/ FDEP	No	1,000 feet west	Historical chlorinated solvent contamination in groundwater
L1	Gort's Car Wash 6850 SW 8th Street Miami, FL	9101916	FDEP	No	380 feet east	Historical petroleum in soil/ Site Assessment
L2	Al Springer Roofing Inc. 890 SW 69th Avenue Miami, FL	UT-00746/ 9046905	FDEP	No	Adjacent, 80 feet east	Existing petroleum contamination in groundwater/ Remedial Action
L3	Chevron Coral Way 6901 Coral Way Miami, FL	UT-00455/ 8505946	FDEP	Yes	150 feet east	No Concerns/ No Further Action (NFA)
L4	Danville-Findorff Inc. 2811 SW 70th Avenue Miami, FL	UT-03079, IW5-03460/ 8622111	FDEP	No	150 feet west	No Concerns/ Site Rehabilitation Completion Order (SRCO)
L5	L3 Harris Dade TCC S23 3925 SW 70th Avenue Miami, FL	8622135	FDEP	No	100 feet west	No Concerns/ NFA

L6	PJ Constructors 4100 SW 70th Court Miami, FL	9100997	FDEP	No	400 feet west	No Concerns/ Site Rehabilitation Completion Report (SRCR)
L7	Gulfside Supply Inc. 4241 SW 70th Court Miami, FL	UT-02520/ 8629013	FDEP	No	100 feet west	No Concerns/ NFA
L8	Causey Roofing Corp 7004 SW 45th Street Miami, FL	8736441	FDEP	No	Adjacent	No Concerns/ NFA

Table 6-1: Potential Contaminated Sites in the Vicinity of the PD&E Study

The FDOT District 6 Environmental Management Office will utilize the information contained in the CSER to determine the need for additional investigation during the design phase of the Project. A Level II Contamination Assessment investigation will be conducted during the design phase, should any become necessary for sites H2, M1, M2, and M5 (as described in the table above).

For H1 (Ludlam Corridor), due to the documented contamination (details of contamination are included in the CSER), a Soil Management Plan as requested by Miami-Dade County Regulatory and Economic Resources (RER) will need to be prepared and approved by RER. Any construction work within the corridor should be conducted in accordance with the Soil Management Plan. A site specific Health and Safety Plan and a Dust Control Plan will need to be included as well.

Two bridges are present along the project corridor:

- Located on the Coral Gables Canal (C3) approximately 0.5 mile north of SW 40th Street, near the intersection of the project corridor and N Waterway Drive and
- Located on Tamiami Canal (C4) approximately 0.1 mile north of the intersection of the project corridor and West Flagler Street.

The proposed construction includes removal of these two (2) existing bridges and replacement of each with a single span bridge. Considering the age of these bridges, prior to any proposed construction activities, such as repairs, modifications or demolition, appropriate testing will be required for heavy metals and/or asbestos-containing materials.

The existing groundwater contamination will be taken into consideration during drainage design phase for the subject project. The drainage design will be finalized during the design phase. Previously unidentified areas of contamination in construction will be addressed through adherence of FDOT Standard Specifications for Road and Bridge Construction subsection 120.1.2. Please note that the brownfields previously mentioned in sections 3.1 and 3.5 are not located within the project area. For more information regarding contamination, please refer to the CSER, which can be found in the project file.

6.4 Utilities and Railroads

Utilities

During the Final Design phase, further coordination with the UAOs along the project corridor will be required. UAOs are listed below in **Table 6-2**. Based on the preliminary design and utility information available at this time, minimal impacts are anticipated to the existing utilities. Since the project generally occurs within a former railroad ROW, there are few

longitudinal utilities along the corridor. The majority of the existing utilities within the project limits are located along major arterial and local street crossings of the proposed Ludlam Trail.

Utility Agency / Owner (UAO)	Facility
American Traffic Solutions	Communications / Electric
AT&T - Florida	Telephone
AT&T - Transmission	Communications / Fiber Optics
Atlantic Broadband	Cable TV
CenturyLink is now Lumen (CenturyLink), formerly Qwest Communications	Fiber Optic
Comcast Cable	Cable TV & Fiber
Crown Castle Fiber	Fiber
FDOT D6 Drainage Department	Drainage Facilities
Fiberlight, LLC is now Atlantic Broadband	Fiber Optic
Florida City Gas	Natural Gas Distribution System
Florida Gas Transmission	Gas Pipeline-Coral Springs
Florida Power & Light Distribution	Electric
Florida Power & Light Transmission	Electric
Hotwire Communications, LLC	Fiber, Telephone, Cable TV, Coax
Level 3 is now Lumen (Level 3) (same as CenturyLink)	Fiber Optic
MCI / Verizon	Communications / Fiber Optic
Miami-Dade County Public Schools	Sewer
Miami-Dade County Public Works	Traffic / Street Lights
Miami-Dade DTPW	Street Lighting
Miami-Dade DTPW	Traffic Signals
Miami-Dade ITD	Fiber Optic
Miami-Dade Water & Sewer	Water & Sewer

Table 6-2: UAO Contact List

Since Florida Gas Transmission (FGT) utilities are located within the project corridor, in accordance with FGT's Global Agreement with FDOT, the Final Design phase will require further coordination with FGT. For additional details, please refer to the Utility Assessment Package (UAP), Appendix G in the PER and in the project file.

Proposed bridge locations will be further defined during the Design Phase with the aid of Subsurface Utility Engineering (SUE) to determine utility impacts, if any.

Railroads

The Ludlam Trail Corridor is a former rail corridor. The rails have since been removed. Just north of the project, outside of the project limits (north of NW 7th Street), is the CSX rail line.

In December 2018, MDPROS acquired the land formerly used as a railroad corridor from FECR. Approximately one (1) mile of the northernmost section of the corridor has an Interim Trail Use designation by the Surface Transportation Board (STB) and, although the rails have been removed, the corridor could be re-activated for railroad use in the future. The

remaining approximate five (5)-mile portion of the corridor has been fully abandoned from railroad use since 2006.

This project will not impact any existing railroads.

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Construction noise and vibration impacts to the project corridor will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction. According to Section 335.02 of the Florida Statutes, the FDOT is exempt from compliance with local ordinances. However, FDOT aims to follow the requirements of local noise level ordinances to the extent that is considered reasonable. Also, the contractor will be instructed to coordinate with the MDPROS project Architect of Record and the FDOT Noise Specialist should unanticipated noise or vibration issues arise during project construction.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with the FDOT's latest edition of *Standard Specifications for Road and Bridge Construction* and through the use of BMPs.

During the Final Design phase, maintenance of traffic (MOT) and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used to provide notice of access to local businesses and other pertinent information to the traveling public. Applicable provisions of the FDOT's latest edition of *Standard Specifications for Road and Bridge Construction* will be followed.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report.

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

WMD Right of Way Permit

Status

To be acquired

To be acquired

To be acquired

Permits Comments

In addition to the listing of required permits discussed in this section, DERM permits may be required depending on final project details to be determined during the subsequent phase of the project (i.e., final design). For example, a Miami-Dade County Tree Permit would be required prior to the removal and/or relocation of any tree that is subject to the tree preservation and protection provisions of the Code. A DERM Class II permit may be required for any proposed drainage system that contains an outfall or overflow system in, on, or upon any water body of Miami-Dade County. The specific DERM permit requirements for this project will be determined during final design, which may include but are not limited to, DERM Class VI for drainage within a contaminated site as well as a DERM Class IV for impacts to the canal bank.

The portion of the C-4 Canal in the northern section of the project is located within the limits of USACE retained waters. Therefore, the USACE will retain jurisdiction for the section 404/10 permitting process. It is anticipated that a Regional General or Nationwide Permit will be required from the USACE.

Canal ROW permits may be required by the SFWMD for the two (2) proposed canal crossings. Coordination with the SFWMD will be necessary during the environmental permitting process.

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

MDPROS has incorporated public outreach techniques (ex: mail, telephone, web, face-to-face, one-on-one, and in groups) that include a high degree of citizen participation in this project. MDPROS currently maintains a list of elected and appointed local, state, regional, and federal officials, municipal sub-committees, technical staff, agencies, municipalities, and community groups for communication and updates regarding the Ludlam Trail project.

Miami-Dade County's project website -- www.miamidade.gov/ludlamtrail -- includes project specific information such as FAQ's, meeting dates, recordings of meeting presentations, draft plans, etc. that the public can reference for project information. The website also includes a means by which the public can submit comments or questions to the project team.

Solicitation for public participation may be made by MDPROS through direct mail, at group meetings, advertisement in newspaper and social media, and/or via door to door dissemination of project information collaterals, as needed. Public solicitation for this project will be available by MDPROS using plain language and in Spanish and Creole for those with limited English proficiency (LEP). The notification documents may include, but not be limited to, direct mailings, project information brochures, project fact sheets, meeting flyers, and hearing handouts. The Public Involvement Plan (PIP) located in the project file provides additional information on public involvement.

Some of the specific community outreach techniques used by MDPROS to notify the public and solicit input into the project development process are in **Table 9-1**.

Meeting	Outreach Activities
Public Information Meeting (Virtual) Date: November 19, 2020 Attendance: Approximately 400	<ul style="list-style-type: none"> • Project Fact Sheet (English, Spanish, and Creole) • Newspaper Ad (English, Spanish, and Creole) • Meeting Invitation (English, Spanish, and Creole) • Press Release • Website (www.miamidade.gov/ludlamtrail) • Meetings with Homeowners • Contact Phone Number/E-mail • Identification of Stakeholders • Identification of Property Owners • Identification of Elected Officials • Direct Mail to Property Owners • Direct Mail to Elected Officials • Florida Administrative Rules Ad • FAQs • Comments Coordination

Table 9-1: Public Involvement Activities

MDPROS hosted an Public Information Meeting on November 19, 2020 from 6:00 to 8:00 pm to engage the public, gather additional input, and inform neighbors and the community about the ongoing progress of the project. The meeting was advertised through mail-outs, newspaper ads, e-mail, the Miami-Dade County website, social media, flyers, and stakeholder meetings.

More than 400 people participated in the 2-hour interactive online Public Information Meeting. Additionally, a recording of the meeting and a copy of the presentation were posted to the Ludlam Trail project website at www.miamidade.gov/ludlamtrail. A 21-day public comment period followed the virtual information meeting during which

291 written comments were received. The comments were reviewed by staff and incorporated into the project. The primary topics of the comments received included:

Design Concerns - 119 Comments (41%)

- Lights after dark: How will they impact adjacent properties
- Landscaping and planting selections; consider native and more shade trees
- How will existing fences be impacted
- What will the private development nodes look like
- Requests to see designs
- Requests for more detail on road crossings

Overall Safety and Trail Comfort - 57 Comments (20%)

- Concerns about shelters attracting vagrants
- Amenities along trail like restrooms and other Concessions
- Privacy of adjacent private properties
- Parking and distance to trail
- Security of trail after dark
- Hours of operation for public

Connections and Trail Access - 34 Comments (11%)

- Access from adjacent private properties
- Access to lakes and canals along trail
- Timing of public access to trail
- ADA access for wheelchair users, cyclists, and strollers, etc.

Trail Use - 16 Comments (5%)

- Pet friendly trail with water stations
- Suggestions for horses on part of the trail
- Restrictions on electric or motorized bicycles or wheelchairs
- Delivery and drop-off lanes near trail

Next Steps - 22 Comments (8%)

- Effects on property values along trail
- Timing of construction and phasing
- Cost benefit analysis on trail
- Funding for project
- Maintenance of proposed trail

Other Topics - 43 Comments (15%)

- Concerns about flooding on adjacent property
- Interest in historical monuments or interpretive signage along trail
- Requests to stay involved in process
- Events like "Ludlam Lights" were a success; bring that back
- Potential encroachments along the trail right-of-way: How will it be managed

Date of Public Hearing: 08/24/2021

Summary of Public Hearing

A Public Hearing (PH) for the Ludlam Trail PD&E Study was held on Tuesday, August 24, 2021, from 6:00 pm to 8:00 pm. The PH was conducted in a hybrid fashion, simultaneously being a virtual meeting hosted online via Zoom as well as physically located at the Miami-Dade County Main Library, 101 West Flagler Street, Miami, Florida, 33130. Twelve (12) attendees, including elected official representatives, and eleven (11) team members, including MDPROS staff, participated in person. In addition, 136 people, including elected officials, attended the Zoom meeting (of 185 registrants).

MDPROS, in coordination with the FDOT and the Florida Department of State Division of Historical Resources (DHR), conducted the PH to present the Preferred Alternative for the Ludlam Trail. A letter announcing the PH was mailed to public officials, agencies, and other stakeholders and interested parties on July 26, 2021; sent to Native American All comments received were taken into consideration in the development of the project. tribes via certified mail on July 28, 2021; and mailed to property owners on August 2, 2021. An advertisement was published in English in the *Miami-Herald* on August 1 and August 15, 2021; in Spanish in *El Nuevo Herald* on August 5 and August 12, 2021; and in Creole in *Le Floridien* on August 1 and August 15, 2021. The Florida Administrative Record (FAR) advertisement was published on August 17, 2021.

All of the PD&E Study reports, inclusive of an updated, comprehensive set of 15% conceptual engineering plans were available for public review (21 days prior to the PH) and through a 21-day comment period following the hearing. The documents were placed on display at both the A. D. Barnes Park Rental Office (3401 SW 72 Avenue, Miami, FL 33155) and the Fairlawn Branch Library (6376 SW 8 Street, West Miami, FL 33144).

Project information, including the PH invitation, project fact sheet, and updated FAQ, along with the project documents, was also posted on the project website at www.miamidade.gov/ludlamtrail in advance of the PH. The day of the PH, all meeting materials, including the zoomable, 30-foot-long colored roll plot of the project corridor and all 12 informational boards, were also posted to the website. The display boards included typical sections of the Preferred Alternative, a project location map, the evaluation matrix, and project schedule, as well as compliance citations, laws, and regulations. Project handouts at the PH included a project fact sheet, comment cards, speaker request cards, and translations of the presentation (in Spanish and Creole).

During the formal portion of the PH, a PowerPoint presentation was made which included opening remarks and introductions, project information, the project's Purpose and Need and planning consistency, and impacts of the Preferred Alternative, along with schedule and cost and funding information. MDPROS staff, DHR staff, and the consultant team were available to answer questions during the open house portion of the PH. Following the presentation, the formal public comment period for the PH opened and remained open for 21 days, through September 14, 2021.

During the public hearing, two (2) written comment cards were received, 79 comments were typed in the online box, one (1) oral statement was made directly to the court reporter, three (3) people completed speaker cards, and 11 oral statements were made by online participants. Additional comments were made via calls, e-mails, social media, U.S. Mail, and via the project website. A total of 120 comments were made during the PH official comment period and an additional two (2) comments were received after the official comment period had closed.

In general, comments were supportive of the project and the Preferred Alternative and the main concern was with the project schedule, desiring the project to be open sooner than currently planned. Comments were received regarding the details of facilities and amenities proposed along the trail (shelters, restrooms, parking, tables and benches, lighting, landscaping, and water access); security, fencing along the trail (both for and against), and access points into

neighborhoods and homeowner associations; and at-grade roadway crossings and bridges. Comments were made about the contamination found in the corridor; and that a number of Florida bonneted bats (a federally endangered species) have recently been recorded roosting in A. D. Barnes Park in the vicinity of the proposed trail.

Comments regarding issues outside of the project limits or scope were also provided, such as connecting Ludlam Trail to other trails in the County and maintenance of trees and trash where the trail abuts private property. These items will be evaluated on a case-by-case basis by MDPROS through separate efforts. Questions concerning what the private Development Nodes are proposing were directed to the appropriate private developer contacts.

All comments received were taken into consideration in the development of the project. Responses to comments were provided by MDPROS throughout the duration of the public review period. Copies of the PH materials, public comments and responses, and the official Public Hearing transcript are included in the Comments and Coordination Report, available in the project file.

10. Commitments Summary

1. Design funding has been identified for the full length of the project limits and the TIP and STIP will be updated with the Miami Dade Transportation Planning Organization and appropriate FDOT offices within six months of approval of this Type 2 Categorical Exclusion document.
2. MDPROS is committed to coordinating with DERM and Florida Department of Agriculture and Consumer Services (FDACS) during final design and construction to ensure the protection of the pine rockland community located within A.D. "Doug" Barnes Park.
3. Consistent with the recommendation by USFWS provided in the ETDM Summary Report, MDPROS will, to the maximum extent practicable, use native wildflowers, bushes, and trees in the landscaping of the trail to benefit fish and wildlife resources (including pollinators such as butterflies and bees).
4. MDPROS is committed to re-surveying for the Florida bonneted bat during final design, prior to construction activities. All surveys will be conducted in accordance with the most current USFWS survey guidelines, currently entitled Florida Bonneted Bat Consultation Guidelines, dated October 2019. If any signs of the Florida bonneted bat are observed, MDPROS is committed to reinitiating coordination through FDOT with the USFWS and consultation, as necessary.
5. MDPROS will incorporate the USFWS's most current protection guidelines for the eastern indigo snake, currently entitled Standard Protection Protocols for the Eastern Indigo Snake, into the final project design and will require that the construction contractor abide to the guidelines during construction.
6. During the construction phase of this project, MDPROS and their selected contractor will adhere to the FWC's Standard Manatee Conditions for In-Water Work, 2011.
7. Should protected plant species be identified within the project impact area during the design and permitting phase, MDPROS is committed to reinitiating coordination through FDOT with DERM and FDACS, and/or other agencies as appropriate, to allow for relocation to adjacent habitats or other suitable protected lands prior to construction.
8. During the construction phase of this project, MDPROS and their selected contractor will adhere to the Florida stormwater management program per the Water Resources Implementation Rule (Chapter 62-40.431 FAC) and implement best management practices to avoid, where possible, and otherwise minimize adverse impacts to surface waters and water quality within the project limits.
9. Miami-Dade County will continue to coordinate with FDOT, and USFWS as needed, regarding the Florida bonneted bat (FBB), prior to the County conducting FBB Surveys during future phases of the project development.
10. Due to the documented soil and groundwater contamination, a Soil Management Plan (along with Health and Safety Plan, Dust Control Plan, and Air Monitoring Plan) will be prepared prior to submitting the construction/drainage plans. Any proposed activities related to soil handling and stormwater management must be conducted in accordance with these plans.

11. Technical Materials

The following technical materials have been prepared to support this environmental document and are included in the Project File.

Sociocultural Effects Evaluation (SCE)
Cultural Resources Assessment Survey (CRAS)
Preliminary Stormwater Management Report
Natural Resources Evaluation (NRE)
Sole Source Aquifer - EPA Concurrence
Water Quality Impact Evaluation (WQIE)
Correspondence with US Fish and Wildlife Service
Contamination Screening Evaluation Report (CSER)
Air Quality Technical Memorandum (AQTM)
Utilities Assessment Package
Typical Section Package
Other Supporting Documentation for PD&E Engineering
Other Supporting Documentation for PD&E Engineering
Preliminary Engineering Report
Public Involvement Plan (PIP)
Public Information Meeting Newspaper Ad - in English, Spanish, and Creole
Public Information Meeting Notice - Published Florida Administrative Register Ad
Public Information Meeting Materials - Fact Sheet in English, Spanish, and Creole
Public Information Meeting - Invitation Letter to Elected Officials
Public Information Meeting - Invite in English, Spanish, and Creole
Public Information Meeting - Summary Memo
Public Information Meeting - Question and Answer Summary Log
Public Information Meeting - Invitation Letter to Property Owners, in English, Spanish, and Creole
Public Information Meeting - Presentation

Attachments

Planning Consistency

Project Plan Consistency Documentation

Social and Economic

Land Use Map

Cultural Resources

SHPO Concurrence Letter, August 27, 2020

Section 4(f) Report

Natural Resources

USFWS Correspondence Email, July 21, 2021

Sole Source Aquifer USEPA Concurrence Letter

Surface Waters Map

Physical Resources

Potential Contamination Site Map

Public Involvement

Public Hearing Transcript

Public Hearing Certification Documentation

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation



MISCELLANEOUS

TPO Project No: **DT4166605**
 LRTP Ref: 07-72
 County: MIAMI-DADE
 Roadway ID:
 Lanes Exist:
 Lanes Improved:
 Lanes Added:
 Project Length:
 District: 6

Project Description: **MIAMI DADE COUNTY - LUDLAM TRAIL CORRIDOR ACQUISITION**

Type of Work: **BIKE PATH/TRAIL** SIS or Non-SIS: **No**

Extra Description:

		Proposed Funding (in \$000s)							
PHASE :	Funding Source	<2023	2022 - 2023	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	>2027	All Years
		5,000	0	0	0	0	0	0	5,000
RIGHT OF WAY	Total	5,000	0	0	0	0	0	0	5,000

RESPONSIBLE AGENCY: **FDOT**

Item Segment **TOTAL ALL Years ALL Phases:** **\$5,000**
 Item Number: 416660 Item **TOTAL ALL Years ALL Phases ALL Segments:** **\$74,778**

TPO Project No: **DT4166606**
 LRTP Ref: 07-72
 County: MIAMI-DADE
 Roadway ID:
 Lanes Exist:
 Lanes Improved:
 Lanes Added:
 Project Length:
 District: 6

Project Description: **LUDLAM TRAIL CORRIDOR SEGMENT B PHASE 1**

Type of Work: **BIKE PATH/TRAIL** SIS or Non-SIS: **No**

Extra Description:

		Proposed Funding (in \$000s)							
PHASE :	Funding Source	<2023	2022 - 2023	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	>2027	All Years
		8,894	0	0	0	0	0	0	8,894
PRELIMINARY ENGINEERING	Total	8,894	0	0	0	0	0	0	8,894

RESPONSIBLE AGENCY: **MIAMI-DADE COUNTY FLORIDA**

Item Segment **TOTAL ALL Years ALL Phases:** **\$8,894**
 Item Number: 416660 Item **TOTAL ALL Years ALL Phases ALL Segments:** **\$74,778**



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- [Projects](#)

Web Application

Federal Aid Management Cynthia Lorenzo - Director

STIP Project Detail and Summaries Online Report

**** Repayment Phases are not included in the Totals ****

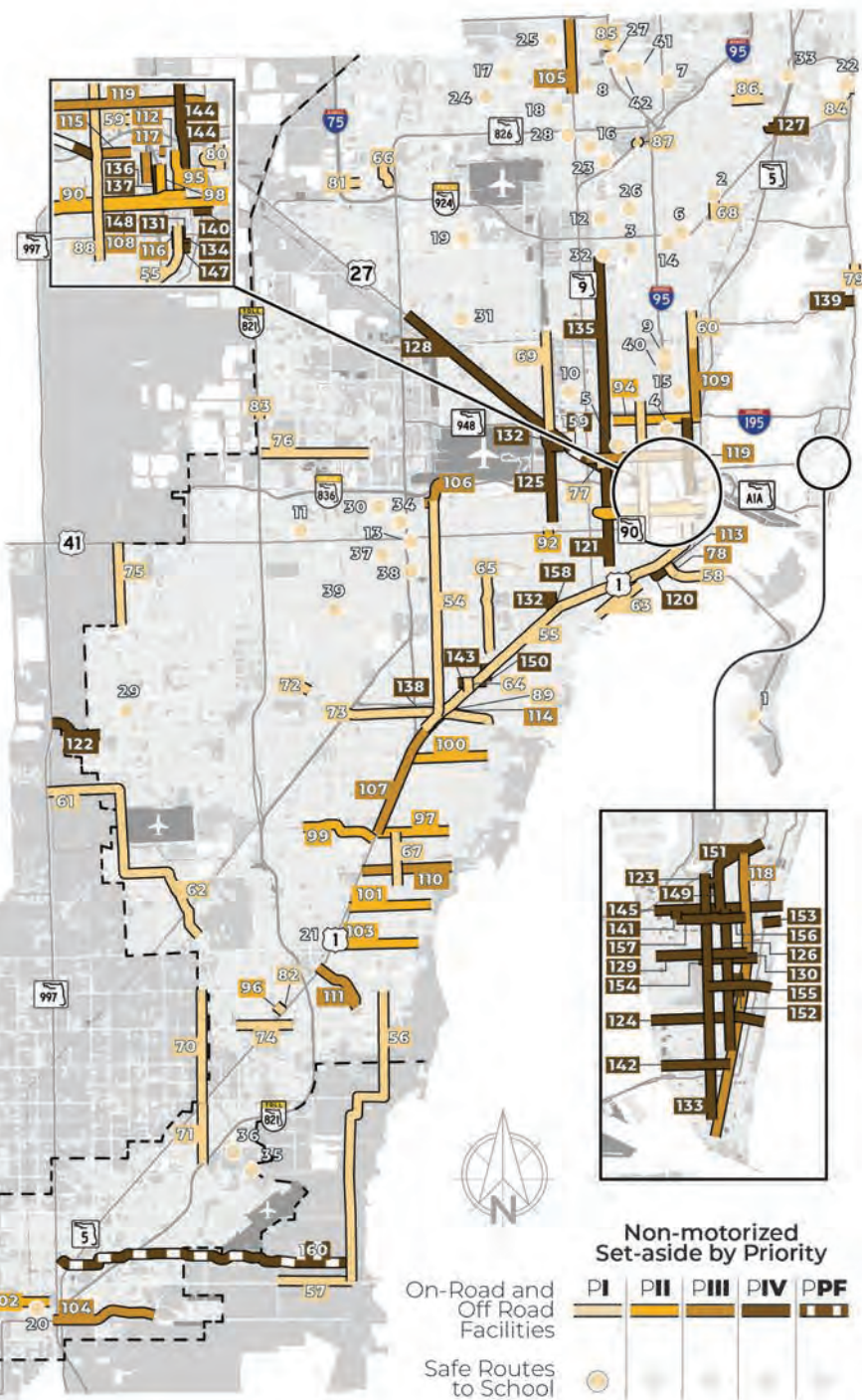
Selection Criteria	
Approved STIP Financial Project: 416660 6 As Of: 7/1/2022	Detail County/MPO Area: Miami-Dade

MISCELLANEOUS								
Item Number: 416660 6		Project Description: LUDLAM TRAIL CORRIDOR SEGMENT B PHASE 1						
District: 06	County: MIAMI-DADE	Type of Work: BIKE PATH/TRAIL			Project Length: 0.000			
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026	All Years
PRELIMINARY ENGINEERING / MANAGED BY MIAMI-DADE COUNTY - BOARD OF CO								
Fund Code:	LF-LOCAL FUNDS	8,261,418						8,261,418
	SA-STP, ANY AREA	603	4,397					5,000
	TALT-TRANSPORTATION ALTS-ANY AREA	627,531						627,531
Phase: PRELIMINARY ENGINEERING Totals		8,889,552	4,397					8,893,949
Item: 416660 6 Totals		8,889,552	4,397					8,893,949
Project Totals		8,889,552	4,397					8,893,949
Grand Total		8,889,552	4,397					8,893,949

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
 Federal Aid Management
 Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

TABLE 7-9: BICYCLE AND PEDESTRIAN PROJECTS (CONTINUED)



MAP ID	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	TOTAL PROJECT COST (2018 \$)
PLAN PERIOD I (CONTINUED)					
49	City of Miami Shores - Multimodal Mobility Improvements			Areawide Improvements	\$2,103
50	Town of Cutler Bay Bike/ Ped Facility improvements			Areawide Improvements	\$524,000
51	City of Coral Gables - Last Mile Transit Stop Improvements			Areawide Improvements	\$2,003,000
52	Safety St Light Retrofits			Areawide Improvements	\$5,918,000
53	Village Of Virginia Gardens - Community Bicycle & Pedestrian Improvements			Areawide Improvements	\$1,403,000
54	Ludlam Bikepath	Dadeland North	NW 7 St (Luis Sabines Way)	Trail Improvements	\$94,000,000
55	The Underline	Dadeland South	Miami River	Trail Improvements	\$120,450,000
56	Biscayne Trail Segment "D"	SW 328 St/ SW 117 Ave	Homestead Bayfront Park	Trail Improvements	\$1,850,000
57	Biscayne Trail Segment "D" Phase II	SW 117 Ave	SW 137 St	Trail Improvements	\$1,675,000

Values in Thousands YOY \$
YOY: Year of Expenditure

		PLAN PERIOD I: 2020-2025		PLAN PERIOD II: 2026-2030		PLAN PERIOD III: 2031-2035		PLAN PERIOD IV: 2036-2045	
2020-2024 TIP FUNDING	TOTAL 2045 PLAN (YOE \$)	PRE-ENG	CON/DB	PRE-ENG	CON/DB	PE/PDE	CON/DB	PE/PDE	CON/DB
\$2.103		\$267.000	\$1,836.000						
\$0.524		\$100.000	\$424.000						
\$2.003		\$164.000	\$1,839.000						
\$0.806			\$806.000						
\$1.403		\$40.000	\$1,363.000						
\$8.713		\$713.000	\$8,000.000						
\$80.115		\$17,205.000	\$62,910.000						
\$1.850			\$1,850.000						
\$1.675		\$150.000	\$1,525.000						

BOLD PHASE FUNDS ARE INCLUDED IN THE 2019/2024 MIAMI-DADE TIP

** Safe Routes to School - funded as a program 2020/2024 Miami-Dade County TIP

March 30, 2020

Xiomara Nunez, M.B.A
District Local Program Administrator
Florida Department of Transportation
Program Management Room 6112B
1000 NW 111th Avenue
Miami, Florida 33172

Subject: Ludlam Trail Design Phase – Confirmation of Match

Dear Ms. Nunez,

In support of the Miami-Dade County Parks, Recreation and Open Spaces Department's (PROS) development of the Ludlam Trail, this letter affirms that Miami-Dade County has a committed local match totaling \$8,261,418. This amount is allocated to complete the design phase of the entire trail. The source of the match is documented in the FY 2019-2020 Miami-Dade County Adopted Budget and Multi-Year Capital Plan, as Future Financing for PROS – "Bikepath Ludlam."

If you have any questions on this matter, please feel free to contact me by phone, 305-375-4959.

Sincerely,

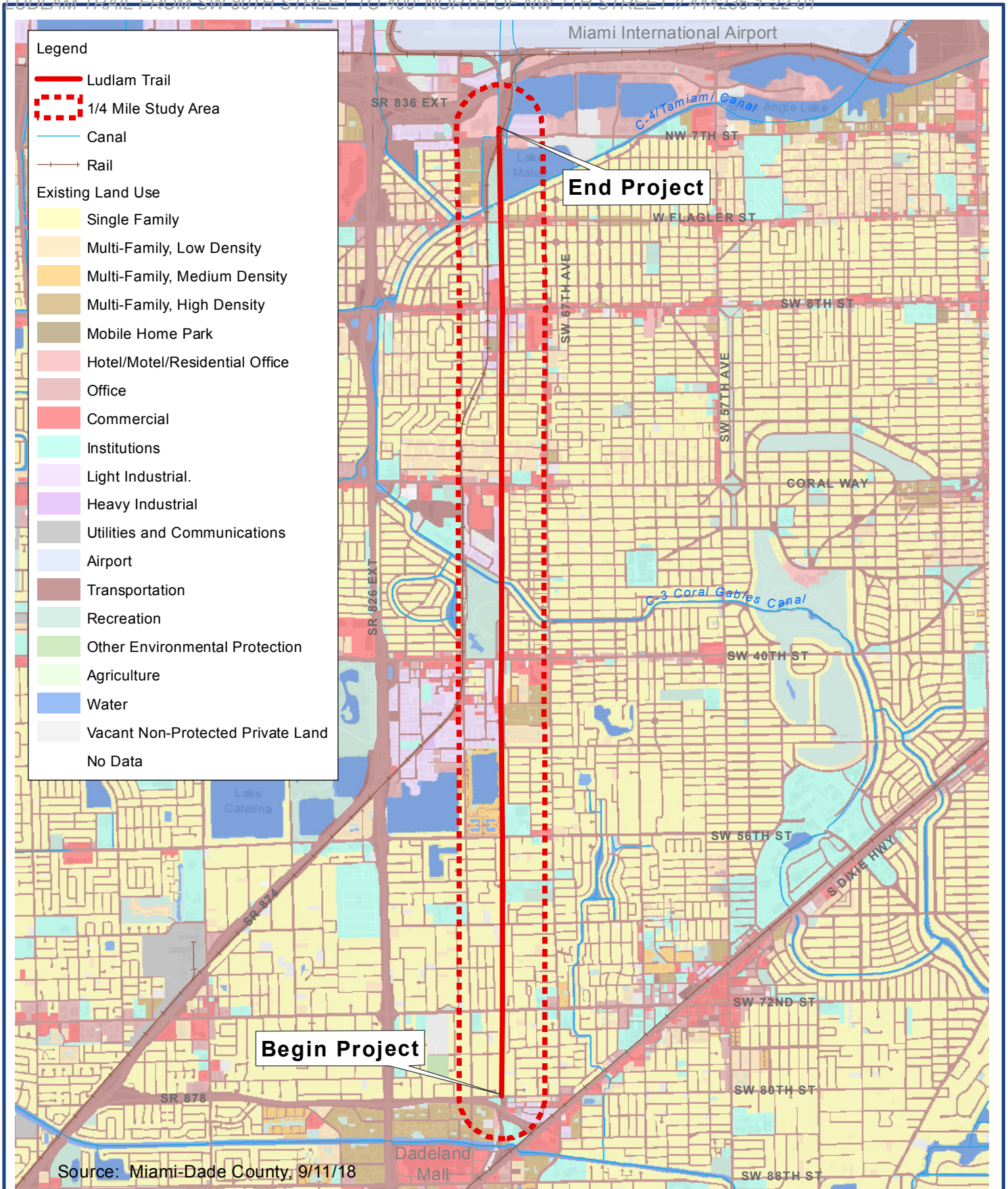


David Clodfelter
Senior Budget Coordinator
Office of Management and Budget

Social and Economic Appendix

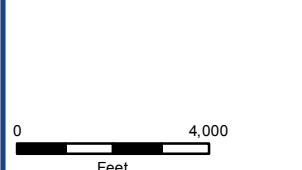
Contents:

Land Use Map

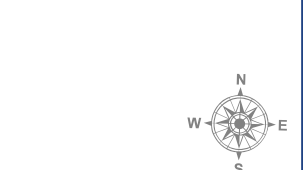


- Legend**
- Ludlam Trail
 - - - 1/4 Mile Study Area
 - Canal
 - Rail
- Existing Land Use**
- Single Family
 - Multi-Family, Low Density
 - Multi-Family, Medium Density
 - Multi-Family, High Density
 - Mobile Home Park
 - Hotel/Motel/Residential Office
 - Office
 - Commercial
 - Institutions
 - Light Industrial
 - Heavy Industrial
 - Utilities and Communications
 - Airport
 - Transportation
 - Recreation
 - Other Environmental Protection
 - Agriculture
 - Water
 - Vacant Non-Protected Private Land
 - No Data

Source: Miami-Dade County, 9/11/18



Existing Land Use
Ludlam Trail Corridor PD&E Study



Cultural Resources Appendix

Contents:

SHPO Concurrence Letter, August 27, 2020

Section 4(f) Report



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1000 NW 111th Avenue
Miami, FL 33172-5800

KEVIN J. THIBAUT, P.E.
SECRETARY

August 6, 2020

Timothy A. Parsons, Ph.D.
Director, and State Historic Preservation Officer
Florida Division of Historical Resources
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399

Attn: Dr. Adrienne Daggett, Transportation Compliance and Review Program

Re: Cultural Resource Assessment Survey for the Ludlam Trail Corridor Project
Development and Environment Study (PD&E) from 80th Street to 400 Feet North
of NW 7th Street, Miami-Dade County, Florida

Financial Project ID No. 444236-1-22-01

Dear Dr. Parsons:

At the request of the Miami-Dade County Parks, Recreation and Open Spaces (MDPROS) Department and in coordination with the Florida Department of Transportation (FDOT), District 6, Janus Research conducted a Cultural Resources Assessment Survey (CRAS) of a proposed 5.6-mile multi-use trail within the former Florida East Coast Railway (FECR) railroad corridor. The purpose of this CRAS was to locate and evaluate archaeological and historic resources within the area of potential effect (APE) and to assess their eligibility for inclusion in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 Code of Federal Regulations (CFR) Section 60.4.

This assessment complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 United States Code [USC] 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative*

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

August 6, 2020

Page 2

Code (F.A.C.). In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *Project Development and Environment Manual* (effective July 1, 2020). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 Federal Register [FR] 44716, as amended and annotated).

The project consists of a publicly accessible multi-use trail, to be known as the Ludlam Trail, which is a priority paved trail from the Florida Greenways and Trails System (FGTS) Priority network. As a future component of the Shared-Use Nonmotorized (SUN) Trail Network, the proposed publicly accessible trail will serve bicyclists, pedestrians, and users of other types of non-motorized transportation. Tree plantings and other forms of landscaping will surround the proposed Ludlam Trail, providing users with shade and improving aesthetics. It is anticipated that pedestrian rest areas will be located throughout the trail corridor and may offer trail amenities, such as information signs or kiosks, shaded benches or outdoor seating areas, trash receptacles, drinking fountains or spigots, bike racks and bike repair stations, and security lighting. Proposed rest areas may also contain aesthetic features, such as decorative fountains and opportunities for public artwork displays.

The 5.6-mile project corridor was previously divided into northern and southern segments, which were surveyed separately by Janus Research. The northern segment, extending 1.21 miles from SW 12th Street to approximately 400 feet north of NW 7th Street, was surveyed in 2016 as part of the *CRAS and Effects Determination for the Florida East Coast Railway, LLC Abandonment Exemption in Miami-Dade County, Florida* (Florida Master Site File [FMSF] Number [No.] 23080; Janus Research 2016). The archaeological survey for this segment was completed in 2019 and is discussed in the current CRAS document. The southern segment is approximately 4.4 miles long and extends from SW 80th Street to SW 12th Street. It was initially surveyed in 2018. The purpose of the current CRAS document is to summarize the results of these efforts.

No archaeological resources were identified within the archaeological area of potential effect (APE) for the project during the pedestrian survey and shovel testing. The project APE for archaeological resources consists of the 5.6-mile segment of the abandoned FEC railway right-of-way (ROW). This ROW is located within an approximately 100-foot wide corridor that narrows to between 75 and 80 feet in some areas as well as to approximately 40 feet at roadway crossings. The analysis determined that the archaeological APE contains low archaeological site potential.

The 1.21-mile northern segment of the Little River Spur of the FEC Railway (8DA11416) that was extant during the 2016 survey was evaluated as National Register-eligible along with the FEC Railroad Bridge at Tamiami Canal (8DA14821). The State Historic Preservation Officer (SHPO) concurred with the findings of this report on a letter dated August 4, 2016. The SHPO additionally determined in the same August 4, 2016 letter that the proposed project would have an adverse effect on these

August 6, 2020

Page 3

two resources. As a result, a Memorandum of Agreement (MOA) was developed and executed by the Surface Transportation Board, the SHPO, and FECR in October 2018. The MOA included mitigation stipulations that required the Historic American Engineering Record (HAER) documentation of the railroad and the bridge, and placement of State Historical Markers. The HAER documentation was completed and accepted by the National Park Service as complete and sufficient on April 19, 2019. The historic markers were installed on January 9, 2020, at the locations that were outlined in the application and approved by the State Historic Marker Committee. The portion of the Little River Spur of the FEC Railway (8DA11416) has since been removed and no historic materials remain. Based on its removal, the FEC Railroad Bridge at Tamiami Canal (8DA14821) has been reevaluated and is no longer considered eligible as a contributing resource to the railroad due to the loss of associations and context. The updated form is included in this document.

Although the FEC Railroad Bridge at Tamiami Canal (8DA14821) will be removed as part of the project, this bridge is no longer considered eligible as a contributing resource. Therefore, this resource will not be adversely affected by the most recent action documented within this current CRAS. However, as previously noted, this bridge was adversely affected as part of the 2016 railroad abandonment action. The mitigation for the adverse effect was memorialized in the 2018 MOA, and all mitigation measures have been completed and documented within the current report.

The segment of the Seaboard Air Line (CSX) Railroad (8DA10753) within the 2016 APE was evaluated by the SHPO as National Register-eligible. As no features associated with this resource would be affected by the proposed railroad abandonment, SHPO concurred that no adverse effect to the resource would result. The segment of the Tamiami Canal (8DA6453) within the 2016 APE was evaluated by the SHPO as National Register-ineligible and non-contributing to the larger National Register-eligible resource.


As a result of the 2018 survey, the remaining 4.4-mile southern segment of the Little River Spur of the FEC Railway (8DA11416) within the APE, as well as the FEC Railway Bridge at C-3 Canal (8DA15696), and the Coral Gables (C-3) Canal (8DA15697) were evaluated as National Register-ineligible. As there are no significant historic properties identified as part of the latest 2018 survey, there will be no effect to historic properties.

We kindly request that this cover letter and enclosed document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact me at Barbara.Culhane@dot.state.fl.us or (305) 470- 5231.

August 6, 2020

Page 4

Sincerely,

DocuSigned by:

5CF7242FA4DA4DB...

Barbara B. Culhane, M.S., A.I.C.P.
District Cultural Resources Coordinator

The Florida State Historic Preservation Officer finds the attached cultural resources assessment survey complete and sufficient and concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2018-5371B. Or, the SHPO finds the attached document contains__insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:



August 27, 2020

Timothy A. Parsons, Ph.D., Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

[DATE]

Section 4(f) Resources

Florida Department of Transportation

LUDLAM TRAIL FROM SW 80TH STREET TO 400' NORTH OF NW 7TH STREET

District: FDOT District 6

County: Miami-Dade County

ETDM Number: 14369

Financial Management Number: 444236-1-22-01

Federal-Aid Project Number: N/A

Project Manager:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

Table of Contents

Summary and Approval	1
Robert King High Park	2
Palmer Park	4
A.D. Barnes Park	6
Resource Attachments	8

Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Robert King High Park	Park/Rec Area	Park/Rec Area	City of Miami	Exception/Exemption	Determination 01-27-2022
Palmer Park	Park/Rec Area	Park/Rec Area	City of South Miami	No Use	Determination 04-19-2021
A.D. Barnes Park	Park/Rec Area	Park/Rec Area	Miami-Dade County	Exception/Exemption	Determination 04-19-2021

Robert King High Park

Facility Type: Park/Rec Area

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 7025 W Flagler St, Miami, FL, 33144, USA

Latitude: 25.77057 Longitude: -80.30869

Description of Property:

Robert King High Park is a 16.5-acre publicly owned park, owned, and maintained by the City of Miami, located adjacent and to the west of the proposed Ludlam Trail at 7025 W. Flagler Street, Miami, Florida, 33144 (Attachment A). The park is open to the public seven days a week from 7:00 AM to 10:00 PM. It is a very active park and contains multiple areas for both indoor and outdoor activities. It features multiple sports arenas for a variety of events. Park amenities include: six basketball courts (one of which is covered with bleachers), baseball and softball fields, soccer field, multiple tennis courts (one is enclosed), a sand-less playground for smaller children, picnic shelters, campground, fishing, biking, walking/jogging, domino pavilion and a computer lab. In addition, park programs include: after school, summer camp, winter camp, spring break camp, soccer, youth basketball, and tennis lessons.

The campground offers general camping facilities for groups of all sizes. It regularly hosts scouting programs and camps, as well as reunion opportunities for families or special groups such as veterans.

Owner/Official with Jurisdiction: City of Miami

Recommended Outcome: Exception/Exemption

Exception/Exemption Type: Transportation enhancement activities, transportation alternatives projects, and mitigation activities that meet the conditions in 23 CFR 774.13(g)(1-2).

Exception/Exemption Justification:

Use, as defined under Section 4(f), of Robert King High Park would be limited to the area within the park needed to construct new access points and pathways connecting the park with the trail. The new pathways and access points are intended to enhance park accessibility while preserving existing park functions. Conceptual design plans (Attachment B) show three connections between the park and trail. The first access point is located just south of the parks tennis courts, a second access point is proposed approximately 90 feet north of the Tamiami Canal, and a third approximately 20 feet south of NW 7th Street. The proposed access points occur at the park boundary line while the pathways extend through open space within the Park to connect with the most proximate existing park pedestrian pathway. The street-view image (Attachment C) provides a street-level view looking towards the trail corridor near the first proposed entrance near the tennis courts. The trail and park connections are proposed as 10-foot pathways that will be ADA compliant.

On October 19, 2018 the City of Miami submitted a Statement of Significance for Robert King High Park to support the Determination of Section 4(f) Applicability, see Attachment D. In the letter, the City of Miami indicated that the activities, features, and attributes (AFAs) supported by Robert King High Park play an important role in meeting community objectives for the provision of public recreation within the City of Miami.

A letter provided on March 5, 2021 by the City of Miami agreeing that the work being performed will not negatively impact,

but rather enhance the function of the park, is included as Attachment E.

OEM SME Determination Date: 01-27-2022

Palmer Park

Facility Type: Park/Rec Area

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 6100 SW 67th Ave, Miami, FL, 33143, USA

Latitude: 25.71386 Longitude: -80.30213

Description of Property:

Palmer Park is an 8.5-acre publicly owned park, owned and maintained by the City of South Miami, located in the vicinity and to the east of the Ludlam Trail Corridor Project (Attachment A). Palmer Park is not adjacent to the proposed Ludlam Trail. The South Miami K-8 Center (school), which has a fence on its perimeter, is located between the Ludlam Trail Corridor and Palmer Park. Palmer Park is located approximately 625 feet from the proposed trail.

The property address is 6100 SW 67th Avenue, South Miami, Florida, 33143-1909. The park is open to the public after school hours Monday through Friday, 3:30 PM to 10:00 PM; Saturday and Sunday, sunrise to sunset. When school is out of session, the park is open to the public Monday through Friday, sunrise to 10:00 PM; Saturday and Sunday, sunrise to sunset. Park amenities include:

- Adult Softball Leagues
- Youth Baseball Leagues
- Softball Tournaments
- Youth Tackle Football
- Cheerleading
- Soccer (Adult and Youth)
- Adult Kickball
- Playground

Palmer Park supports a range of activities including athletic playing fields, batting cages, concession stand, restroom facilities, multiple multi-purpose fields for football and soccer activities, outdoor field lights, picnic tables, tot lot playground, and five youth-size baseball/softball fields. Palmer Park is also home to the city's annual 4th of July Celebration and National Night Out event. More than 40,000 guests visit Palmer Park each year.

Owner/Official with Jurisdiction: City of South Miami

Relationship Between the Property and the Project

The proposed Ludlam Trail is intended to serve as a transportation corridor and support use by bicyclists, pedestrians, and other types of non-motorized users. The trail is proposed to be constructed within a former railroad corridor that exists approximately 625 feet west of Palmer Park. The South Miami K-8 Center (school), which has a fence on its perimeter, is located between Palmer Park and the proposed Ludlam Trail. The Ludlam Trail project will have no impacts or use of the Section 4(f) Property (Palmer Park) including constructive use or minor proximity impacts. Access points to Palmer Park will remain unchanged and no new connection between the park and the trail will be established as part of the proposed action.

In September 2018 to support the Determination of Section 4(f) Applicability, the City of South Miami submitted a Statement of Significance for Palmer Park, see Attachment B. In the letter, the City indicated that the activities, features, and attributes (AFAs) supported by Palmer Park play an important role in meeting community objectives for the provision of public recreation within the City of South Miami.

Based on the the distance of the park from the proposed project and lack of project interaction with the park, the No-Use determination was made.

Yes **No**

 Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: 04-19-2021

A.D. Barnes Park

Facility Type: Park/Rec Area

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 3401 SW 72nd Ave, Miami, FL, 33155, USA

Latitude: 25.73617 Longitude: -80.30876

Description of Property:

A.D. Barnes Park is a 60.93-acre public park and preserve, owned by Miami-Dade County and maintained and operated by MDPROS. The park is located adjacent and to the west of the proposed Ludlam Trail project at 3401 SW 72nd Avenue, Miami, Florida, 33155-3665, see Attachment A for the project location map. The Park is open to the public seven (7) days a week from dawn to dusk, 7:00 AM to 7:00 PM. Park amenities include:

- Basketball Courts
 - Campground
 - Fishing Pier
 - Fitness Zones
 - Picnic Shelter/Pavilion
 - Playground
 - Pools - Year Round
 - Restroom
 - Splash Playgrounds
 - Trails
 - Visitor and Nature Center
 - Leisure Access Camp
- (Campground with Cottages, Lodge, and Dining Hall)

In addition to the Park amenities described above, park programs include: Adults with Developmental Disabilities; EcoAdventures - Bike and Hike; EcoAdventures - Expedition S. Fla; Learn-to-Swim; Leisure Access Program; Spring Camp; and Summer Camp.

The Leisure Access Camp is fully accessible for persons with disabilities and is available for rent. The camp is surrounded by ten acres of pineland and tropical hardwoods within A.D. Barnes Park. It features two cottages equipped with showers, a lodge, and a dining hall with a full kitchen. This campground is available only to groups and/or organizations, no family camping is allowed.

A.D. Barnes Park is also home to "The Sense of Wonder Nature Center" set within pine rocklands areas. As a result, the 15-acre Nature Preserve, which hosts an average of 500 visitors a month, has become a haven for migrating birds, local wildlife and plants, and according to the National Audubon Society, is one of the best places to see birds in Miami. The Nature Center offers numerous outreach programs dedicated to conservation and nature study, designed for all age groups.

Specialized camps exclusively for children with disabilities are also available and are managed by Certified Therapeutic Recreation Specialists. There are also Specialized Camps which focus on a specific interest and offer unique experiences that include EcoAdventures™, Nature-Science, Sports, Cultural Arts, and Zoo Miami camps. Other amenities include a life guard on duty, showers, locker rooms, and a baby pool.

Owner/Official with Jurisdiction: Miami-Dade County

Recommended Outcome: Exception/Exemption

Exception/Exemption Type: Transportation enhancement activities, transportation alternatives projects, and mitigation activities that meet the conditions in 23 CFR 774.13(g)(1-2).

Exception/Exemption Justification:

The use, as defined under Section 4(f), of A.D. Barnes Park would be limited to the area within the Park needed to construct new access points and pathways connecting the Park with the trail. The new pathways and access points are intended to enhance Park accessibility while preserving existing park functions. Conceptual design plans (Attachment B) show two proposed connections between the Park and trail, the first near the aquatics center near SW 37th Street and the second proposed connection approximately 120 feet south of the Coral Gables Canal. The first access point is located at SW 37th Street with no additional pathway extension proposed from the trail into the Park; SW 37th Street currently provides existing access to the Park. The second proposed access point is located south of the Coral Gables Canal at the Park boundary line with a pathway that extends through open space within the Park to connect with the most proximate existing Park pedestrian pathway. The street-view image (Attachment C) provides a street-level view looking into A.D. Barnes Park near the entrance at SW 37th Street. The trail and Park connections are proposed as 10-foot pathways that will be ADA compliant.

In October 2018 to support the Determination of Section 4(f) Applicability, MDPROS submitted a Statement of Significance for A.D. Barnes Park, see Attachment D. In the letter, MDPROS indicated that the activities, features, and attributes (AFAs) supported by A.D. Barnes Park play an important role in meeting community objectives for the provision of public recreation within Miami-Dade County.

A letter provided on March 5, 2021 by MDPROS agreeing that the work being performed will not adversely impact, but rather enhance the function of the Park, is included as Attachment E.

OEM SME Determination Date: 04-19-2021

Resource Attachments

Robert King High Park

Attachment A - Location Map

Attachment B - Concept Plans

Attachment C - Street View

Attachment D - Statement of Significance - From City of Miami

Attachment_E_Concurrence_Letter_From_City of Miami-2021-03-08

Palmer Park

Attachment A - Location Map

Attachment B - Statement of Significance - From City of South Miami

A.D. Barnes Park

Attachment A - Location Map

Attachment B - Concept Plans

Attachment C - Street Views

Attachment D - Statement of Significance - From MDC

Attachment E - Concurrence Letter - From MDC

Robert King High Park

Contents:

Attachment A - Location Map

Attachment B - Concept Plans

Attachment C - Street View

Attachment D - Statement of Significance - From City of Miami

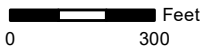
Attachment_E_Concurrence_Letter_From_City of Miami-2021-03-08

Attachment A
Robert King High Park Location Map



Legend

- Proposed New Access Point
- Robert King High Park
- Ludlam Trail



Job: #60580260
 Date: March 2021
 Source: Esri Aerial Base Map

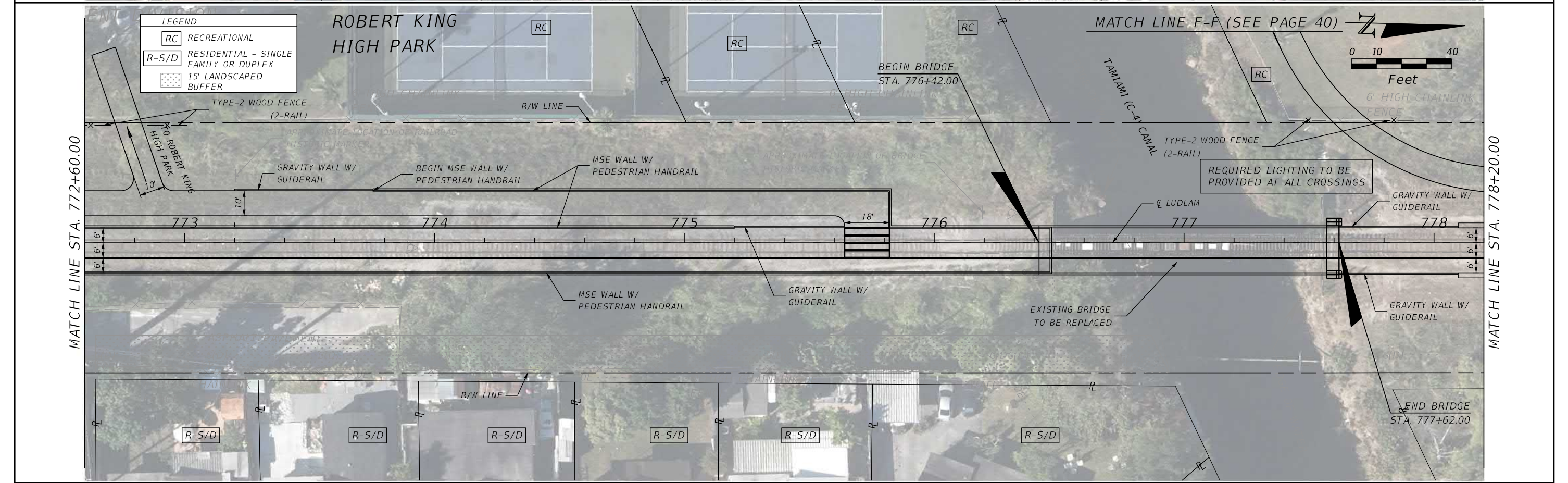
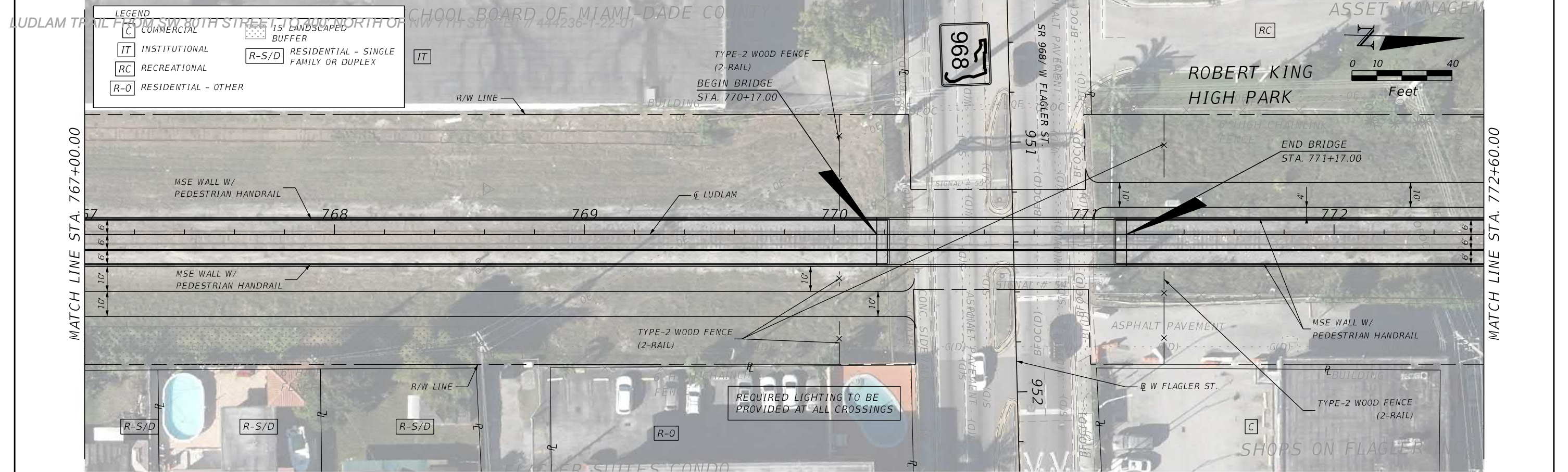
Park Address:
 7025 W Flagler Street
 Miami, FL 33144

Robert King High Park - City of Miami

Ludlam Trail PD&E

Miami-Dade County Parks, Recreation and Open Spaces

Attachment B
Robert King High Park Concept Plans



REVISIONS	
DATE	DESCRIPTION

AECOM
7650 CORPORATE CENTER DR., SUITE 400
MIAMI, FL 33126-1220

MIAMI-DADE COUNTY

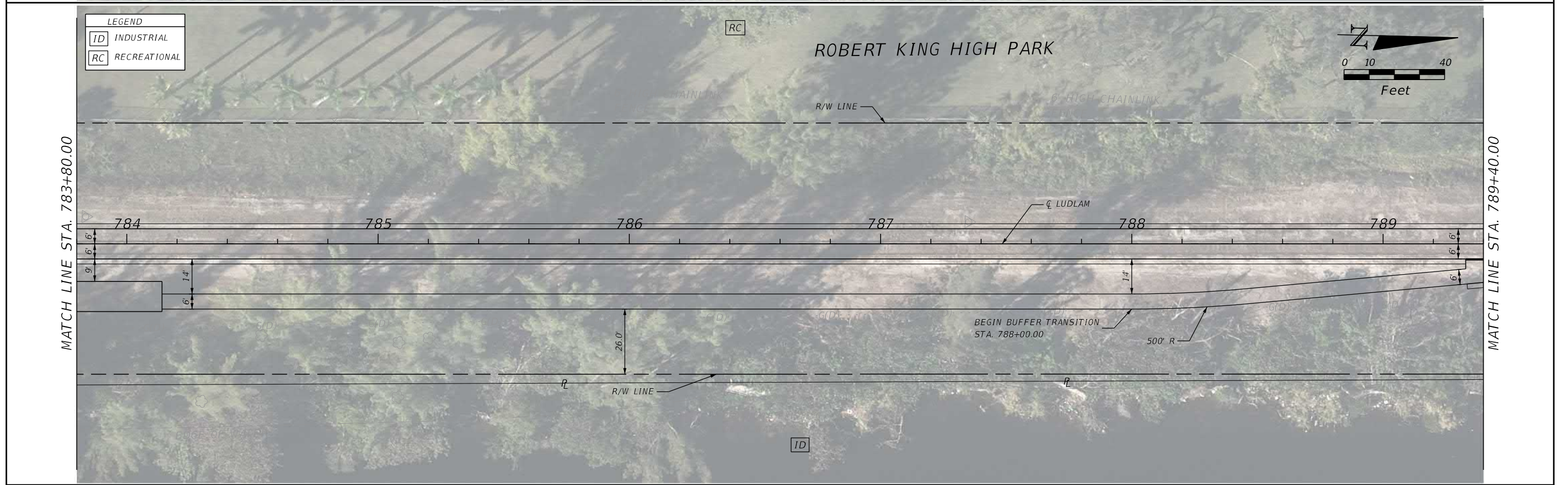
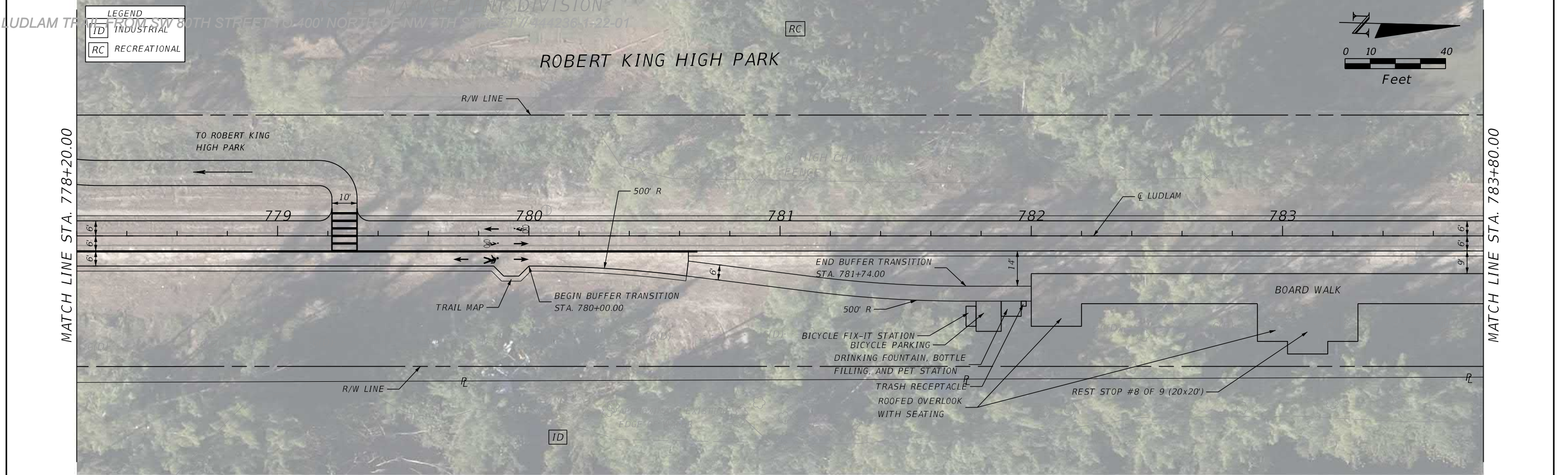
LUDLAM TRAIL CORRIDOR PD&E STUDY

Miami-Dade County Parks, Recreation, and Open Spaces (MDPROS)	Hickman Building 275 NW 2nd Street Miami, FL 33128 305-755-7800	P&R CONTRACT NO. RFQ 786B P&R PROJECT NO. 43502-15-001-14470619
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TRAIL PLANS

SHEET NO.
Page 65 of 265

DRAFT



REVISIONS	
DATE	DESCRIPTION

AECOM
7650 CORPORATE CENTER DR., SUITE 400
MIAMI, FL 33126-1220

MIAMI-DADE COUNTY

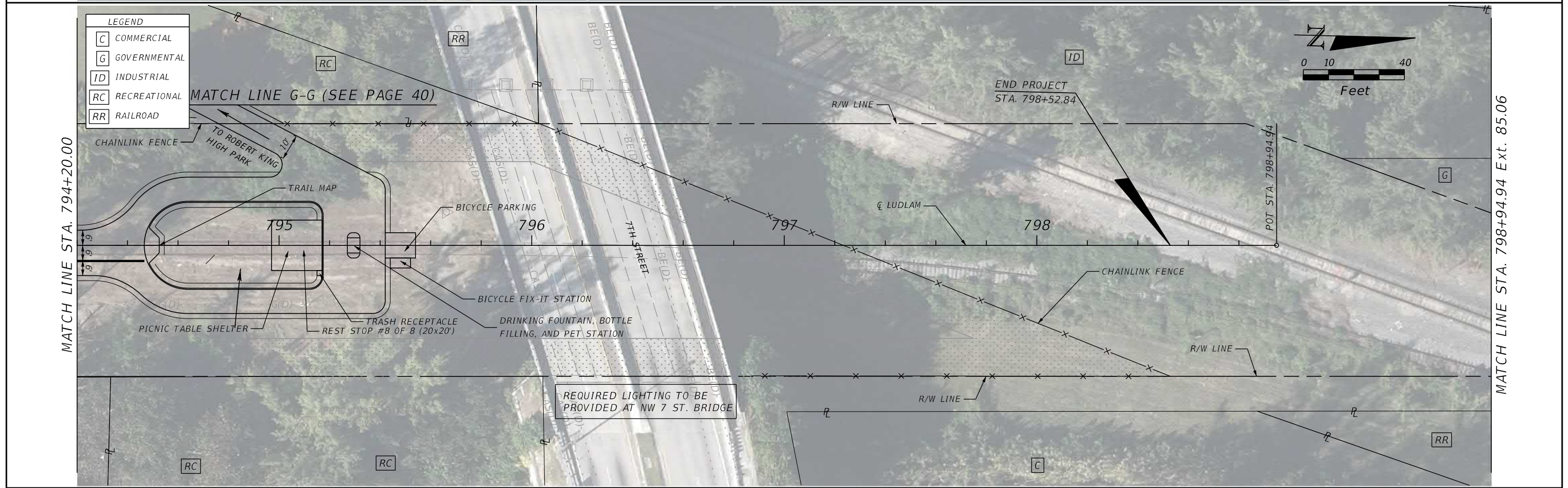
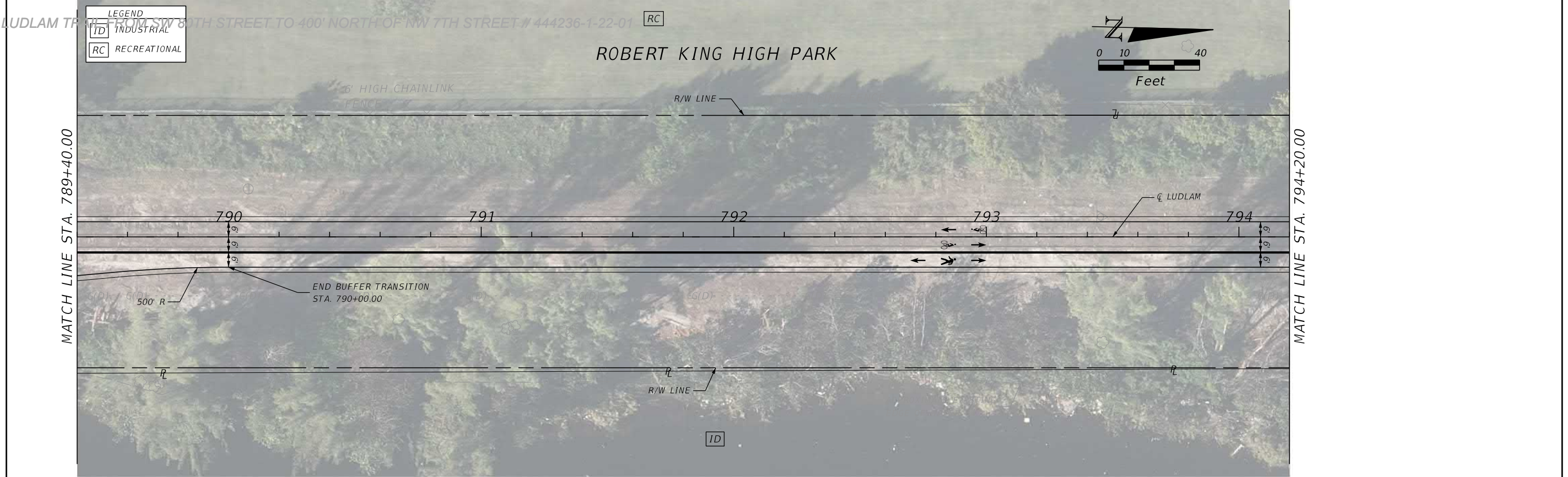
LUDLAM TRAIL CORRIDOR PD&E STUDY

Miami-Dade County Parks, Recreation, and Open Spaces (MDPROS)	Hickman Building 275 NW 2nd Street Miami, FL 33128 305-755-7800	P&R CONTRACT NO. RFQ 786B P&R PROJECT NO. 43502-15-001-14470619
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TRAIL PLANS

SHEET NO.
Page 66 of 266

DRAFT



REVISIONS		DATE	DESCRIPTION	LUDLAM TRAIL CORRIDOR PD&E STUDY			SHEET NO.
DATE	DESCRIPTION			Miami-Dade County Parks, Recreation, and Open Spaces (MDPROS)	Hickman Building 275 NW 2nd Street Miami, FL 33128 305-755-7800	P&R CONTRACT NO. RFQ 786B P&R PROJECT NO. 43502-15-001-14470619	

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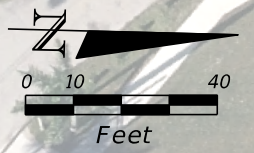
7650 CORPORATE CENTER DR., SUITE 400
MIAMI, FL 33126-1220

TRAIL PLANS

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DRAFT

LUDLAM TRAIL FROM SW 80TH STREET TO 400' NORTH OF NW 7TH STREET // 444236-1-22-01



LEGEND	
R-S/D	RESIDENTIAL - SINGLE FAMILY OR DUPLEX
R-O	RESIDENTIAL - OTHER
RC	RECREATIONAL
IT	INSTITUTIONAL
RR	RAILROAD



MATCH LINE F-F
APPROX. STA. 777+50

MATCH LINE G-G
APPROX. STA. 795+50

DRAFT

REVISIONS	
DATE	DESCRIPTION

DRAFT

AECOM
7650 CORPORATE CENTER DR., SUITE 400
MIAMI, FL 33126-1220

MIAMI-DADE COUNTY

LUDLAM TRAIL CORRIDOR PD&E STUDY		
Miami-Dade County Parks, Recreation, and Open Spaces (MDPROS)	Hickman Building 275 NW 2nd Street Miami, FL 33128 305-755-7800	P&R CONTRACT NO. RFQ 786B P&R PROJECT NO. 43502-15-001-14470619

TRAIL PLANS

SHEET NO.
Page 66 of 266

Attachment C
Robert King High Park Street View



Note: Photo shows the view from the Robert King High Park tennis courts east towards the proposed Ludlam Trail. This view shows the location of the proposed first park entrance.

Source: Google Maps, Street View

Attachment D
Robert King High Park Statement of Significance

City of Miami



EMILIO T. GONZALEZ, Ph.D.
City Manager

October 19, 2018

Mr. Steven Craig James
District Environmental Administrator
Intermodal Systems Development Office
Florida Department of Transportation, District Six
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6109
Miami, Florida 33172
steven.james@dot.state.fl.us

Subject: Robert King High Park
Section 4(f) Statement of Significance
Ludlam Trail Corridor Project Development and Environment (PD&E) Study
from SW 80th Street to NW 7th Street

Dear Mr. James,

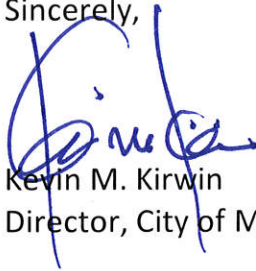
As the Official with Jurisdiction, please accept this letter as formal Statement of Significance for Robert King High Park. This recreational resource is located within the City of Miami and is a significant resource within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park, or wildlife and waterfowl refuge area with the recreational park and refuge objectives of that community, the land in question plays an important role in meeting those objectives.

Robert King High Park is a 16.5-acre publically owned park, owned and maintained by the City of Miami, located adjacent to the proposed Ludlam Trail Corridor PD&E Study. The park is open to the public seven days a week from 7:00 am to 10:00 pm. The property address is 7025 W. Flagler Street, Miami, Florida 33144. Robert King High Park supports a range of activities, including walking, jogging, biking, basketball, baseball, soccer, tennis, and picnicking. In addition, park programs include: after school, summer camp, winter camp, spring break camp, soccer, youth basketball, and tennis lessons.

Both the park and the campground offer picnic shelters and hiking trails. The campground offers general camping facilities for all group sizes. It regularly hosts scouting programs and camps, as well as reunion opportunities for families and organized groups.

Should you have any questions or require additional information, please contact my office at (305) 416-1320.

Sincerely,



Kevin M. Kirwin

Director, City of Miami Parks and Recreation Department

Attachment E
Robert King High Park Concurrence Letter



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1000 NW 111 Avenue
Miami, FL 33172

KEVIN J. THIBAUT, P.E.
SECRETARY

March 5, 2021

Nadia N. Argüelles-Goicoechea
Interim Director
City of Miami, Parks & Recreation Department
444 SW 2nd Avenue 8th Floor
Miami, Florida 33130

Subject: Robert King High Park
Section 4(f) Exception/Exemption
Ludlam Trail Corridor Project Development and Environment (PD&E) Study
From SW 80th Street to 400 feet North of NW 7th Street

Dear Ms. Argüelles-Goicoechea,

This letter is regarding the above referenced Ludlam Trail project and the proposed improvements to Robert King High Park (the Park) located at 7025 W Flagler St, Miami, Florida 33144. The project includes development of a 5.6-mile multi-use trail extending from SW 80th Street to 400 feet north of NW 7th Street, between 69th and 70th Avenue, as depicted in the project location map included as Attachment A. The project is proposed to provide a safe, dedicated, and direct means of active transportation to and from residences, work, schools, parks, transit, and retail centers. The proposed trail will serve as a publicly accessible active transportation corridor serving bicyclists, pedestrians, and users of other types of non-motorized vehicles.

As part of this project, three new access points with connecting pathways are proposed to link the Park with the proposed Ludlam Trail. The first access point is located just south of the park's tennis courts, a second approximately 90 feet north of the Tamiami Canal, and a third approximately 20 feet south of NW 7th Street. The proposed access points occur at the park boundary line with pathways extending through open space within the Park to connect with the most proximate existing park pedestrian pathway. No alteration to the physical dimensions of the active recreational area or layout of the park facilities would occur as a result of the proposed project. The new pathways and access points are intended to enhance park accessibility while preserving existing park functions.

Under Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303 and 23 U.S.C 138), Robert King High Park is considered a Section 4(f) resource. A statement of significance supporting this determination of Section 4(f) applicability was provided by your office on October 19, 2018. Consistent with the exceptions listed in 23 CFR § 774.13 and based on the enhancement of the function of the Park, the impacts of this project qualify it for a Section 4(f) Exception/Exemption.

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

LUDLAM TRAIL FROM SW 80TH STREET TO 400' NORTH OF NW 7TH STREET // 444236-1-22-01

Ms. Argüelles-Goicoechea
City of Miami, Parks & Recreation Department
Ludlam Trail PD&E
Page 2

As the Official with Jurisdiction (OWJ) over the Park, FDOT respectfully requests your written concurrence that this project will not adversely affect the activities, features, or attributes of the Park property, but rather through the provision of additional public access, enhances the function of the Park. Please note that with your agreement, FDOT intends to process a Section 4(f) Exception/Exemption Form. To acknowledge that you have been notified of the intent to pursue a Section 4(f) Exception/Exemption, please sign below and return the signed copy to my attention per the letterhead address above.

If you have any questions, please contact me at (305) 470-5221 or via email at steven.james@dot.state.fl.us. Your prompt response is appreciated.

Sincerely,

DocuSigned by:
Steven James
44A2F58851B5476...

Steven Craig James
District Environmental Administrator
Florida Department of Transportation, District Six

CONCURRENCE:

The City of Miami, Parks & Recreation Department concurs that the improvements to Robert King High Park as a result of the Ludlam Trail project as described in this document will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f) [23CFR § 774.5(b)(2) and 23 CFR § 774.17] and enhances the park function. The City of Miami understands that FDOT will process a Section 4(f) Exception/ Exemption based upon this concurrence.

Nadia Argüelles

03/08/2021

Ms. Nadia N. Argüelles-Goicoechea
Interim Director
City of Miami, Parks & Recreation Department

Date

Palmer Park

Contents:

Attachment A - Location Map


Attachment B - Statement of Significance - From City of South Miami

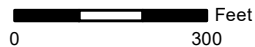
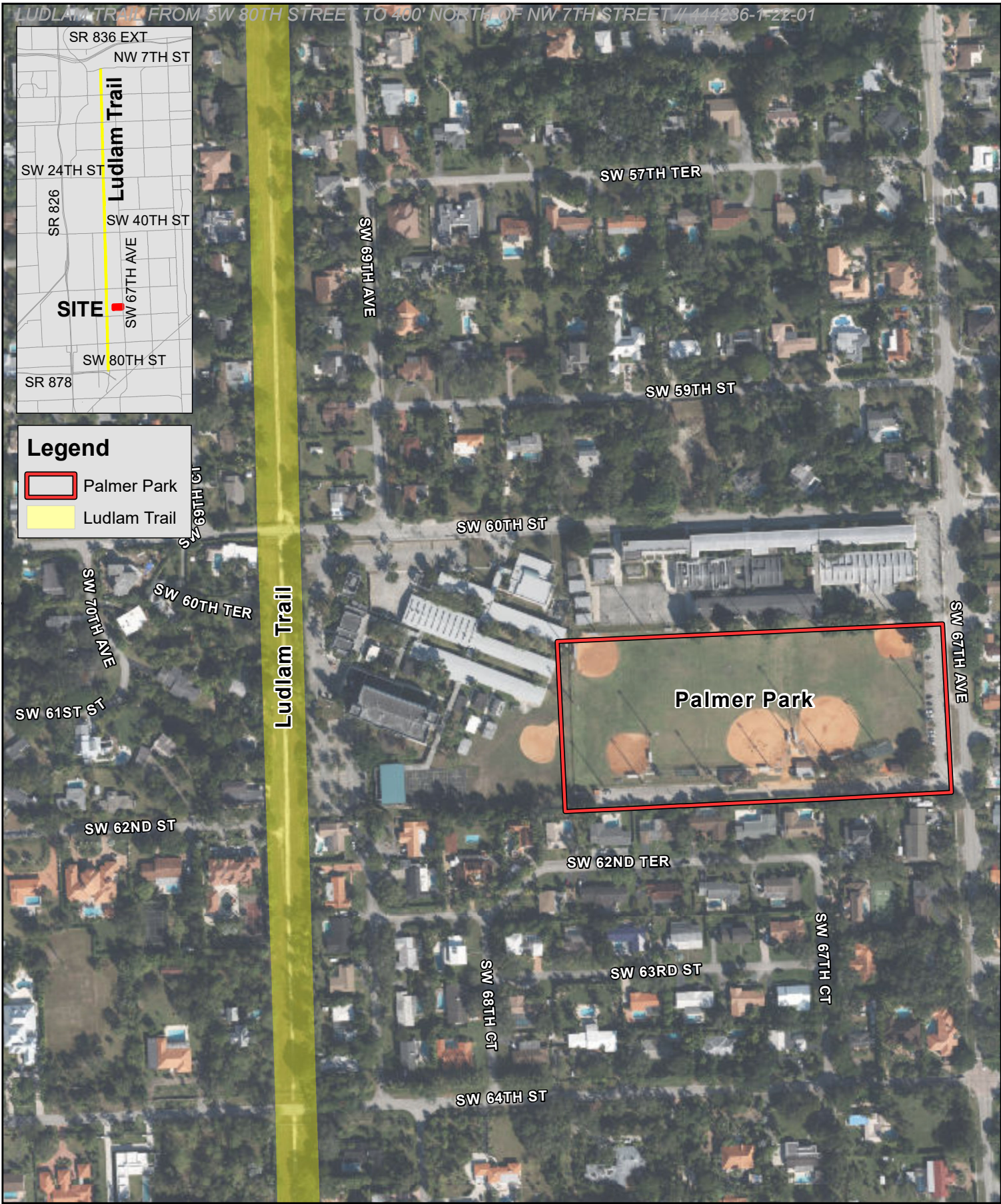
Attachment A

Palmer Park Location Map



Legend

-  Palmer Park
-  Ludlam Trail



Job: #60580260
 Date: March 2021
 Source: Esri Aerial Bse Map



Park Address:
 6100 SW 67th Avenue
 Miami, FL 33143

Palmer Park - City of South Miami

Ludlam Trail PD&E

Miami-Dade County Parks, Recreation and Open Spaces

Attachment B

Palmer Park Statement of Significance



September 26, 2018

Mr. Steven Craig James
District Environmental Administrator
Intermodal Systems Development Office
Florida Department of Transportation, District Six
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6109
Miami, Florida 33172
steven.james@dot.state.fl.us

Subject: Palmer Park
Section 4(f) Statement of Significance
Project Description: Ludlam Trail Corridor Project Development and Environment (PD&E) Study from SW 80th Street to NW 7th Street

Dear Mr. James:

As the Official with Jurisdiction, please accept this letter as formal Statement of Significance for Palmer Park. This recreational resource is located within the City of South Miami, and is a significant resource within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays an important role in meeting those objectives.

Palmer Park is an 8.5-acre publically owned park, owned and maintained by the City of South Miami, located in the vicinity of the proposed Ludlam Trail Corridor PD&E Study. The park is open to the public after school hours (South Miami K-8) Monday through Friday, 3:30 p.m. to 10:00 p.m.; Saturday and Sunday, sunrise to sunset. When school is out of session, the park is open to the public Monday through Friday, sunrise to 10:00 p.m.; Saturday and Sunday, sunrise to sunset. The property address is 6100 SW 67 Avenue, South Miami, Florida 33143. Palmer Park supports a range of activities including athletic playing fields, batting cages, concession stand, restroom facilities, multiple multipurpose fields for football and soccer activities, outdoor field lights, picnic tables, tot lot playground area, and five youth-size baseball/softball fields. In addition, sports programming includes adult softball leagues and tournaments, youth baseball leagues, youth tackle football, cheerleading, kickball, and adult soccer. Palmer Park is

also home to the city's annual 4th of July Celebration and National Night Out event. More than 40,000 guests visit Palmer Park each year.

Should you have any questions or require additional information, please contact my office at (305) 668-3867.

Sincerely,



Mr. Quentin Pough, CPRP, CPSI
Director, Parks and Recreation Department
City of South Miami

A.D. Barnes Park

Contents:

Attachment A - Location Map

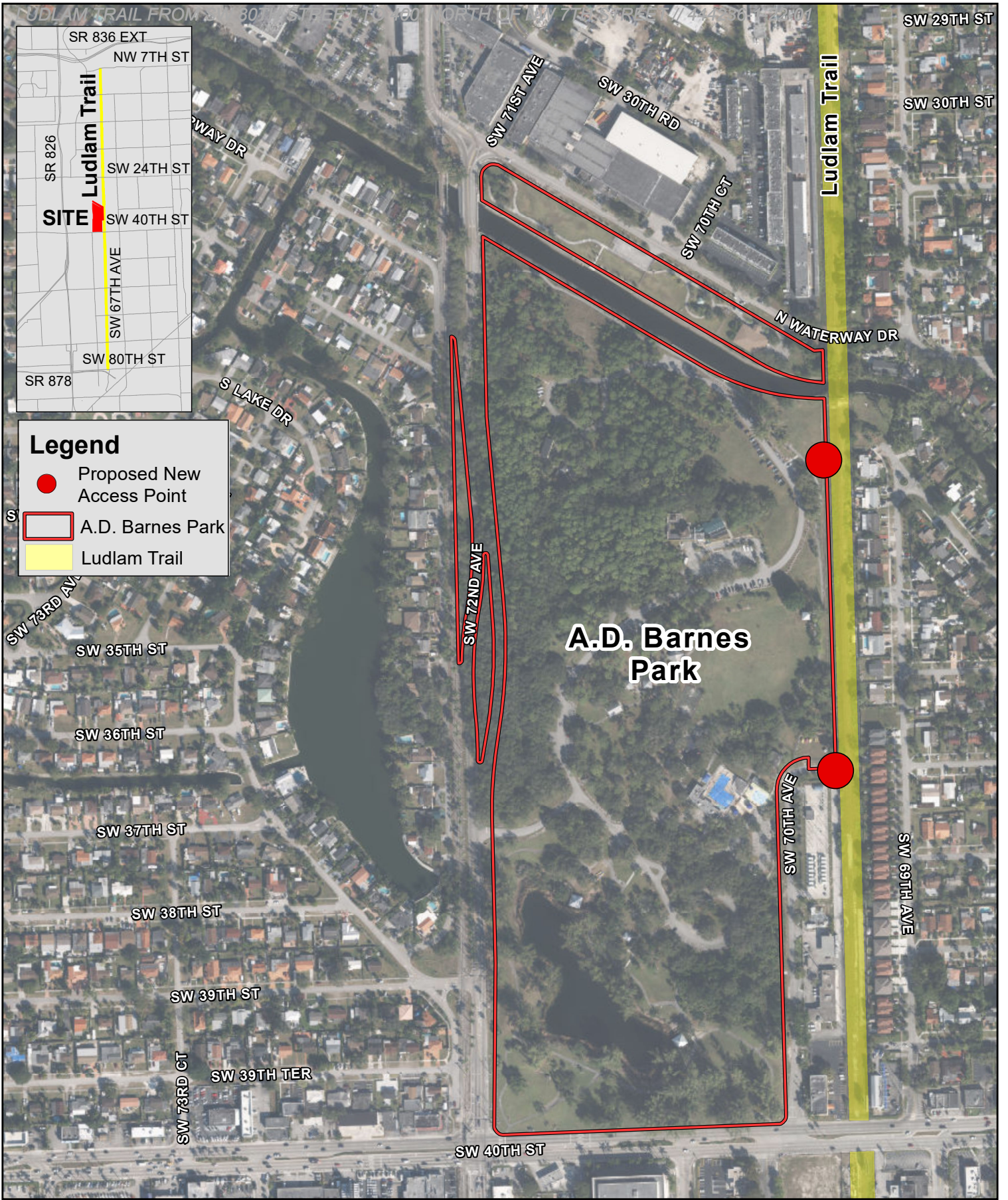
Attachment B - Concept Plans

Attachment C - Street Views

Attachment D - Statement of Significance - From MDC

Attachment E - Concurrence Letter - From MDC

Attachment A
A.D. Barnes Park Location Map



Legend

- Proposed New Access Point
- A.D. Barnes Park
- Ludlam Trail

A.D. Barnes Park



0 400 Feet

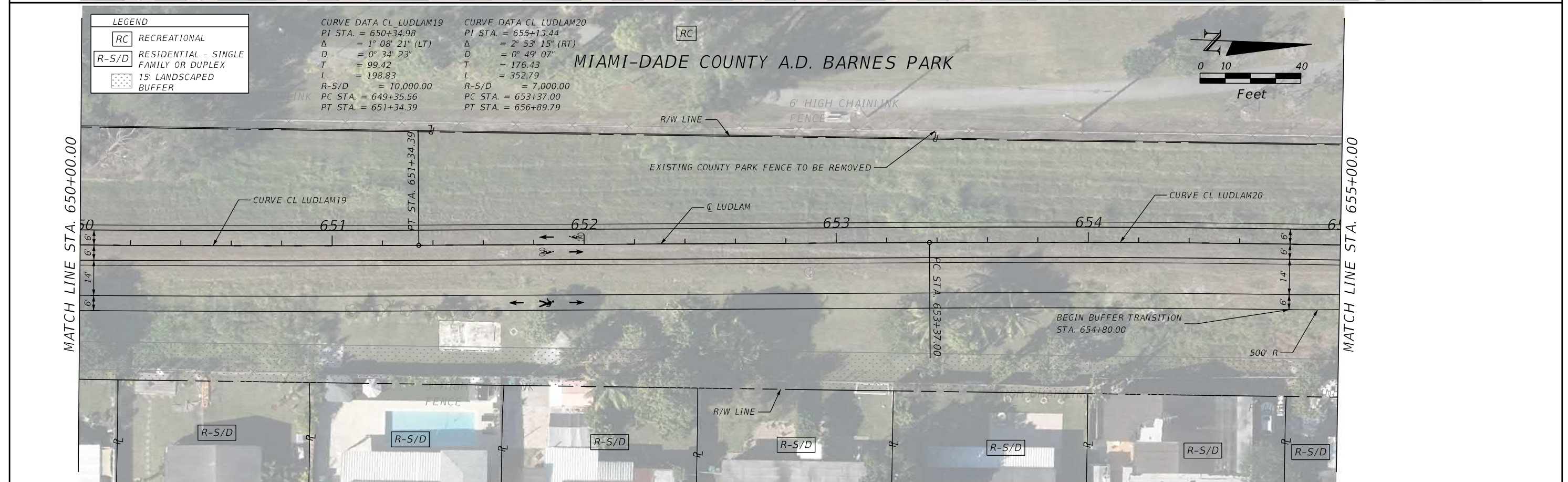
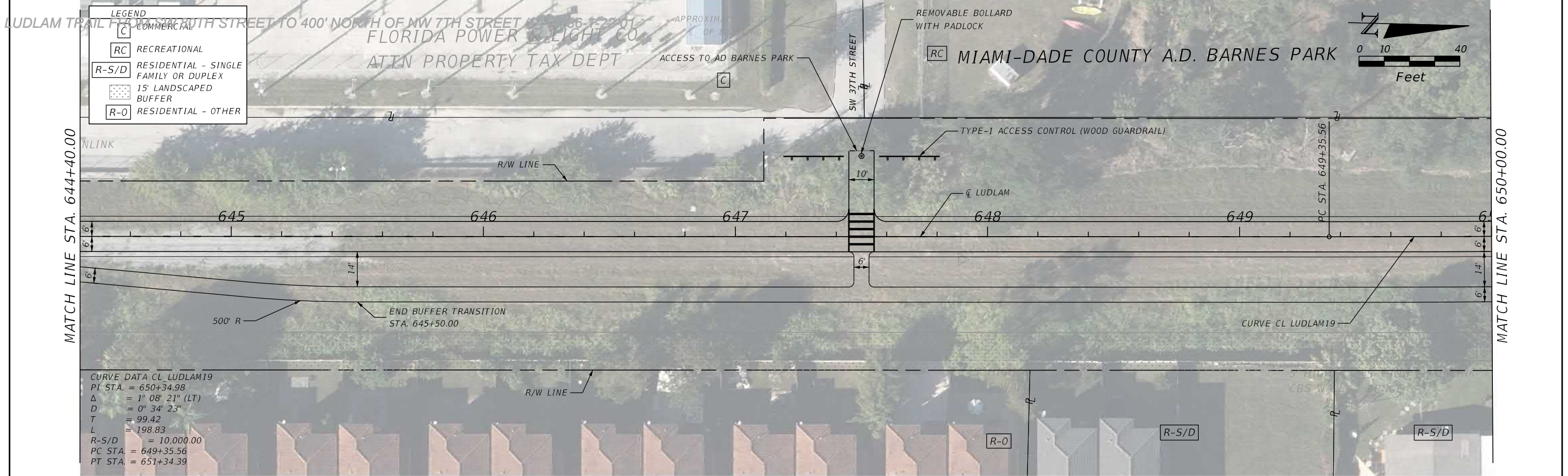
Job: #60580260
Date: March 2021
Source: Esri Aerial Base Map



Park Address:
3401 SW 72nd Avenue
Miami, FL 33155

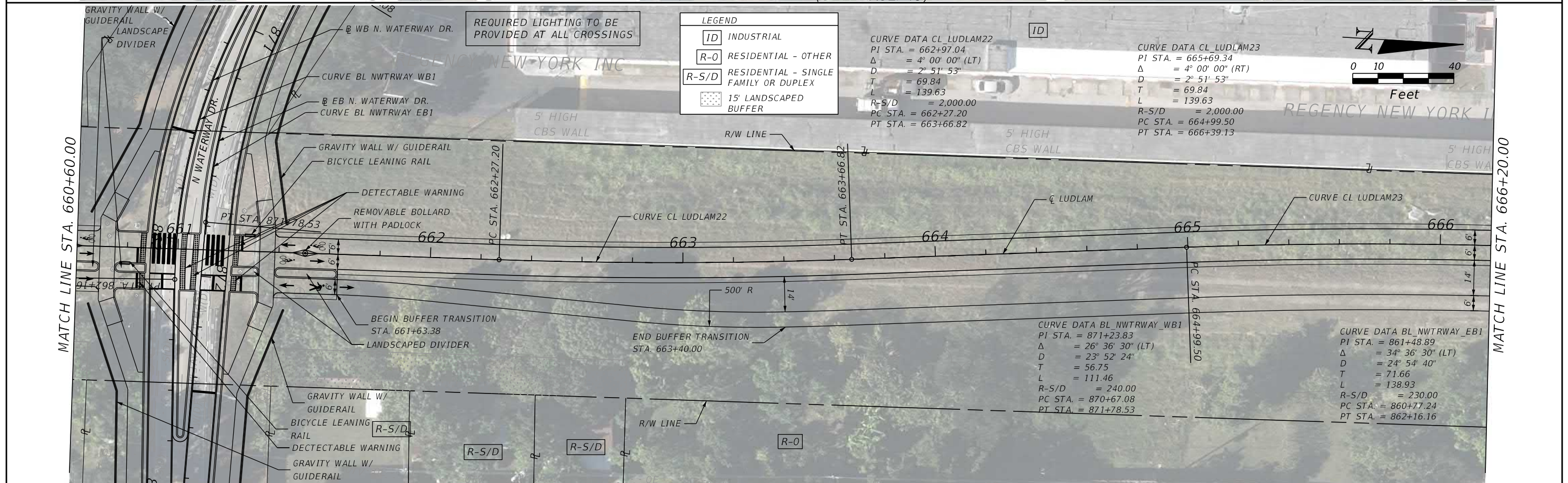
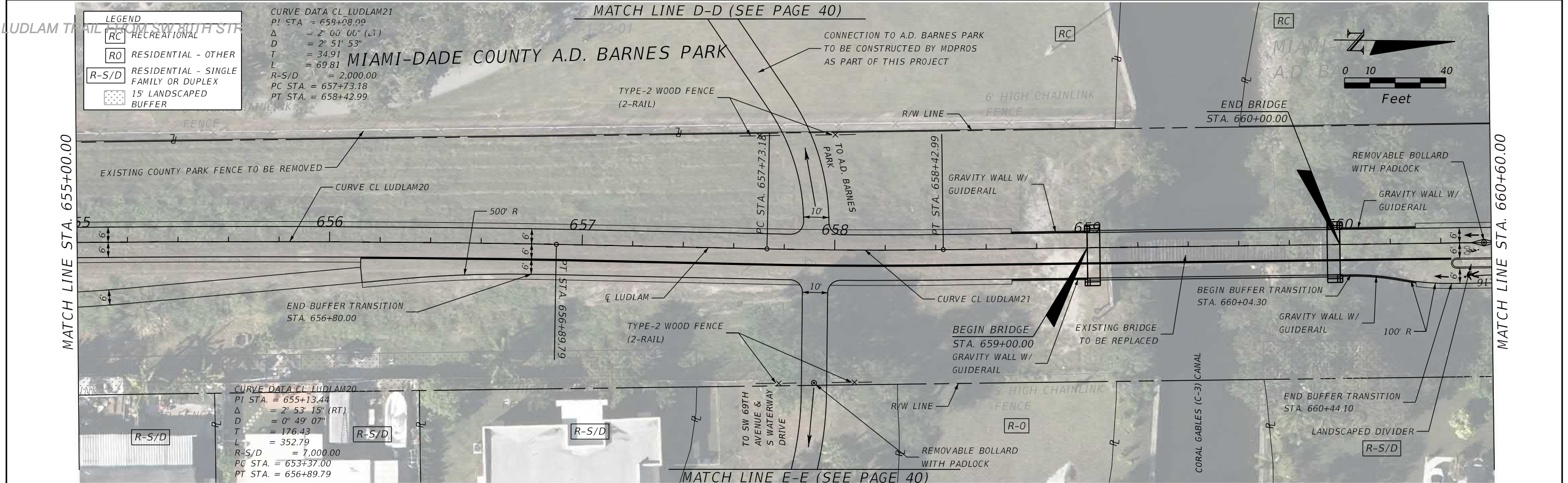
A.D. Barnes Park - Miami-Dade County
Ludlam Trail PD&E
Miami-Dade County Parks, Recreation and Open Spaces

Attachment B
A.D. Barnes Park Concept Plans



REVISIONS DATE DESCRIPTION		 7650 CORPORATE CENTER DR., SUITE 400 MIAMI, FL 33126-1220		LUDLAM TRAIL CORRIDOR PD&E STUDY			TRAIL PLANS Page 86 of 288	SHEET NO.
Miami-Dade County Parks, Recreation, and Open Spaces (MDPROS)				Hickman Building 275 NW 2nd Street Miami, FL 33128 305-755-7800	P&R CONTRACT NO. RFQ 786B P&R PROJECT NO. 43502-15-001-14470619			

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REVISIONS	
DATE	DESCRIPTION

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7650 CORPORATE CENTER DR., SUITE 400
MIAMI, FL 33126-1220

MIAMI-DADE COUNTY

LUDLAM TRAIL CORRIDOR PD&E STUDY

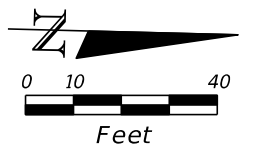
Miami-Dade County Parks, Recreation, and Open Spaces (MDPROS)	Hickman Building 275 NW 2nd Street Miami, FL 33128 305-755-7800	P&R CONTRACT NO. RFQ 786B P&R PROJECT NO. 43502-15-001-14470619
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TRAIL PLANS

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DRAFT

LUDLAM TRAIL FROM SW 80TH STREET TO 400' NORTH OF NW 7TH STREET // 444236-1-22-01



LEGEND	
R-S/D	RESIDENTIAL - SINGLE FAMILY OR DUPLEX
R-O	RESIDENTIAL - OTHER
RC	RECREATIONAL
IT	INSTITUTIONAL
RR	RAILROAD



DRAFT

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> </tbody> </table>		REVISIONS		DATE	DESCRIPTION			 AECOM 7650 CORPORATE CENTER DR., SUITE 400 MIAMI, FL 33126-1220		LUDLAM TRAIL CORRIDOR PD&E STUDY			TRAIL PLANS	SHEET NO. Page 98 of 288
REVISIONS														
DATE	DESCRIPTION													
		Miami-Dade County Parks, Recreation, and Open Spaces (MDPROS)	Hickman Building 275 NW 2nd Street Miami, FL 33128 305-755-7800	P&R CONTRACT NO. RFQ 786B P&R PROJECT NO. 43502-15-001-14470619										

Attachment C
A.D. Barnes Park Street View



Note: Photo shows the view from the proposed Ludlam Trail west along SW 37th Street towards the Park entrance near A.D. Barnes Park Aquatic Center.

Source: Google Maps, Street View



Note: Photo shows the view facing west from SW 37th Street towards the Park entrance near A.D. Barnes Park Aquatic Center.

Source: Google Maps, Street View

Attachment D
A.D. Barnes Park Statement of Significance



miamidade.gov

Parks, Recreation and Open Spaces
275 NW 2nd Street
Miami, Florida 33128
T 305-755-7800

*Every Great Community has
a Great Park System.*

October 12, 2018

Mr. Steven Craig James
District Environmental Administrator
Intermodal Systems Development Office
Florida Department of Transportation, District Six
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6109
Miami, Florida 33172
steven.james@dot.state.fl.us

2013 Governor' Sustained
Excellence Award

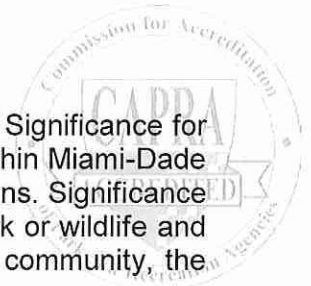


Subject: A.D. (Doug) Barnes Park and Preserve
Section 4(f) Statement of Significance
Ludlam Trail Corridor Project Development and Environment (PD&E) Study from
SW 80th Street to NW 7th Street

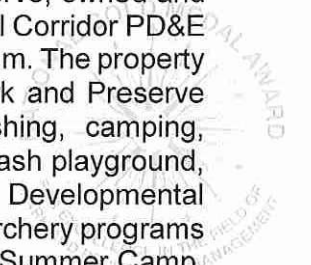
RECIPIENT

Dear Mr. James:

As the Official with Jurisdiction, please accept this letter as formal Statement of Significance for A.D. (Doug) Barnes Park and Preserve. This recreational resource is located within Miami-Dade County, and is a significant resource within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays an important role in meeting those objectives.



A.D. Barnes Park and Preserve is a 60.93-acre publically owned park and preserve, owned and maintained by Miami-Dade County, located adjacent to the proposed Ludlam Trail Corridor PD&E Study. The park is open to the public seven days a week from 7:00 a.m. to 10:00 p.m. The property address is 3401 SW 72 Avenue, Miami, Florida 33155-3665. A.D. Barnes Park and Preserve supports a range of activities including walking/jogging, biking, fitness, fishing, camping, basketball, picnic shelter/pavilion, playground, swimming pools (year round), splash playground, visitor and nature center. In addition, park programs include: Adults with Developmental Disabilities; EcoAdventures led canoe tours, nature hikes, campfire night walks, archery programs and nature camps; Learn-to-Swim; Leisure Access Program; Spring Camp; and Summer Camp. The Leisure Access Center is fully accessible for persons with disabilities. Paved trails wind throughout the park and preserve areas providing access for all people to experience the plants and wildlife in the preserve. It features two cottages equipped with showers, a lodge, and a dining hall with a full kitchen. There are 39 participants that attend the Adult Training Program in the Leisure Access Center. In addition, the cabins and facilities are rented by park patrons for an estimated average of two weekends per month and three full weeks during the year, for a total of 1,050 patrons. The Disability Services Program serves a total of 9,069 patrons per year. The grand total number of patrons served by both in program and facility rental is 10,119 patrons.



Mr. Steven Craig James
Section 4(f) Statement of Significance
Ludlam Trail Corridor PD&E) Study
SW 80th Street to NW 7th Street
Page 2 of 2

In 2016-17 the total use for A.D. Barnes Pool was 37,667 patrons. The major programming at the pool includes Learn-to-Swim, Water Exercise, Competitive Sports, Water Safety, and A.D. (Doug) Barnes Park and Preserve.

Recreational Swimming. In 2016-17 approximately 1,672 patrons registered for Learn-To-Swim classes at A.D. Barnes Pool. In 2017, the total shelter rentals were 529 and the total building rentals were 32.

A. D. Barnes Park and Preserve contains approximately 19 acres of environmentally sensitive areas, composed of 13 acres of pine rockland and 6 acres of tropical hardwood hammock. The 13 acres of pine rockland are designated by Florida Natural Areas Inventory as globally critically imperiled (G1). Over 400 native species of plants occur in pine rocklands and a large proportion of those species are endemic. The Preserve supports one of only two remaining natural populations of the federally endangered crenulate lead-plant (*Amorpha herbacea* var. *crenulata*). The preserve also contains 15 plant species listed by the State of Florida as Endangered, Threatened, or Commercially Exploited. These 19 acres of environmentally sensitive areas plus an additional 6 acres of buffer area are managed for conservation by Miami-Dade County through the Regulatory Economic Resources Department's Environmentally Endangered Lands Program.

In addition, 21.5 acres of environmentally sensitive areas are also designated as Miami-Dade County Natural Forest Community (NFC) and are subject to NFC regulations. NFCs are upland natural areas that meet one or more of the following criteria: the presence of endangered, threatened, rare, or endemic plant species; low percentage of site covered by exotic plant species; high overall plant diversity; wildlife habitat values; and geological features. As such, the tree and understory resources contained in these communities are accorded heightened protection by Section 24-49 of the County Code.

A.D. Barnes Park and Preserve is also home to The Sense of Wonder Nature Center set within Pine Rocklands areas. As a result, the 15-acre Nature Preserve, which hosts an average of 500 visitors a month, has become an oasis for migrating birds, local wildlife and plants, and according to the National Audubon Society, is one of the best places to see birds in Miami. The Nature Center offers numerous outreach programs dedicated to conservation and nature study, designed for all age groups.

Should you have any questions or require additional information, please contact my office at (305) 755-7800.

Sincerely,



Maria I. Nardi
Director

Attachment E
A.D. Barnes Park Concurrence Letter



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1000 NW 111 Avenue
Miami, FL 33172

KEVIN J. THIBAUT, P.E.
SECRETARY

March 5, 2021

Maria I. Nardi
Director
Miami-Dade County Parks, Recreation, and Open Spaces
275 NW 2nd Street, 5th Floor
Miami, Florida 33128

Subject: A.D. (Doug) Barnes Park
Section 4(f) Exception/Exemption
Ludlam Trail Corridor Project Development and Environment (PD&E) Study
From SW 80th Street to 400 feet North of NW 7th Street

Dear Ms. Nardi,

This letter is regarding the above referenced Ludlam Trail project and the proposed improvements to A.D. (Doug) Barnes Park (the Park) located at 3401 SW 72nd Avenue, Miami, Florida 33155. The project includes development of a 5.6-mile multi-use trail extending from SW 80th Street to 400 feet north of NW 7th Street, between 69th and 70th Avenue, as depicted in Attachment A. The proposed Ludlam Trail will provide a safe, dedicated, and direct means of non-motorized transportation to and from residences, work, schools, parks, transit, and retail centers. The proposed trail will serve as a publicly accessible active transportation corridor for bicyclists, pedestrians, and users of other types of non-motorized vehicles.

As part of this project, two new access points with connecting pathways are proposed to link the Park with the proposed Ludlam Trail. Conceptual design plans show two connections between the park and trail, the first near the Park's aquatics center and the second is approximately 120 feet south of the Coral Gables Canal. The first access point occurs at SW 37th Street with no pathway extension into the park; 37th Street provides connection into the park. The second proposed access point occurs at the Park boundary line with a pathway that extends through open space within the park to connect with the most proximate existing park pedestrian pathway. No alteration to the physical dimensions of the active recreational area or layout of the park facilities would occur as a result of the proposed project. The new pathways and access points are intended to enhance park accessibility while preserving existing park functions.

Under Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303 and 23 U.S.C 138), the A.D. (Doug) Barnes Park is considered a Section 4(f) resource. A statement of significance supporting this determination of Section 4(f) applicability was provided by your office on October 12, 2018. Consistent with the exceptions listed in 23 CFR § 774.13 and based on the enhancement of the function of the Park, the impacts of this project qualify it for a Section 4(f) Exception/Exemption.

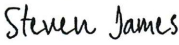
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Ms. Nardi
MDPROS
Ludlam Trail PD&E
Page 2

As the Official with Jurisdiction (OWJ) over the Park, FDOT respectfully requests your written concurrence that this project will not adversely affect the activities, features, or attributes of the Park property, but rather through the provision of additional public access, enhances the function of the Park. Please note that with your agreement, FDOT intends to process a Section 4(f) Exception/Exemption Form. To acknowledge that you have been notified of the intent to pursue a Section 4(f) Exception/Exemption, please sign below and return the signed copy to my attention per the letterhead address above.

If you have any questions, please contact me at (305) 470-5221 or via email at steven.james@dot.state.fl.us. Your prompt response is appreciated.

Sincerely,

DocuSigned by:

44A2F58851B5476...

Steven Craig James
District Environmental Administrator
Florida Department of Transportation, District Six

CONCURRENCE:

The Miami-Dade County Parks, Recreation, and Open Spaces Department concurs that the improvements to A.D. Barnes Park as a result of the Ludlam Trail project as described in this document will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f) [23CFR § 774.5(b)(2) and 23 CFR § 774.17] and enhances the park function. MDPROS understands that FDOT will process a Section 4(f) Exception/Exemption based upon this concurrence.



3.9.21

 Ms. Maria I. Nardi
Director
Miami-Dade County
Parks, Recreation and Open Spaces Department (MDPROS)

Date

Natural Resources Appendix

Contents:

USFWS Correspondence Email, July 21, 2021
Sole Source Aquifer USEPA Concurrence Letter
Surface Waters Map

Cherney, Laura

From: McDaniel, Michael <Michael.McDaniel@dot.state.fl.us>
Sent: Wednesday, July 21, 2021 11:27 AM
To: James, Steven C.; Cherney, Laura
Cc: Clark, Thu-Huong; Kelley, Shannon; King, Jenn; Fulcher, Virginia
Subject: [EXTERNAL] RE: FW: Notes from yesterday's meeting with USFWS re: Ludlam Trail PD&E

Looks good Craig,

Thanks for the follow up!

From: James, Steven C. <Steven.James@dot.state.fl.us>
Sent: Wednesday, July 21, 2021 11:23 AM
To: Cherney, Laura <Laura.Cherney@aecom.com>
Cc: McDaniel, Michael <Michael.McDaniel@dot.state.fl.us>; Clark, Thu-Huong <Thu-Huong.Clark@dot.state.fl.us>; Kelley, Shannon <Shannon.Kelley@dot.state.fl.us>; King, Jenn <jenn.king@aecom.com>; Fulcher, Virginia <Liz.Fulcher@aecom.com>
Subject: FW: [EXTERNAL] FW: Notes from yesterday's meeting with USFWS re: Ludlam Trail PD&E

Hi Laura, please find response from USFWS below. As discussed yesterday please include by reference into the CatEx and file the email in the SWEPT project folder. Thank you all very much!!

Steven Craig James, RLA 1451
District Environmental Manager
Planning and Environmental Management Office
Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6109
Miami, Florida 33172
Office (305) 470-5221
Mobile (305) 632-7391
steven.james@dot.state.fl.us



From: Wrublik, John <john_wrublik@fws.gov>
Sent: Wednesday, July 21, 2021 6:29 AM
To: James, Steven C. <Steven.James@dot.state.fl.us>
Cc: Kelley, Shannon <Shannon.Kelley@dot.state.fl.us>
Subject: Re: [EXTERNAL] FW: Notes from yesterday's meeting with USFWS re: Ludlam Trail PD&E

Craig,

The purpose of this email is to confirm that I met with FDOT staff on February 16, 2021, to provide technical assistance on the Ludlam Trail project.

Sincerely,

John M. Wrublik
U.S. Fish and Wildlife Service

1339 20th Street
Vero Beach, Florida 32960
Office: (772) 469-4282
Fax: (772) 562-4288
email: John.Wrublik@fws.gov

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

From: James, Steven C. <Steven.James@dot.state.fl.us>
Sent: Tuesday, July 20, 2021 5:32 PM
To: Wrublik, John <john_wrublik@fws.gov>
Cc: Kelley, Shannon <Shannon.Kelley@dot.state.fl.us>
Subject: [EXTERNAL] FW: Notes from yesterday's meeting with USFWS re: Ludlam Trail PD&E

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good afternoon John, Please provide an email confirmation of our consultation (and/or technical assistance) meeting on February 16th where we discussed the Ludlum Trail project information shown below. Our FDOT Office of Environmental Management (OEM) has requested this email confirmation as part of their review of the Project's draft Categorical Exclusion Type II Document. If you have any questions don't hesitate to contact me or Shannon. Thank you very much for your assistance.

Steven Craig James, RLA 1451
District Environmental Manager
Planning and Environmental Management Office
Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6109
Miami, Florida 33172
Office (305) 470-5221
Mobile (305) 632-7391
steven.james@dot.state.fl.us



From: Cherney, Laura <Laura.Cherney@aecom.com>
Sent: Wednesday, February 17, 2021 10:44 AM
To: James, Steven C. <Steven.James@dot.state.fl.us>; Kelley, Shannon <Shannon.Kelley@dot.state.fl.us>
Cc: Stannard, Keith <keith.stannard@aecom.com>; McKinney, Megan <megan.mckinney@aecom.com>
Subject: Notes from yesterday's meeting with USFWS re: Ludlam Trail PD&E

EXTERNAL SENDER: Use caution with links and attachments.

Hi Shannon – As requested, please see some notes from yesterday's meeting with USFWS. Thanks!

Meeting Note: USFWS Review meeting for Ludlam Trail PD&E NRE

Held via Teams on Tuesday, 2/16/21 at 11AM

Attendees:

USFWS: John Wrublik

FDOT: Craig James, Shannon Kelley

MDPROS: Alissa Turtletaub, Jenny Stern, Rosangelina Castro-Hernandez

AECOM: Laura Cherney, Megan McKinney, Keith Stannard

Topics discussed:

- FDOT (Craig James) provided project background with regard to purpose and funding and advised the relationship between FDOT and the County with respect to project responsibilities. FDOT also discussed the project phasing (project is currently in the Planning/PD&E phase and will soon move into the design phase) and the project schedule.
- AECOM provided an overview of the project including the project's build alternative, photos of existing conditions, and portions of the NRE document. Species and Determinations of Affect were presented and discussed. May Affect, Not Likely to Adversely Affect (MANLAA) determinations were made for 3 species – West Indian manatee, Eastern indigo snake, and Florida bonneted bat. Critical Habitat for the West Indian manatee was discussed, due to existing water flow control structures located downstream (east) of both surface water crossings that would likely prevent manatee migration upstream to the project corridor at both crossing locations the proposed project would not result in the “destruction or adverse modification of critical habitat.”
- John (USFWS) indicated that determinations for the Eastern indigo snake and the Florida bonneted bat could be downgraded from “MANLAA” to “no effect” determination for the following reasons:
 - Project is located in a highly urbanized area
 - No sightings for either the snake or the bat have been recorded within the project limits or within close proximity to the project
 - Further, potential habitat nor any signs of either species were not identified within the project limits during the field survey

Laura J. Cherney

Project Manager / Senior Ecologist, Environment

Mobile: +1 (305) 546-8283

Laura.Cherney@aecom.com

AECOM

2 Alhambra Plaza, Suite 900

Coral Gables, Florida 33134

Tel: +1 (305) 444-4691

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET, SW
ATLANTA, GEORGIA 30303-3104

Mr. Dat Huynh
District Planning and Environmental Administrator
Florida Department of Transportation, District 6
1000 North West 111th Avenue
Miami, Florida 33172

Subject: Sole Source Aquifer Review/Concurrence for Ludlam Trail Corridor, ETDM Number: 14369.

Dear Mr. Huynh:

The U.S. Environmental Protection Agency, Region 4 received the Florida Department of Transportation's (FDOT) request on May 21, 2021 to review the above referenced project pursuant to Section 1424(e) of the Safe Drinking Water Act (SDWA), 42 U.S.C. § 300h-3. The objective of the EPA's review is to determine if the project lies within the boundaries, including recharge and streamflow source zones, of an EPA designated Sole Source Aquifer (SSA), and to determine if the project poses potential adverse health or environmental impacts. A SSA is the sole or principal water source for a designated area.

Ludlam Trail Corridor project (Project) has been determined to lie inside the designated boundaries of the Biscayne Sole Source Aquifer and based on the information provided, may cause a significant impact to the aquifer system when the Project's bridge foundations are installed, construction dewatering is undertaken, and/or the documented groundwater contamination is disturbed. However, with proper implementation of best management practices (BMPs), these potential impacts can be adequately reduced or properly mitigated. To that effect, when installing bridge foundations, the FDOT must adhere to the list of BMPs provided as items 1 and 2 below. The dewatering operation BMPs are listed in item 3, and groundwater contamination BMPs are listed in item 4 below:

1. FDOT Design Manual Chapter 320 Stormwater Pollution Prevention Plan (SWPPP)
2. FDOT Standard Specification for Road and Bridge Construction,
 - a. Section 6 – Control of Materials
 - b. Section 104 – Prevention, Control, And Abatement of Erosion and Water Pollution
 - c. Section 455 – Structures Foundations
3. U.S. Bureau of Reclamation Engineering Geology Field Manual – Chapter 20 Water Control. <https://www.usbr.gov/tsc/techreferences/mands/geologyfieldmanual-vol2/Chapter20.pdf>
4. Prepare and implement an Engineering Control Plan and a Soil Management Plan for the documented groundwater contamination plume in the project area and perform the required treatment prior to construction if necessary. Provide the EPA with Engineering Control Plan and a Soil Management Plan when developed as well as any treatment methods used to contain the contamination.

Furthermore, all debris from any demolition of the existing structures must be properly contained and removed from the site prior to construction of the new structure. If applicable, all county flood plain management plans and public notification processes must be followed. During construction, it is the EPA's understanding and expectation that those responsible for the project will strictly adhere to all Federal, State, and local government permits, ordinances, planning designs, construction codes, operation, maintenance, and engineering requirements, and any contaminant mitigation recommendations outlined by federal and state agency reviews. All best management practices for erosion and sedimentation control must also be followed and State and local environmental offices must be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. The following website provides information regarding the Florida Department of Environmental Protection's Source Water Assessment and Protection Program.

<http://www.dep.state.fl.us/swapp/Default.htm>

The EPA finds that, if the conditions outlined above are adhered to, this Project should have no significant impact to the aquifer system. Please note that this "no significant impact" finding has been determined based on compliance with the requirements outlined above and, on the information provided. Further, this finding only relates to Section 1424(e) of the SDWA, 42 U.S.C. § 300h-3. If there are any significant changes to the project, the EPA Region 4 office should be notified for further review. Other regulatory groups within the EPA responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments.

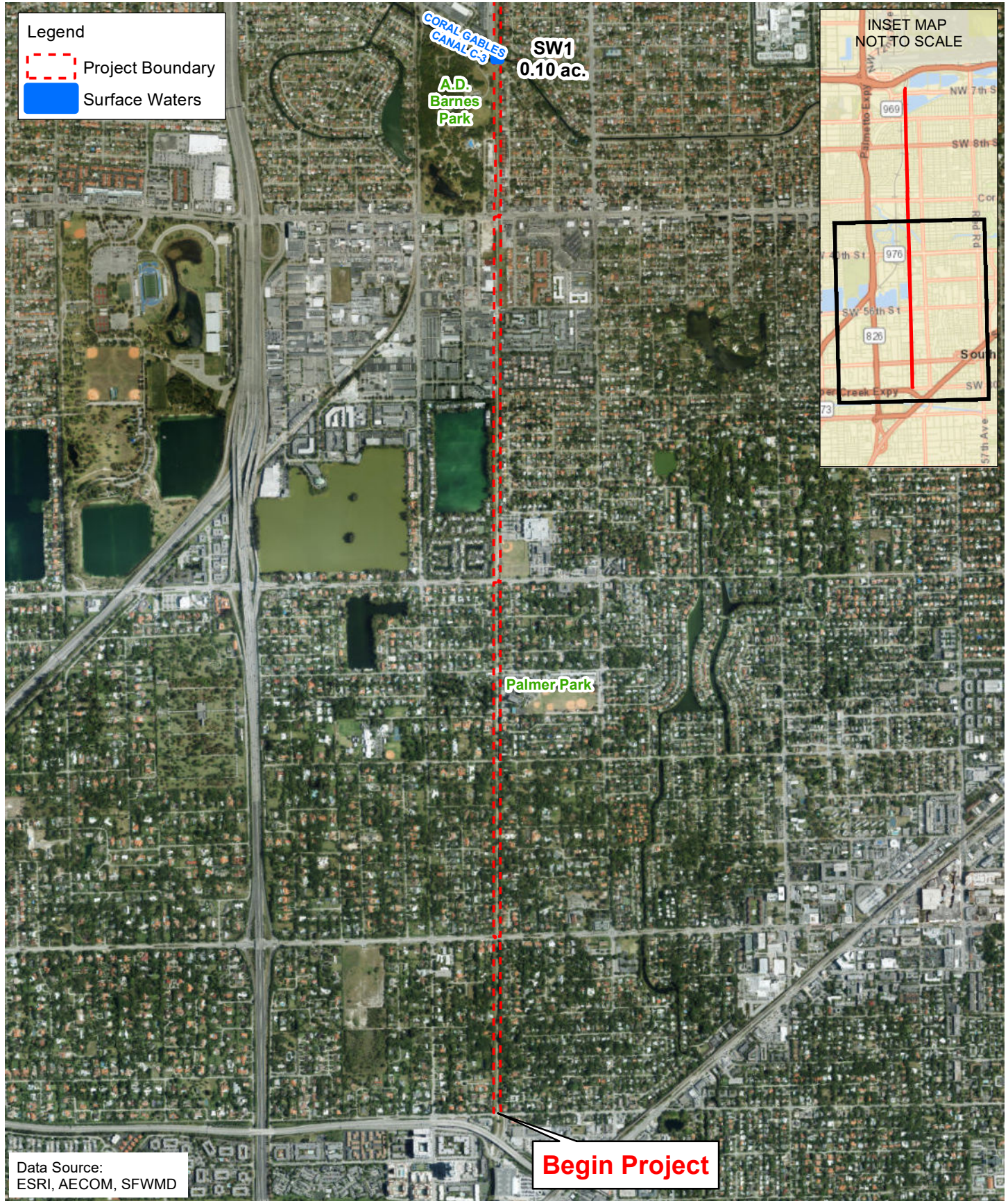
Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact Mr. Khurram Rafi at 404-562-9283 or Rafi.Khurram@epa.gov or Mr. Larry Cole at 404-562-9474 or Cole.Larry@epa.gov.

Sincerely,

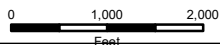
**JOEL
COFFMAN**

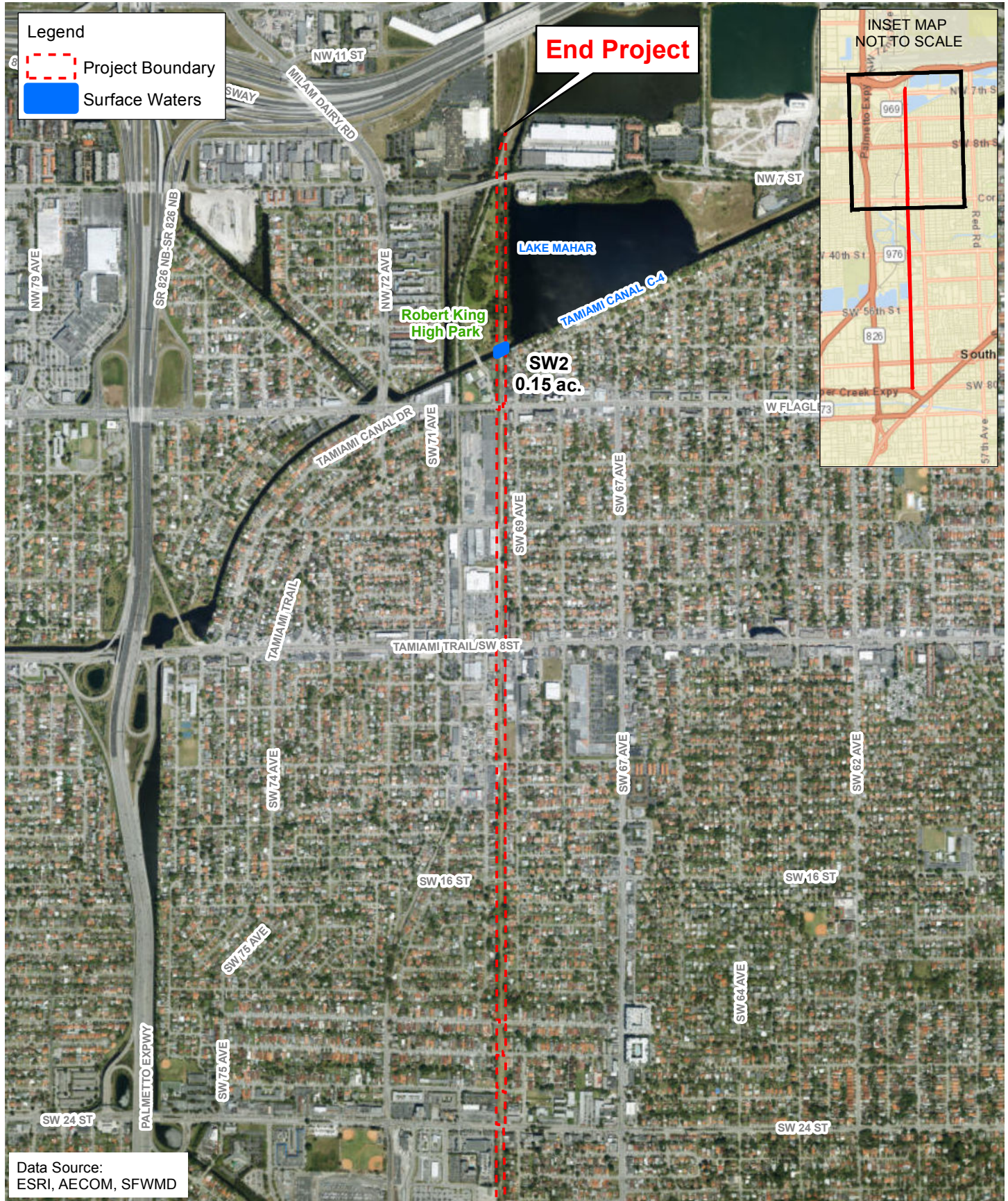
Digitally signed by JOEL
COFFMAN
Date: 2021.06.24
06:46:50 -04'00'

Joel Coffman, Acting Chief
Groundwater, UIC and GIS Section
Safe Drinking Water Branch
EPA, Region 4, Atlanta, GA



Surface Water Locations
 Ludlam Trail Corridor
 PD&E Study





Page: 2 of 2

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Feet

Surface Water Locations
Ludlam Trail Corridor
PD&E Study



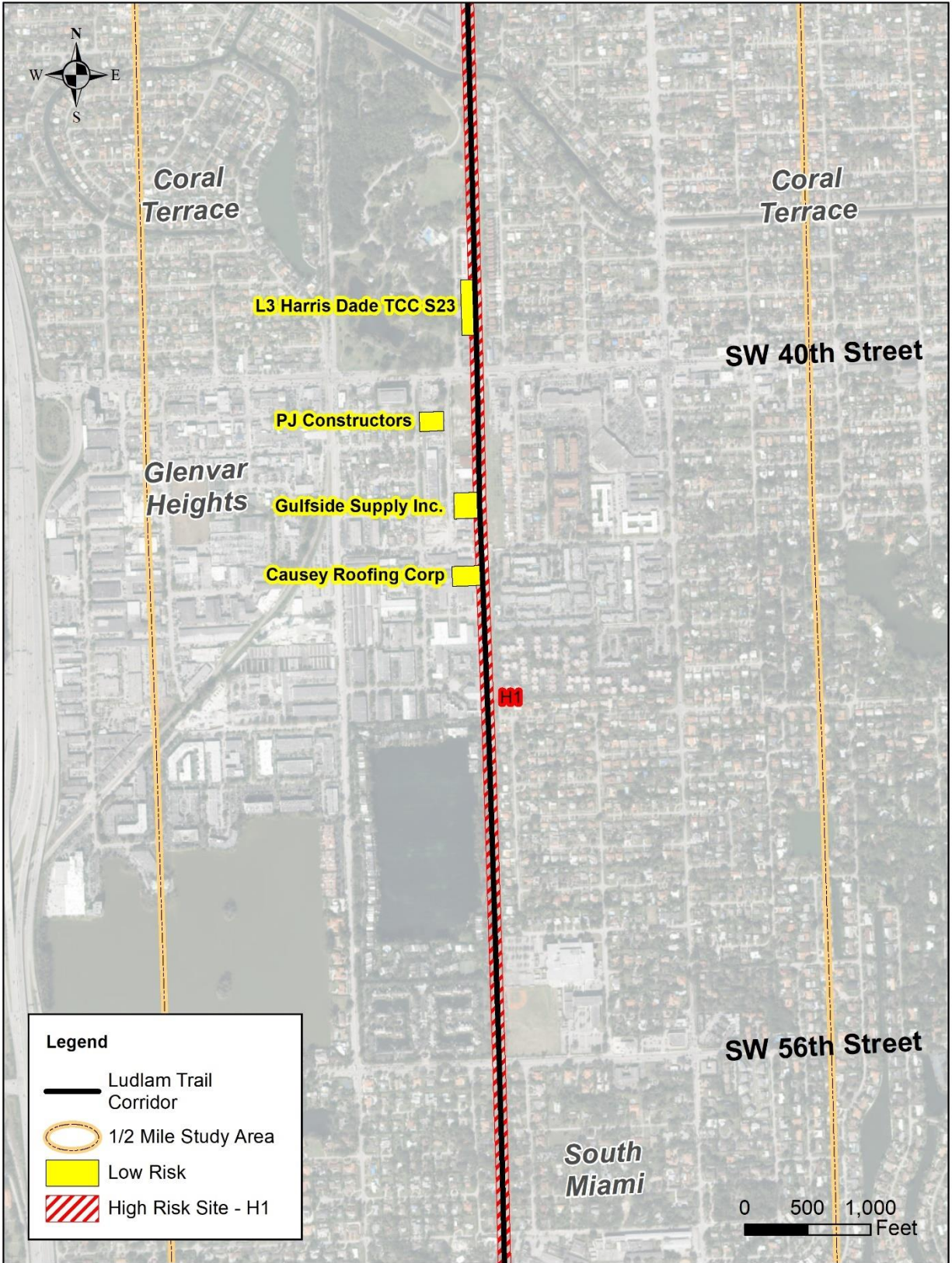
Physical Resources Appendix

Contents:

Potential Contamination Site Map









Public Involvement Appendix

Contents:

Public Hearing Transcript

Public Hearing Certification Documentation

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MIAMI-DADE COUNTY PARKS, RECREATION AND OPEN SPACES

LUDLAM TRAIL CORRIDOR PD&E STUDY

PUBLIC HEARING

ORIGINAL

Miami-Dade County Main Library

101 West Flagler Street

Miami, Florida 33130

AMENDED

August 24, 2021

6:00 p.m.

Taken before Johnny Caldera, Court Reporter and
Notary Public in and for the State of Florida at
Large.

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P R O C E E D I N G S

MS. KING: Good evening. Miami-Dade County Parks, Recreation and Open Spaces Department would like to welcome you to the Public Hearing for the Ludlam Trail Corridor Project Development Environment Study, also referred to as a PD&E Study. My name is Jenn L. King, P.E., Public Information Officer for tonight's Public Hearing.

I'd like for everyone to please note that this Public Hearing is being recorded. A copy of the recording will be posted to the project website after the hearing. If you need assistance in Haitian Creole, please contact one of the staff in the room or use the Q&A box or use the raise hand feature online.

Now I'll review how to communicate with the team for those of you who are attending virtually. Currently, all microphones, other than presenters, are muted. Our online moderator tonight is Ms. Kelly Stoll. She will coordinate the online portion of tonight's meeting. There are three ways to communicate with the team during the open house portion of tonight's meeting. You can use the raise hand feature on the control panel or you can submit comments by clicking the Q&A button on your

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1 screen or you can also use *9 on your phone to
2 indicate that you would like to be unmuted.

3 At the completion of the open house at 6:30, all
4 microphones will again be muted and will remain
5 muted until the conclusion of the Public Hearing
6 formal presentation. If you experience technical
7 difficulties, please call the number on the screen.
8 This number is also listed in the Q&A section.

9 Tonight's agenda for the Ludlam Trail PD&E Study
10 Public Hearing is as follows: We'll start with
11 some opening remarks from Ms. Maria I. Nardi, who
12 is the director of the Miami-Dade County Parks,
13 Recreation and Open Spaces. Then we will be
14 welcomed by the county's project manager, Ms.
15 Alissa Turtletaub.

16 Next, our consultant project manager, Mr. Marty
17 Peate, AICP, will provide a brief introduction of
18 the project and our team. At that point, I will
19 come back on and welcome any elected officials or
20 their representatives to self-introduce themselves.
21 If you happen to be online, please use the raise
22 hand feature and our moderator will unmute you.
23 After that, we'll introduce our team of panelists
24 and then we will begin the open house period of
25 tonight's meeting.

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1 During the open house you may interact with the
2 team and the panelists, and you can ask questions.
3 At 6:30 p.m. all microphones will be muted and we
4 will begin a formal presentation. Following the
5 presentation we will open the official comment
6 period for the Public Hearing.

7 With that, I'm going to turn it over to Kelly
8 and Director Nardi.

9 MS. NARDI: Good evening, everyone. My name is
10 Maria Nardi, Miami-Dade Parks Director. And it's a
11 pleasure to be here. And I want to thank everyone
12 of you for joining us this evening. I want to give
13 a special thanks to all of the elected officials
14 that are joining us today, whose support has been
15 ongoing from Commissioner Sosa and Commissioner,
16 recently elected Commissioner Regalado, of course
17 for her support of parks, and Mayor Daniella Levine
18 Cava, who is a champion of parks and trails as
19 well.

20 I also want to give a special thanks to
21 Commissioner Sosa, who has been the champion of
22 this project from the very start. And whose effort
23 in helping us fund this project has gotten us to
24 this point. So a big thank you to Commissioner
25 Sosa.

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1 This is a long awaited project and we're very
2 excited to be here. This is really a milestone for
3 us in the department. This also could not have
4 happened without the community and their vision and
5 the support. And also without the support of so
6 many other partners and the extraordinary team that
7 I have the privilege to lead and work with in
8 Miami-Dade County Parks. Some of whom you will
9 hear tonight. And hopefully for those of you that
10 are in-person, have gotten a chance to meet.

11 This is Ludlam Trail. It's going to be an
12 iconic greenway as part of the Miami LOOP greenway
13 system that we have been working on for many years.
14 This is part of the Miami-Dade Parks Recreation and
15 Open Spaces master plan vision for developing a
16 500-mile trail system throughout Miami-Dade County.
17 This is a portion of it that is at the heart of the
18 community, the Miami LOOP, that we've been working
19 on. So, we thank everyone once again for being
20 here and of course thank you to FDOT District 6 for
21 being partners in this project and we look forward
22 to sharing the project information with you this
23 evening and hearing your feedback and comments
24 regarding the trail. Thank you.

25 MS. TURTLETAUB: Good evening, my name is Alissa

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1 Turtletaub and I'm the project manager with Miami-
2 Dade County Parks Recreation and Open Spaces. It
3 is my honor and privilege to be here with you
4 tonight. And thank you so much for joining us this
5 evening for the Ludlam Trail Public Hearing. The
6 Ludlam Trail will be a 5.6 mile nonmotorized use
7 trail for bicyclists, pedestrians, joggers, and
8 other ways to connect to work, school, home and
9 activity centers. So with that, I say thank you
10 for joining us and we look forward to providing
11 information and hearing your feedback about the
12 Ludlam Trail.

13 MS. KING: Thank you very much, Alissa. And now
14 Mr. Marty Peate.

15 MR. PEATE: Good evening. Thank you, Alissa.
16 Again, my name is Marty Peate and I'd also like to
17 thank you for joining us tonight. This Public
18 Hearing is for the Miami-Dade County Project -- I'm
19 sorry, I skipped ahead. This Public Hearing is for
20 the Miami-Dade County Project Number 403502-15-001
21 and state financial management number 444236-1-22-
22 01. This environmental study has been conducted by
23 the Miami-Dade County Parks Recreation and Open
24 Space, also referred to as MDPROS, in coordination
25 with the Florida Department of Transportation, or

1 FDOT, District 6, in compliance with all applicable
2 Federal, environmental laws pursuant to 23 U.S.C.,
3 section 327, and the implemented Memorandum of
4 Understanding between the FDOT and the Federal
5 Highway Administration, referred to as FHWA, signed
6 on December 14, 2016 with the FDOT Office of
7 Environmental Management, also known as OEM, in
8 Tallahassee as the approving agency, approving
9 authority. These improvements involve the creation
10 of a new shared-use trail with pedestrian pathway,
11 soft, natural surface jogging path and a two-way
12 bicycle path, along with landscaping, rest areas
13 and parking lots, which are detailed on the roll
14 plot.

15 The proposed project includes 11 at-grade
16 crossings, four bridge crossings over roads, and
17 two bridges over existing canals in the corridor.
18 The purpose of the proposed Ludlam Trail Corridor
19 Project is to encourage the use of alternate
20 methods of transportation and enhance overall
21 connectivity and accessibility between schools,
22 parks, transit, residences, workplaces and
23 shopping. Over 30,000 residents live within two
24 miles of the proposed project corridor.

25 More details will be brought throughout the

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1 formal presentation. This hearing is being held to
2 provide you with the opportunity to comment on this
3 project. It takes a multidisciplinary team to
4 complete the Ludlam Trail PD&E Project. Miami-Dade
5 County supported by the Florida Department of
6 Transportation engaged the AECOM team to complete
7 this PD&E Study. Our AECOM team includes Dover,
8 Kohl and Partners for trail design and support,
9 JANUS Research Incorporated for historical and
10 archeological resources, MARLIN Engineering
11 Incorporated for structural support, C.H. Perez &
12 Associates for survey, Geosol Incorporated for
13 geotechnical evaluation, and CALTRAN Engineering
14 Group Incorporated, who completed our traffic
15 study. And with that brief introduction, I'll turn
16 it back over to Jenn. Thank you.

17 MS. KING: Thank you, Marty. At this time we
18 would like to recognize any federal, state, county
19 or city officials who may be present tonight. Are
20 there any officials who'd like to be recognized?
21 Please stand up if you are here in the room or
22 please select the raise hand feature on the control
23 panel if you are attending online and our moderator
24 will be able to unmute you.

25 So, Kelly, do you have any --

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1 MS. STOLL: Yes, Commissioner Sosa is joining
2 us. Commissioner Sosa, the floor is yours.

3 COMMISSIONER SOSA: Thank you very much. And
4 for me it's a pleasure that I was invited to join
5 all of you and the community for this Public
6 Hearing. But first of all, what I want is to
7 recognize the wonderful staff of the Miami-Dade
8 County Parks Department and the many county
9 employees who joined us tonight. They have been an
10 essential part of this effort that brings us one
11 step closer to seeing the Ludlam Trail become a
12 reality. And today, to all of them, each one of
13 you, I'm very grateful.

14 When we say Ludlam Trail, it is so much more
15 than just another great space, Ludlam Trail is
16 about connectivity and community. Once completed
17 the Ludlam Trail will connect over 35,000 people
18 within a half mile radius. Whether you live on
19 different streets from 7th to 80th, you will have
20 access to five schools, four parks, and two transit
21 stops along the five-mile corridor of the Ludlam
22 Trail. And those who live close by will be able to
23 access activities for their enjoyment.

24 I am so proud that we have reached this
25 important stage of the process, but much progress

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1 has been achieved because this and the teamwork.
2 For our partners on the federal level, the state
3 governor, our former Mayor Gimenez and our current
4 Mayor Cava have always supported our effort. To
5 Chief Ed Marcus who helped us at the time that we
6 needed to buy this piece of land for the county.
7 To our partners and the City of Miami, especially
8 Manuel Reyes, the Commissioner. To my colleague
9 Raquel Regalado, the Commissioner, we welcome her
10 because this is also part of her district. But
11 especially to our amazing parks department and its
12 director Maria Nardi. And very importantly, the
13 residents and stakeholders who join us tonight. We
14 are here to listen to you. We are here to continue
15 working together. And thank you very much, let's
16 start.

17 Let's not forget that we have, actually, we have
18 to thank many state representatives and senators
19 from the past for the funding that we have been
20 receiving year after year and this year we have to
21 thank State Representative Bryan Avila and State
22 Senator Maria Rodriguez because they are committed
23 to helping us. And to the DOT to work together
24 with us. May God bless you all. And we are here
25 to listen to all of you. Thank you from the bottom

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1 of my heart.

2 MS. STOLL: Thank you very much. And now
3 Commissioner Regalado, the floor is yours.

4 COMMISSIONER REGALADO: Wonderful. Thank you
5 very much. It's a pleasure to join you today and
6 always an honor to follow Commissioner Sosa. She
7 did a wonderful job of thanking staff and all of
8 our partners, so I'll take a limited amount of time
9 to thank her for her leadership. The Ludlam Trail
10 exists today because Commissioner Sosa took on this
11 labor of love, so I think it is part of the many
12 legacies that she leaves for the residents of
13 Miami-Dade County. I think it's a beautiful
14 project that really focuses on mobility, but
15 mobility that enhances communities. And that's
16 what this meeting is about today, to hear from
17 those most impacted and those most benefited by it.
18 Also, we're so excited about making this a reality.

19 Staff and parks have done such an amazing job.
20 I think this will really be a connector for a
21 community that has required one for a very long
22 time. And I just want to thank Commissioner Sosa
23 again for her leadership, for her advocacy at the
24 federal level, at the state level, and at the board
25 of county commissioners. The Ludlam Trail couldn't

1 be a reality without her support. So we're here to
2 listen to the residents. And once again, thanks to
3 all of our partners and staff.

4 MS. KING: Thank you. Kelly, do we have any
5 other elected officials with their hands raised
6 that would like to speak at this time?

7 MS. STOLL: Not that I'm aware of.

8 MS. KING: In that case, do we have anybody
9 present in the room who would like to be
10 recognized?

11 Seeing none, thank you very much. We really
12 sincerely appreciate that you are here and
13 attending with us and participating tonight.

14 It is now my pleasure to introduce our
15 presenters and our panelists for tonight's Public
16 Hearing. The presenters that you've already heard
17 from here tonight, in order are as follows:
18 Myself, Jenn King, Public Information Officer, with
19 AECOM, you've heard briefly from Amparo Vargas, our
20 AECOM Spanish translator. Maria I. Nardi, the
21 director of County Parks Recreation and Open Spaces
22 was online with us. Alissa Turtletaub, our Miami-
23 Dade County PROS Project Manager. Marty Peate, our
24 AECOM Consultant Project Manager. I'd also like to
25 take a moment to thank the other representatives of

1 Miami-Dade County and our consultant project team
2 who are also here with us physically tonight
3 supporting the Public Hearing. And of course all
4 of our online support team as well.

5 Now, turning to our panelists, I'm going to turn
6 the mic over to --

7 MR. ZIZOLD: Today's hearing for the Ludlam
8 Trail. It's a pleasure hosting this meeting. And
9 my name is Alex Zizold and I'm with Miami-Dade
10 County Parks Recreation and Open Spaces Planning
11 and Research. Thank you very much.

12 MS. CHERNEY: Good evening, this is Laura
13 Cherney. I work for AECOM. I'm the environmental
14 task manager for this project. Thank you all for
15 being here.

16 MS. MADABHUSHI: Good evening, everybody. This
17 is Babu Madabhushi. I'm with AECOM. I'm assisting
18 this project with contamination. Thank you.

19 MR. LLOYD: Good evening, everyone. I'm Andrew
20 Lloyd. I am one of the professional engineers
21 working for AECOM on the design team.

22 MR. PEREZ: Good evening, my name is Saul Perez.
23 I'm with AECOM. I'm in charge of the structures
24 group.

25 MR. DOVER: Hi, everyone. My name is Victor

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1 Dover. I'm with Dover, Kohl & Partners. I'm the
2 designer working on the schematic design.

3 MS. KING: We have Clete Rooney, Archaeologist,
4 Bureau of the Historic Preservation, Division of
5 the Historical Resources from the Florida
6 Department of State, as well as Alyssa McManus,
7 Architectural Historian, Division of Historic
8 Resources, Florida Department of State.

9 As a reminder, for those who are attending
10 virtually, currently all your microphones, other
11 than the presenters, are muted. There are three
12 ways to communicate with the team during the open
13 house portion of tonight's meeting. You can use
14 the raise hand feature on the control panel. You
15 can submit comments by clicking the Q&A button on
16 your screen. Or you can also use *9 on your phone
17 to indicate you'd like to be unmuted and Kelly will
18 assist.

19 At the completion of the open house at 6:30, all
20 microphones will again be muted and will remain
21 muted until the completion of the Public Hearing
22 formal presentation. If you experience technical
23 difficulties, please call the number that's on the
24 screen and that's listed in the Q&A section.

25 At this point we are in the open house period,

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1 so please feel free to interact with our team and
2 the panelists online during the open house. The
3 displays are provided both in the room and online
4 at the project website, which is Miami-
5 Dade.gov/ludlamtrail. We have boards, the roll
6 plot and all the documents on display available
7 here in the room and online.

8 The formal presentation will begin at 6:30.
9 Please note any verbal statements that are made
10 during the open house period will not be captured
11 as a formal comment for the public hearing. If you
12 would like to make a statement for the public
13 record, please do that during the official comment
14 period, which is going to open up after tonight's
15 presentation. You can also type it directly into
16 the Q&A box. With that, I'm going to turn the
17 microphone off and encourage everybody to please
18 talk to the panelists here in the room and online.

19 (Thereupon, a break was taken at 6:23 p.m.;
20 after which, the following was heard at 6:34 p.m.)

21 MS. KING: We really appreciate all the
22 wonderful participation. We really appreciate
23 everyone's attendance. We really appreciate all
24 the interest in the project. Thank you very much.
25 Again, just to reiterate, because tonight is a

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1 Public Hearing, the forum is an opportunity to
2 receive your comments into the official public
3 record. So unlike other meetings that the project
4 had had, this is not a question and answer session.
5 It is a formal Public Hearing. In which case, all
6 of the input that we get tonight in writing in this
7 room with a court reporter, online in the chat box,
8 and over the course of the timeframe that we have
9 the Public Hearing open formal comment period
10 opened will all be part of the record. We will not
11 be responding to questions this evening. I
12 understand there may be a few questions and I
13 understand there are some online, I'd like to
14 assure you we will follow up after the Public
15 Hearing.

16 If you are online and you have put a question in
17 the Q&A box, that is part of our official comments,
18 and we appreciate that and we will respond. We do
19 have your emails and will be able to follow up
20 after tonight's hearing. With that, I'd like to
21 start our presentation.

22 Miami-Dade County Parks Recreation and Open
23 Spaces Department would like to welcome you to the
24 Public Hearing for the Ludlam Trail Corridor
25 Project Development and Environment Study or PD&E

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1 Study located between 400 feet north of NW 7th
2 Street and SW 80th Street between 69 and 70 Avenues
3 within Miami-Dade County Florida. This Public
4 Hearing pertains to Miami-Dade County project
5 number 403502-15-001, state financial management
6 number 444236-1-22-01 and Efficient Transportation
7 Decision Making, ETDM number 14369.

8 The purpose of a Public Hearing is to share
9 information with the general public about the
10 proposed improvements, the conceptual designs, all
11 alternatives under study, and the potential
12 beneficial and adverse social, economic and
13 environmental impacts upon the community. The
14 Public Hearing also serves as an official forum
15 providing opportunity for members of the public to
16 express their opinions regarding the project. The
17 feedback gathered from this Public Hearing will be
18 used to finalize the study recommendations. There
19 are three primary components of a Public Hearing,
20 an open house, a formal presentation, and a period
21 for public comment. The first portion of the
22 Public Hearing, the open house, has already
23 occurred prior to this presentation.

24 During the open house, the public was invited to
25 view the project displays, speak directly with the

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1 project team, and provide comments either in
2 writing or verbally to the court reporter. The
3 second component of a Public Hearing is this
4 presentation, which will explain the project's
5 purpose and need, the PD&E Study alternatives,
6 potential impacts, both beneficial and adverse, and
7 proposed methods to mitigate adverse project
8 impacts.

9 The third part of the Public Hearing will be a
10 formal comment period, which will follow this
11 presentation. The public will have the opportunity
12 to provide oral statements at the microphone, or
13 online, or to provide comments in writing at the
14 meeting, or online, or speak directly to the court
15 reporter. This Public Hearing was advertised
16 consistent with the federal and state requirements
17 shown on this slide, section 120525 Florida
18 statutes, section 286011 Florida statutes, section
19 335199 Florida statutes, section 339155 Florida
20 statutes. Americans with Disabilities Act of 1990
21 Title VI of the Civil Rights Act of 1964 and other
22 nondiscrimination laws, 49 CFR, Part 24, uniform
23 relocation assistance and real property acquisition
24 for federal and federally assisted programs, 40
25 CFR, Part 1506, other requirements of NEPA.

1 This Public Hearing is intended to fulfill the
2 requirements of Chapter 86-308, Laws of Florida,
3 designating Calle Ocho as a State Historic Highway.
4 Representatives from the Division of Historical
5 Resources Florida Department of State are in
6 attendance and available at tonight's Public
7 Hearing. Public participation at this Public
8 Hearing is encouraged and solicited without regard
9 to race, color, national origin, age, sex,
10 religion, disability or family status.

11 Persons wishing to express any concerns about
12 Title VI may do so by contacting Miami-Dade County,
13 the FDOT District 6 office, or the Tallahassee
14 Office of the FDOT. This contact information is
15 also provided in the project factsheet and on a
16 sign displayed at this hearing. The environmental
17 review consultation and other actions required by
18 applicable federal environmental laws for this
19 project are being or have been carried out by the
20 Florida Department of Transportation pursuant to 23
21 U.S.C, section 327, and the Memorandum of
22 Understanding dated December 14, 2016 and executed
23 by the Federal Highway Administration and the FDOT.
24 The FDOT Office of Environmental Management, OEM,
25 in Tallahassee, is the approving authority.

1 This presentation will cover the project's
2 purpose and need, how the project is consistent
3 with local and regional transportation plans, the
4 project alternatives considered in the PD&E Study
5 and the potential impacts, both beneficial and
6 adverse, the project may have on the surrounding
7 environment. The proposed project limits extend
8 along the segment of the former Florida East Coast
9 railroad corridor between 400 feet north of NW 7th
10 Street and SW 80th Street, between 69th and 70th
11 Avenues.

12 The project study area is located within
13 unincorporated Miami-Dade County and the City of
14 Miami. A transportation project generally has five
15 phases. This Ludlam Trail Project has already
16 completed the advanced land acquisition process
17 with approval from FDOT in 2018. This project is
18 currently at the PD&E phase. The next phase will
19 be the final design phase. Public involvement is
20 solicited throughout the PD&E phase and all project
21 development phases.

22 A PD&E Study develops alternatives that address
23 the project's purpose and need. The process
24 requires continuous interaction with the public and
25 project stakeholders to identify and address

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1 issues. As noted in blue on the graphic, this
2 project is at a point in the PD&E Study where a
3 preferred alternative is being presented at
4 tonight's Public Hearing. The next step will be to
5 incorporate input from this Public Hearing into the
6 final decision making process.

7 For this Ludlam Trail PD&E Study, once the
8 comment period closes, 21 days after the Public
9 Hearing on September 14, 2021 and after public
10 feedback has been considered, a decision will be
11 made by Miami-Dade County on the preferred action
12 and final PD&E documents will be submitted for the
13 project acceptance. The goal of the PD&E Study is
14 to obtain location and design concept acceptance or
15 LDCA from the FDOT Office of Environmental
16 Management in Tallahassee, which will allow the
17 project to move to the next phase: final design.

18 The purpose of the proposed Ludlam Trail
19 corridor project is to encourage the use of
20 alternate modes of transportation and enhance
21 overall connectivity and accessibility to schools,
22 parks, transit stations, bus stops, residences,
23 workplaces and shopping. The need for the proposed
24 project is based on the following criteria: One,
25 system linkage.

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1 The Ludlam Trail will be a vital component of
2 the Miami-Dade County trail network linking a
3 system of parks, greenways, trails and water
4 trails, while offering a reliable transportation
5 alternative. Two, social and economic demand. The
6 Ludlam Trail is anticipated to improve public
7 mobility for walking and biking to schools, parks
8 and transit stations, resulting in a reduction of
9 daily vehicle trips in the project vicinity. By
10 providing additional nonmotorized transportation
11 options, fewer vehicles will likely travel on the
12 surrounding roadway network, which will help to
13 reduce traffic congestion on major arterials in the
14 area.

15 Furthermore the proposed project will enhance
16 mobility and strengthen connections to neighboring
17 communities, providing increased opportunities for
18 social and economic development, as well as
19 recreational opportunities. This project is
20 consistent with area transportation plans including
21 the FDOT Work Program State Transportation
22 Improvement Program, STIP. The project is also
23 included in the Miami-Dade Transportation Planning
24 Organizations, TPO, Transportation Improvement
25 Program, TIP.

1 Ludlam Trail is also noted in the TPO Long Range
2 Transportation Plan, LRTP, for the current plan
3 period. During the PD&E Study alternatives are
4 developed and refined to meet a project's purpose
5 and need, as well as avoid or minimize impacts to
6 the social, cultural, natural and physical
7 environments. Alternatives are compared in an
8 evaluation matrix. Build alternatives are compared
9 against a no-build alternative, which serves as a
10 baseline and must be included until the end of the
11 PD&E study. By definition, a no-build alternative
12 requires no expenditure of funds for design, right-
13 of-way, construction or utility relocation, however
14 it does not address the purpose and need of a
15 project either. As required, the no-build
16 alternative remains a viable option for a PD&E
17 Study and it can be selected as the final decision.

18 The Ludlam Trail considered a total of two
19 alternatives for the PD&E Study, the no-build
20 alternative and one-build alternative. The no-
21 build alternative will not provide any enhancement
22 to pedestrian and bicycle mobility or access in the
23 project area. This project has one-build
24 alternative, which will be described in the next
25 slides. The build alternative is being proposed as

1 the preferred alternative for this PD&E Study
2 Project.

3 The preferred alternative consists of a 10-foot
4 wide pedestrian path, which includes an 8-foot wide
5 pedestrian trail and a 2-foot wide soft natural
6 surface trail, and a 12-foot wide two-way bicycle
7 path separated from the pedestrian path by a
8 landscape buffer. The corridor also includes 15-
9 foot wide landscape buffers next to properties
10 zoned for single family and duplex use. Generally,
11 the paths will run along the center of the 5.6 mile
12 trail corridor.

13 The Ludlam Trail will provide access to activity
14 centers like schools, parks and transit centers via
15 ten-foot wide multiuse paths that can accommodate
16 both pedestrians and bicyclists. Connections to
17 neighborhoods and proposed parking facilities will
18 also be provided via 10-foot wide multiuse paths.

19 There will be two general configurations for the
20 Ludlam Trail. This is typical section number one
21 which is the buffer separated pedestrian and
22 bicycle path. Under this scenario the trail
23 consists of a 10-foot wide pedestrian path, which
24 includes an 8-foot wide pedestrian trail and a 2-
25 foot wide soft natural surface trail and a 12-foot

1 wide two-way bicycle trail separated from the
2 pedestrian path by a landscape buffer that varies
3 in width from 4 to 14 feet.

4 The section also includes 15-foot wide landscape
5 buffers where the trail is adjacent to property
6 zoned for single family or duplex use. This is a
7 graphical representation of typical section number
8 one with the buffered separation between the
9 bicycle path and the pedestrian path, showing
10 potential landscaping elements.

11 This slide shows a conceptual rendering of the
12 proposed typical section number one with the 10-
13 foot wide pedestrian path separated by 14 feet of
14 landscape buffer from the 12-foot wide two way
15 bicycle path. This typical section number two
16 shows the pedestrian and bicycle paths with no
17 separation. Under this scenario the trail consists
18 of a 5.5 to 10-foot wide pedestrian trail, which
19 includes a 2-foot wide salt natural surface path,
20 in addition to a 12-foot wide two-way bicycle trail
21 immediately adjacent to one another with pavement
22 markings.

23 While the majority of the length of the 5.6 mile
24 long trail has a 10-foot wide pedestrian path, in a
25 few areas, the width transitions and narrows down.

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1 This happens whenever the path approaches a roadway
2 crossing, an overpass bridge, or a development zone
3 area. The section also includes 15-foot wide
4 landscape buffers where the trail is adjacent to
5 property zoned for single family or duplex use.

6 This is a graphical representation of typical
7 section number two with pedestrian and bicycle
8 trails adjacent to each other, with an 18 inch
9 stripe between the paths showing potential
10 landscaping elements. This slide shows a
11 conceptual rendering of the proposed typical
12 section number two with the pedestrian path
13 directly adjacent to the two-way bicycle path
14 separated by an 18-inch paint stripe, which will
15 occur occasionally throughout the trail where it
16 approaches roadway crossings, overpass bridges, or
17 development zone areas.

18 This typical section shows the pedestrian and
19 bicycle paths on a bridge in a development zone.
20 Under this condition the trail consists of a 5.5
21 foot wide pedestrian trail and a 10-foot wide two-
22 way bicycle trail immediately adjacent to one
23 another with pavement markings. Within the project
24 limits there are a total of six bridges, three
25 overpass bridges in development zones, one overpass

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1 bridge outside of development zones, and two
2 bridges over canals.

3 The bridges located outside of development zones
4 will be wider than the section depicted here. This
5 is a graphical representation of a bridge typical
6 section in a development zone. There is a 6-inch
7 stripe separating the pedestrian and bicycle paths.
8 This slide shows a conceptual rendering of a
9 proposed overpass bridge crossing for Ludlam Trail.
10 Four overpass bridges are proposed at SR 976 SW
11 40th Street, Bird Road; SW 24th Street, Coral Way;
12 US 41, SR 90, SW 8th Street, Tamiami Trail, Calle
13 Ocho; SR 968, West Flagler Street.

14 The preferred alternative was evaluated in terms
15 of its impact to the social, natural, cultural and
16 physical environment. A type 2 categorical
17 exclusion which summarizes the environmental
18 impacts associated with the preferred alternative
19 was prepared and is available for review.

20 No significant impacts are anticipated as a
21 result of this project. The project will enhance
22 both mobility and access for the overall community.
23 The PD&E Study documents have been available for
24 public review since August 3, 2021. The documents
25 are available for review at tonight's Public

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1 Hearing and they will continue to be on display
2 until September 14, 2021. A socio cultural effects
3 evaluation was conducted for this PD&E Study and an
4 analysis of the potential effects of the social
5 environment concluded that the project would
6 enhance the areas mobility and economic conditions.

7 There are no impacts anticipated to the areas
8 community resources. The preferred alternative
9 will not cause disproportionately high and adverse
10 effects on any minority or low income populations.
11 Enhanced landscaping is planned as part of the
12 preferred alternative. This project is not
13 expected to require the acquisition of additional
14 right-of-way or cause any relocation of families or
15 businesses. A natural resources evaluation was
16 conducted for this PD&E Study.

17 The preferred alternative may effect, but is not
18 likely, to adversely affect one federally listed
19 wildlife species, the West Indian manatee. The
20 manatee has a low probability of occurrence within
21 the project area.

22 The project will adhere to current standard
23 conditions, specifications and protection measures
24 during construction. The project is expected to
25 have no effect on the other federal and state

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1 species that may potentially occur within the
2 project limits. While the project crosses
3 federally designated critical habitat for the West
4 Indian manatee, existing water control structures
5 would likely prevent manatee migration upstream to
6 the project area at both canal crossings.

7 The preferred alternative will not result in the
8 destruction or adverse modification of critical
9 habitat and it will not have negative impacts on
10 water quality, flood plains, or the Biscayne sole
11 source aquifer. A cultural resources assessment
12 survey was conducted for this PD&E Study. There
13 are no archaeological resources identified within
14 the area of potential effect for this project.
15 There are three historic resources within the area
16 of potential effect for this project. The project
17 will have no adverse effect on any historic
18 resource. The state historic preservation officer
19 concurred with the findings on August 27, 2020.

20 The proposed Ludlam Trail corridor crosses two
21 State Historic Highways: Sunset Drive as designated
22 by chapter 83-365 of the Laws of Florida and Calle
23 Ocho as designated by chapter 86-308 of the Laws of
24 Florida. Under the provisions of chapter 83-365
25 and chapter 86-308 Miami-Dade County in

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1 coordination with the FDOT and the Division of
2 Historical Resources has determined that the
3 proposed Ludlam Trail Corridor Project and its
4 improvements will be in compliance with all laws
5 and requirements.

6 Representatives from the Division of Historical
7 Resources Florida Department of State are in
8 attendance and available at this Public Hearing.
9 Additionally, the proposed project will support the
10 vision of the Miami-Dade County Parks and Open
11 Space System Master Plan, as well as community
12 goals and guiding principles related to social,
13 environmental and economic aspects.

14 The project has been evaluated for potential
15 section 4F impacts. The provisions of section 4F
16 apply to any significant publicly owned parks,
17 recreation areas, or wildlife and waterfowl
18 refuges, as well as historic and archaeological
19 sites; and properties which represent public
20 multiple-use land holdings. Three section 4F
21 recreational resources are found adjacent to and or
22 in the vicinity of the project corridor. These
23 resources are Robert King High Park, under the
24 jurisdiction of the City of Miami, A.D. Barnes
25 Park, under the jurisdiction of Miami-Dade County

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1 Parks Recreation and Open Spaces and Palmer Park,
2 under the jurisdiction of the City of South Miami.
3 Use as defined under section 4F of Robert King High
4 Park and A.D. Barnes Park would be limited to the
5 areas within the parks needed to construct new
6 access points and pathways connecting the parks
7 with the trail.

8 The new pathways and access points are intended
9 to enhance park accessibility while preserving
10 existing park functions. Therefore, a section 4F
11 exception exemption determination was made that the
12 preferred alternative will not adversely impact,
13 but rather enhance the function of these two parks.
14 Based on the distance of Palmer Park from the
15 proposed project and the lack of project
16 interaction with the park, a section 4F no use
17 determination was made.

18 This project is not expected to create adverse
19 impacts on air quality because the project area is
20 in attainment for all national ambient air quality
21 standards. And because the project is expected to
22 not change the level of service and not change
23 delay and congestion on any facilities within the
24 study area. This project is a type 3 project
25 according to the provisions of 23 CFR 772 and

1 section 335.17 Florida Statutes. Therefore, noise
2 analysis or consideration of abatement measures is
3 not required. There are no impacts to existing
4 railroads. The majority of the existing utilities
5 within the project limits are located along major
6 arterial and local street crossings of the proposed
7 Ludlam Trail.

8 Based on the preliminary design and utility
9 information available at this time, minimal impacts
10 are anticipated to existing utilities. A
11 contamination screening evaluation report was
12 conducted for this PD&E Study. And the analysis
13 identified 15 sites with potential contamination
14 concerns located within the half mile study buffer
15 area around the trail corridor. The sites were
16 rated as high, medium, low, or no risk.

17 The project corridor itself was identified as a
18 high risk site. Miami-Dade County will apply an
19 appropriate engineering control plan of one-foot of
20 clean fill with high visibility puncture resistant
21 fabric to address the contamination throughout the
22 corridor. A level two contamination assessment may
23 be conducted during final design. The following
24 four permits may be required by the project. A
25 Clean Water Act section 404 permit from the United

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1 States Army Corps of Engineers, an environmental
2 resource permit from the South Florida Water
3 Management District, a right-of-way permit also
4 from the South Florida Water Management District,
5 and a national pollutant discharge elimination
6 system permit from the Florida Department of
7 Environmental Protection.

8 The exact permit needs of the project will be
9 determined in the final design phase. Right-of-way
10 acquisition for Ludlam Trail was completed by
11 Miami-Dade County in 2018 via an advanced
12 acquisition process with FDOT approval. Because
13 the trail is proposed to be developed within the
14 existing right-of-way of a former railroad,
15 relocation impacts to properties located along the
16 trail are not anticipated.

17 Additional right-of-way acquisition is not
18 anticipated as a part of this project. The project
19 will not cause any relocation of families or
20 businesses. If it becomes needed, any right-of-way
21 acquisition would be conducted in accordance with
22 Florida Statute 33909 and the Federal Uniform
23 Relocation Assistance and Real Property Acquisition
24 Policies Act of 1970, commonly known as the Uniform
25 Act.

1 This slide shows a conceptual rendering of the
2 proposed Ludlam Trail from the ground level as it
3 approaches a cross street. 15-foot wide landscape
4 buffers are applied where the trail is adjacent to
5 properties zoned for single family or duplex use.
6 This slide shows a conceptual rendering of the
7 proposed Ludlam Trail at an at grade intersection.
8 Striped pavement marking crossing treatments will
9 be applied separately for the pedestrian path and
10 the bicycle path.

11 This slide shows a conceptual rendering of a top
12 down view of the proposed Ludlam Trail crossing a
13 roadway. The proposed trail will connect to
14 existing sidewalks and will provide 10-foot wide
15 multiuse paths to schools, parks, neighborhoods,
16 transit centers, trail rest areas and proposed
17 parking facilities. The type two categorical
18 exclusion environmental impact report for the
19 Ludlam Trail Project lists the following seven
20 draft commitments: One, Miami-Dade County is
21 committed to coordinating with the Division of
22 Environmental Resources Management and Florida
23 Department of Agriculture and Consumer Services
24 during final design and construction to ensure the
25 protection of the Pine Rockland Community located

1 within A.D. Barnes Park.

2 Two, consistent with the recommendation by U.S.
3 Fish and Wildlife service provided the ETDM summary
4 report, Miami-Dade County will to the maximum
5 extent practicable use native wildflowers, bushes
6 and trees, and the landscaping of the trail to
7 benefit Fish and Wildlife resources, including
8 pollinators, such as butterflies and bees.

9 Three, Miami-Dade County is committed to
10 resurveying for the Florida bonneted bat during the
11 final design, prior to construction activities.
12 All surveys will be conducted in accordance with
13 the most current United States Fish and Wildlife
14 service survey guidelines, currently entitled
15 Florida bonneted bat consultation guidelines dated
16 October 2019. If any signs of the Florida bonneted
17 bat are observed, the county is committed to
18 reinitiating coordination through FDOT with the
19 United States Fish and Wildlife service and
20 consultation as necessary.

21 Four, Miami-Dade County will incorporate the
22 United States Fish and Wildlife service's most
23 current protection guidelines for the eastern
24 indigo snake, currently entitled Standard
25 Protection Protocols for the eastern indigo snake

1 into the final project design and will require that
2 the construction contractor abide to the guidelines
3 during construction.

4 Five, during the construction phase of this
5 project, Miami-Dade County and their selected
6 contractor will adhere to U.S. Fish and Wildlife
7 service's standard manatee conditions for in-water
8 work 2011.

9 Six, should protected plant species be
10 identified within the project impact area during
11 the design and permitting phase, Miami-Dade County
12 is committed to reinitiating coordination through
13 FDOT with the Division of Environmental Resources
14 Management and Florida Department of Agriculture
15 and consumer services, and or other agencies, as
16 appropriate, to allow for relocation to adjacent
17 habitats or other suitable protected lands prior to
18 construction.

19 Seven, during the construction phase of this
20 project, Miami-Dade County and their selected
21 contractor will adhere to the Florida Stormwater
22 Management Program per the water resources
23 implementation rule chapter 62-40.431 FAC and
24 implement best management practices to avoid, where
25 possible, and otherwise minimize adverse impacts to

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1 surface waters and water quality within the project
2 limits.

3 The Public Hearing comment period is 21 days and
4 will end on September 14, 2021. Location and
5 design concept acceptance of the PD&E Study is
6 expected by the end of December 2021, allowing the
7 project to move to the final design phase. Next
8 steps include completion of the final design phase,
9 which is fully funded at this time. The
10 construction phase will follow the final design
11 phase. The estimated preliminary base construction
12 cost of the project is approximately
13 \$45,000,000.00. The next step for this PD&E Study
14 is to incorporate input from this Public Hearing
15 into the decision making process.

16 After the comment period closes on September 14,
17 2021, and public feedback has been considered, a
18 decision will be made regarding the preferred
19 alternative. The PD&E Study documents will be
20 finalized and submitted to the FDOT Office of
21 Environmental Management for approval. Approval
22 from Tallahassee is anticipated by the end of
23 December 2021. There have been various
24 opportunities for the public to provide input on
25 this project. A virtual public information meeting

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1 was held on November 19, 2020. Miami-Dade County
2 has posted project information on the county
3 website since October 2020. Miami-Dade County has
4 used several different media types to communicate
5 information of this PD&E Study, including direct
6 mailing, newspaper advertisements, email, social
7 media and press releases. When the PD&E study is
8 approved, an announcement of Location and Design
9 Concept Acceptance, or LDCA, will be made via the
10 project website, email list, and trilingual
11 newspaper advertisements in English, Spanish and
12 Creole.

13 If you are participating online in this Public
14 Hearing, you are on the email contact list and you
15 will be notified of the final decision, which is
16 expected by the end of December 2021. We welcome
17 your oral or written comments that will help us
18 make this important decision. At the conclusion of
19 this presentation, our personnel will distribute
20 speaker cards to those in the audience who have not
21 received one and would like to make a statement. A
22 court reporter will record your statement and a
23 verbatim transcript will be made of all oral
24 proceedings at this hearing.

25 If you do not wish to speak at the microphone,

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1 you may provide your comments in writing on comment
2 cards here in the room or by speaking directly to
3 the court reporter at their table. You may also
4 submit comments via the question and answer box
5 here tonight or by using the project website.
6 Every comment method carries equal weight. Written
7 comments received or postmarked no later than
8 September 14, 2021 will become a part of the public
9 record for this hearing. All written comments
10 should be mailed to the address shown on the slide
11 and in your handout or emailed to
12 Ludlamtrail@miamidade.gov.

13 The next step is to incorporate your input on
14 this Public Hearing into our decision making
15 process. After the comment period closes and your
16 input has been considered, a decision will be made
17 and the final PD&E document will be sent to the
18 FDOT OEM, which based on the MOU signed with the
19 FHWA on December 14, 2016, has approval authority
20 on this project granting LDCA. This project has
21 and will continue to comply with all applicable
22 state and federal rules and regulations. This
23 concludes our presentation. We now offer you the
24 opportunity to make a statement.

25 MS. KING: Again, at this time, we would like to

1 recognize any federal, state, county or city
2 officials who may be present tonight if you did not
3 get an opportunity at the beginning of the Public
4 Hearing. Are there any additional officials who
5 would like to be recognized at this time? Please
6 stand up if you're here in the room or please
7 select the raise hand feature on the control panel
8 if you are attending online and our moderator will
9 unmute you.

10 Kelly, do we have anybody with their hands
11 raised online?

12 MS. STOLL: We do not.

13 MS. KING: Thank you. Do we have anyone here in
14 the room? Elected official? Thank you.

15 We are now in the official comment period for
16 tonight's Public Hearing. I'd like to review how
17 to communicate with our team for those who are
18 attending the Public Hearing comment period
19 virtually. Currently, all microphones, other than
20 presenters, are muted and they will remain muted
21 until you are called upon. There are three ways to
22 make a comment if you are online. You can use the
23 raise hand icon on your screen or you can submit
24 comments by clicking the Q&A button on your screen
25 or you can use *9 on your phone to indicate that

1 you would like to be unmuted.

2 In a moment, our moderator will call on
3 attendees to provide verbal comments in order that
4 hands were received. Sorry, hands were raised.
5 Once your name is called, please be sure that you
6 are not self-muted before you make your comment.
7 If you experience technical difficulties, please
8 call the number on the screen. This number is also
9 listed in the Q&A section.

10 Anyone desiring to make a statement or to
11 present written views regarding the location,
12 contextual design, or social, economic and
13 environmental effects of the improvements will now
14 have an opportunity to do so. If you're in the
15 room and you would like to speak, come to the
16 microphone. Written statements may be presented in
17 lieu of or in addition to oral statements. All
18 written material received at this Public Hearing
19 and/or postmarked no later than September 14, 2021
20 will become a part of the Public Hearing record.

21 All written comments should be addressed to
22 Alissa Turtletaub, M.S., Park Planning Section
23 Supervisor Planning and Research Miami-Dade County
24 Parks Recreation and Open Spaces at 275 Northwest
25 2nd Street, Fourth Floor, Miami, Florida 33128. Or

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1 by email to Ludlamtrail@miamidade.gov. You may
2 also use the project website to submit comments at
3 www.miamidade.gov/ludlamtrail.

4 We will now begin taking comments. When you
5 come forward, please state your name and your
6 address clearly into the microphone. If you
7 represent an organization, municipality or other
8 body, please provide us that information as well.
9 We are asking that you limit your input to two
10 minutes to allow others to speak. If you have
11 additional comments, you may continue after other
12 people have had an opportunity to comment. Please
13 come to the microphone so that the court reporter
14 will be able to get a complete record of your
15 comments. If you are online, please remember to
16 unmute yourself after the moderator unmutes you.

17 So at this time I'm going to ask if we have
18 speaker cards. At this moment, we will call Mr.
19 Eric Tullberg.

20 MR. TULLBERG: My name is Eric Tullberg. I'm a
21 professional engineer. I live at 7884 Southwest
22 179 Terrace, Palmetto Bay, Florida. You should
23 consider a through truss beam or aluminum bridge
24 over the roads rather than a concrete beam
25 supported bridge. The reason is that a through

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1 truss bridge allows the path and the cyclists to go
2 through the truss on the inside, so they don't have
3 to climb an extra two to three feet. And so your
4 ramps don't have to be an extra two to three feet
5 higher and therefore 50-foot longer. The total
6 cost would be less and you could use a very good
7 paint system if you're concerned about how long the
8 bridge will last.

9 We've built bridges across the green platforms,
10 in the open ocean. So I assure you can get a
11 bridge to last to a long time in Miami-Dade County.
12 This would make it a little bit easier to climb the
13 ramps to the bridge. It would make the ramps a
14 little shorter. And I think it would also be a
15 little less expensive. That is use a through truss
16 steel or aluminum bridge rather than a bridge
17 supported on concrete beams from below. Thank you.

18 MS. KING: Thank you. Kelly, I'm going to go
19 over to you to see if we have any hands raised
20 online for people who would like to make a comment.

21 MS. STOLL: Yes, we have several. First I will
22 call on Judith Sawyer. Your line is now unmuted.

23 MS. SAWYER: Hi. Do you want me to read my
24 question that I put in the box?

25 MS. STOLL: If you would like to make a

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1 statement and you would like to do that verbally,
2 you are more than welcome to, otherwise we can take
3 it from the Q&A box. Totally up to you.

4 MS. SAWYER: Well, I'd like to speak it because
5 I want to clarify something. My name is Judith
6 Ferguson Sawyer. My address is 12775 Southwest
7 25th Terrace. I also, my childhood home at 1920
8 Southwest 69th Avenue, which is on the trail. In
9 slide 57 you brought up that there is contaminated
10 areas on the trail. Two critical, three are
11 immediate, or something, and some other ones. I'm
12 wondering if you could be more specific and say
13 exactly where that is? I grew up from 1949 on
14 these railroad tracks. So I'm curious where the
15 contamination is. Thank you.

16 MS. KING: Just making mention here as a
17 reminder, this is not a question and answer
18 session. This is a period of comment. We will
19 have an opportunity to respond to any questions
20 after tonight's Public Hearing. Thank you.

21 Kelly, back over to you. Do we have anybody
22 else with their hand raised that would like to make
23 a comment?

24 MS. STOLL: Yes, we have several. The next
25 person is Kurt Kaminer. You have the floor.

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1 MR. KAMINER: Thank you very much. My name is
2 Kurt Kaminer, I'm at 4370 Southwest 13th Terrace,
3 Miami, Florida 33134. And I participated in two of
4 the Ludlam Trail meetings before today and I'm
5 extremely impressed by the designs and I'd like to
6 voice complete support for the county built
7 sections as shown on the 3D graphics. I do have
8 two topics to note that are a little bit concerning
9 to me. One of them being that as part of previous
10 public session, I'm concerned about the developers
11 of the TOD, the Transportation Oriented Development
12 sections, providing adequate connectivity in their
13 sections that match the level of trail
14 connectivity. I know this is supposed to be in the
15 agreement, but I already seen one of these
16 developments being built and I feel that the
17 developer may simply attempt to connect a path
18 using automobile infrastructure connections, let's
19 say, through a parking lot. That's concern number
20 one.

21 Number two is that I'm also concerned that
22 nothing has really been discussed regarding the
23 preference for pedestrian crossings at roadway
24 level below each bridge at grade level with the
25 trail. I know this is being omitted in the

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1 original designs. I think this is the wrong
2 approach. I think that there should be, in
3 addition to the bridge, pedestrian level facilities
4 as well to allow for easy crossing for neighbors
5 who don't want to, let's say, ride a bike or walk
6 an entire mile just to cross a street. And that's
7 it from me. Thank you very much.

8 MS. KING: Thank you.

9 MS. STOLL: Our next commenter is Steven
10 Johnson.

11 MS. KING: Do we have anybody else with the
12 speaker card here in the room? Again, you're more
13 than welcome. Speaker cards are available if you'd
14 like to approach the microphone, you're welcome to
15 do so.

16 Kelly, I'm going to turn back over to you. Do
17 we have anybody else online who would like to make
18 a comment?

19 MS. STOLL: Yes, we have quite a few. First is
20 Steven Johnson. Mr. Johnson, you're using an older
21 version of Zoom, so we're not able to allow you to
22 talk. I'm going to come back to you and see if we
23 can't figure that out while we let Caroline Parker
24 ask a question.

25 MS. PARKER: Yeah, hi. So I guess more of a

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1 comment. So I'm Caroline Parker and I'm at 7280
2 Southwest 34th Street Road. I'm a resident of the
3 Waterway neighborhood, which the Ludlam Trail runs
4 through from Bird Road on through Coral Way. I'm
5 moved into this neighborhood in 2013 and I've been
6 involved at a grass roots level in the Ludlam Trail
7 project since 2015 and attended numerous public
8 meetings. And I'm happy to see this project move
9 forward. In recent meetings I've heard a new
10 completion date of 2030. My comment is we cannot
11 wait nine more years for this trail to become open
12 to the public. Waterway neighborhood made a huge
13 sacrifice to open this trail. Specifically, we
14 compromised the height restrictions and density on
15 Bird Road and allowed for two massive developments
16 that are already underway. They include the MiLine
17 mixed-use development, which will feature 965
18 apartment units. And the Atlas mixed-use
19 Development, which will feature an additional 314
20 residential units. These projects are for
21 completion in 2022. That's next year. We are
22 bracing here for a major increase in traffic on
23 Bird Road due to these developments. And if the
24 completion date isn't moved up, it will be eight
25 long years of traffic congestion.

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1 As stated in tonight's presentation, Ludlam
2 Trail is, quote, "Intended to promote alternative
3 modes of transportation, create connectivity,
4 reduce traffic congestion, enhance mobility
5 resulting in a reduction of daily vehicle trips."
6 We need the county to prioritize the completion of
7 the Ludlam Trail and bump up the completion date so
8 that the existing residents who advocated for this
9 trail and the thousands of new residents who are
10 coming into our neighborhood can access this
11 outdoor public space. We're asking Miami-Dade
12 County to prioritize the Ludlam Trail construction
13 and move up the timeline. And I'm also a member of
14 the Waterway neighborhoods Ludlam's Trail
15 committee. Waterway Association's Ludlam's Trail
16 committee. Thank you.

17 MS. KING: Thank you for your comment. Kelly, I
18 believe you have additional hands raised online?

19 MS. STOLL: Mr. Johnson, we're going to try it
20 again.

21 MR. JOHNSON: Hi, this is Steve Johnson. Can
22 you hear me okay?

23 MS. STOLL: Yes.

24 MR. JOHNSON: I'm a member of the LTA Ludlam
25 neighborhood association. Thanks for hearing us.

1 I'm just trying to clarify, we did a series of
2 charrettes before this design was implemented and
3 it was totally agreed upon that we didn't want any
4 structure behind our single family homes,
5 specifically between Miller Drive, Southwest 56
6 Street and 44 Street or 48 Street. I see they've
7 planned some kind of shelter near South Miami High
8 School, which I'm surprised to see that. We
9 definitely want to just put our input that we do
10 not desire any parking lots with cars, or shelters,
11 bathrooms, tables and chairs where people could
12 congregate behind our homes. And I just wanted to
13 put that out there on the record.

14 MS. KING: Thank you for that comment. Kelly?

15 MS. STOLL: Mr. Martin? Jose Martin? Okay.

16 We'll come back to you. Carlos Rangel?

17 MR. RANGEL: Yes, hi. Thank you for letting me
18 speak again. First, I listened to the presentation
19 and its very well done. I applaud you all for the
20 work you're doing. I hope this happens sooner than
21 later because it's a great project. If you could
22 only clarify, you keep saying single family or
23 duplex homes will have a buffer. We live in a
24 townhome community and the property behind us is
25 homeowner association property. So, if you would

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1 clear that up, that would be great.

2 And I'd also like to put on record that a letter
3 was signed by residents that we're going to deliver
4 to our commissioner in District 7. I'd like to
5 read it. It's a short letter that 129 residents
6 signed from our community, so that we could put
7 that on record. And its, "As a resident of
8 Lakeridge Townhomes with the continuous portion of
9 the proposed Ludlam Trail between 48th Lane and
10 53rd Lane, I am requesting your assistance with a
11 matter of great importance maintaining the security
12 and privacy of our 45 year old, 170 townhome
13 community. We respectfully request that the
14 construction of an 8-foot fence along the portion
15 of our property adjacent to the trail and
16 protective landscaping be included as part of the
17 official plan design and ultimate construction of
18 the Ludlam Trail. The Ludlam Trail will be open to
19 the public around the clock. Our quiet tranquil
20 family development is situated on a two-acre
21 private lake that naturally serves as a wildlife
22 habitat and a sanctuary for our residents. We want
23 to prevent nonresidents and trespassers from
24 interfering with our safety and our quality of life
25 and the restrictions regarding the use of the lake.

1 Your assistance with the important matter to the
2 Lakeridge Townhome Community will be greatly
3 appreciated."

4 As was signed by 129 of our residents and I will
5 be delivering it to the commissioner, but I just
6 wanted to put it on record. Thank you for letting
7 me speak.

8 MS. KING: Thank you very much. I believe we
9 have another speaker here in the room?

10 MS. STOLL: At this time I'd like to call Mr.
11 Eric Katz.

12 MR. KATZ: Thank you. Good afternoon, my name
13 is Eric Katz. My address is 9055 Southwest 73rd
14 Court. I'm a resident of the Dadeland community.
15 I'm a professional transportation planner and I'm
16 also here on behalf of Green Mobility Network, a
17 nonprofit organization that supports a safer and
18 greener Miami-Dade County. So I just want to
19 provide overwhelming support for this project.
20 I've been involved in the grassroots efforts of
21 this project since 2013, a long time coming. This
22 is a project that is desperately needed for the
23 Miami-Dade Community. But as a resident of
24 Dadeland, I'd also like to stress that I think
25 there is a huge opportunity, and hopefully it's not

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1 a missed opportunity, to have the Ludlam Trail have
2 a seamless connection with the underline.

3 Right now the project is terminating at
4 Southwest 80th Street. That leaves about a quarter
5 of a mile gap to have a seamless and safe
6 connection between various trails. There's even
7 the South Dade Trail where we go south. So really
8 this project has an opportunity to really enhance
9 the nonmotorized connectivity for Miami-Dade
10 County, which I'm sure we all know this county
11 needs. And in particular for Dadeland, a very
12 dense community within Miami-Dade County. Has
13 thousands of jobs, thousands of residents, but
14 literally zero green space. This is a community
15 that desperately needs safe access to green space,
16 so I'd ask that the county continue to push forward
17 to acquire more land to have a seamless and safe
18 connection for Ludlam Trail. Overall, thank you
19 and my credit to Miami-Dade County and the team on
20 all their hard work. Thank you.

21 MS. KING: Thank you very much for that comment.
22 Kelly, I'm going to turn it back to you if you have
23 additional hands up for additional comments.

24 MS. STOLL: We'll try Mr. Martin again. Mr.
25 Martin? Okay. If you'd like to speak, I'm going

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1 to lower your hand. If you'd like to speak, please
2 raise it again. We're going to hear Mr. Chavez
3 now.

4 MR. CHAVEZ: Good evening. Thank you for the
5 opportunity. My name is Evelio Chavez. I'm at
6 5029 Southwest 21st Place. I am the president of
7 the homeowners association, currently voted in
8 about two months ago. And following up when Mr.
9 Rangel was speaking about, I noticed in one of the
10 questions that he asked earlier, the response to a
11 15-foot buffer was identified. I also noticed that
12 in your presentation, your typical section showed
13 that that buffer landscaping would be where we
14 acquire. Looking at the plans online, the
15 landscaping buffer through our property is not
16 identified on our side, its identified on the
17 properties across from us, so we will not have that
18 15-foot landscape buffer area that we are asking
19 for. In addition, you're showing three access
20 points to the Lakeridge Community, which is kind of
21 excessive.

22 Would really like to have the design team maybe
23 reach out to our homeowners association to discuss
24 a little bit about those impacts and how that will
25 impact us severely. As well as another gentleman

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1 that spoke earlier, you are showing two shelters
2 within our property as well and we are requesting
3 for those not to be at those locations as they will
4 increase the disruption to our community. So
5 again, I will like further conversations with the
6 design team if possible. I think we are a large
7 community within the corridor, an important
8 community, 170 townhomes, of which as Mr. Rangel
9 said, we have 129 letters showing some concerns by
10 our residents and I think we would like to speak
11 with the folks that you feel that we need to speak
12 with in reference with these concerns. Thank you.

13 MS. KING: Thank you very much. Kelly, do we
14 have additional hands raised?

15 MS. STOLL: Yes, we have three more. Mr. Ruiz?

16 MR. RUIZ: Yeah, hi. Frankie Ruiz, 3575 West
17 Glencoe Street, that's Miami, Florida 33133. I am
18 a proud cofounder of the Ludlam Trail. I've been
19 on this project for about 10 years. I got two
20 quick comments, well three I should say. One is I
21 continue supporting wholeheartedly the process.
22 Two, along the same lines is, let's speed it up
23 wherever possible. I heard that nine year thing
24 being thrown around. We need to speed this up.
25 It's been way too long.

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1 And the third comment is, in regards to getting
2 access, now rather than later, where possible. The
3 trail was accessible and I understand there's
4 contamination. There's got to be a way to open up
5 sections so that residents that live nearby can use
6 parts of this trail legally. There has to be a
7 way. We can't wait for every detail to be in place
8 to open up parts of it. It doesn't have to be
9 fully finished. They were using it before with
10 gravel, no reason why we can't continue to use it.

11 Actually, one more point, I would encourage use
12 impact reducing surfacing throughout the trail, in
13 addition to any requirements where everything
14 doesn't have to be pavers. This is, again, a
15 trail. So hoping that they take into account the
16 aging population, runners and so forth, that don't
17 need to constantly pound pavement. That's about
18 it, thank you.

19 MS. STOLL: Thank you.

20 MS. KING: Thank you very much for that comment.
21 Do we have additional folks here who have a comment
22 card?

23 MS. VARGAS: I have a John Edward Smith to the
24 microphone.

25 MR. SMITH: Good evening and thank you. John

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1 Edwards Smith, resident of the city of South Miami
2 at 7531 Southwest 64 Court. I had the privilege
3 of, this probably goes back to 2008, of
4 coordinating for the community the acquisition of
5 \$500,000 from Congressman Billy Ross Lakeman
6 (phonetic) for the initial funding to the Ludlam
7 Trail. So having now an end date for this project,
8 seeing where we are today is so exciting. It is
9 really a dream fulfilled. And I know initially we
10 talked about possibly a light rail and bike and
11 things like that. Number of alternatives to the
12 trail.

13 I am pleased to see where we are today with the
14 pedestrian and bicycle friendly trail. I'll couple
15 on the remarks by, is it Mr. Katz? With respect to
16 connectivity with the other line at Dadeland, I
17 think that's critical for us to look for. And it
18 goes along with the overall plan of Miami-Dade
19 County Parks and Open Spaces to have that whole
20 system, 500 miles of connectivity. So I think
21 that's something that really needs to work. For
22 the last 22 years I've been a 20-year cyclist. So
23 it's been part of my life to enjoy the trails,
24 enjoy the County's projects and this is just going
25 to be one other wonderful project when its finally

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1 completed. And thank you.

2 MS. KING: Thank you very much. Kelly, I'll
3 turn it back to you to see if we have anybody
4 additional on the line for a comment.

5 MS. STOLL: yes, we have two more. Alex Raecke.
6 Sorry if I mispronounced your name.

7 MR. RAECKE: No, you got it. Alexander Raecke,
8 7440 Southwest 69th Court, Miami, Florida 33143. I
9 just want to thank all the stakeholders. I'm
10 thrilled. I know it's a huge undertaking with a
11 lot of different people involved. As an abutting
12 homeowner, I'm strongly in favor and supportive of
13 the preferred alternative that was presented. I
14 think rarely do we see or have an opportunity to
15 bring a project that's as enriching as this can be
16 and that maximizes a unique piece of land. I also
17 think it's a very modern project when you think
18 about what consumers and the community are actually
19 seeking today, we have nothing quite like it. I
20 know we have the underline in process. This seems
21 to be a lot more greener version of a trail focused
22 on mobility and wellness. So please do not waiver
23 in the promotion of this project as presented. I
24 also support a much faster timeline for completion
25 and development of the trail. Thank you.

1 MS. KING: Thank you very much. We appreciate
2 your comment. With that, I'll turn it back over to
3 Kelly.

4 MS. STOLL: We have one more, Judith Sawyer.

5 MS. SAWYER: Yes, I was just trying to clarify
6 the Q&A box in both the comments. I referenced
7 your slide. Thank you though.

8 MS. STOLL: Okay, thank you. Jenn, we have one
9 more.

10 MS. KING: Do we have anybody else who is still
11 on speaker card? Kelly, do we have anybody online
12 at this time with their hand raised?

13 MS. STOLL: Yes. Rosa Hervis. Rosa?

14 MS. HERVIS: Hello.

15 MS. STOLL: Hello.

16 MS. HERVIS: Rosa Hervis. 16th Avenue and 49th
17 Street, right to the old railroad tracks where the
18 trails are going to be. We missed the first part.
19 I wanted to know if there is a web book, a site
20 where we would look at the changes that were
21 discussed earlier in this Zoom meeting? Hello?

22 MS. KING: This is a comment period, but I will
23 answer the question. All of the materials that are
24 available here tonight are available on our
25 website. You are welcome to go there. It's live

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1 right now. That website address is
2 www.miamidade.gov/ludlamtrail. I'm not sure if you
3 had an additional comment to make, so I'll turn it
4 back to Kelly.

5 MS. HERVIS: Thank you.

6 MS. KING: Thank you.

7 MS. STOLL: At this time we don't have any
8 others with their hands raised. But if you would
9 like to make a comment, raise hand button is at the
10 bottom.

11 MS. KING: The comment period will remain open
12 until 8:00 p.m. So everybody is welcome to come to
13 the microphone, to go to the court reporter or to
14 fill out a speaker card. I also encourage you to
15 please come, we have a comment table, you're
16 welcome to make a comment and leave it in the
17 comment box. We will stay online and we will stay
18 here with the comment period opened until 8:00 p.m.

19 Kelly, again, do we have anybody who has raised
20 their hand?

21 MS. STOLL: We do not.

22 MS. KING: Periodically between now and 8:00
23 p.m. check back in with you to see if anybody has
24 raised their hands. Kelly, I was not able to hear
25 you, can you please repeat that?

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1 MS. STOLL: Yes, we do have a raised hand.
2 Commissioner Sosa has raised her hand.

3 MS. KING: Ladies and gentleman, we do have a
4 hand raised online from Commissioner Sosa. If I
5 could please ask to keep the noise in the room down
6 while we let her have an opportunity to speak her
7 comment into the record, thank you.

8 COMMISSIONER SOSA: Allow me to thank everyone
9 once again, all of you who are working so hard.
10 All those who have taken the time to bring their
11 concerns and opinions. All those that supported
12 this project so much. We hope we can clarify that
13 the buffers for the residential areas exist on both
14 sides, that the connectivity to the other line is
15 part of a project. And I think that we have heard
16 loud and clear, let's expedite this project. We
17 have been working on it for too many years and the
18 community deserves the Ludlam Trail once and for
19 all. Thank you to all of you and to those who took
20 the time to send their opinions. Thank you very
21 much.

22 MS. KING: Thank you, Commissioner Sosa, we very
23 much appreciate your comment.

24 Kelly, are there additional hands raised at this
25 time?

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1 MS. STOLL: There are not.

2 MS. KING: Okay, I will check back in with you
3 in a few minutes to see if anybody else raises
4 their hand. We do have an additional comment,
5 somebody online who has raised their hand. I'm
6 going to go ahead and have Kelly unmute. If I can
7 ask everyone to try to keep the volume in the room
8 down so we can hear this person's comment for the
9 record. Thank you.

10 MS. STOLL: Commissioner Regalado would like to
11 speak.

12 COMMISSIONER REGALADO: Thank you very much. To
13 echo Commissioner Sosa's comment, really thank you
14 to everyone. We've both been listening attentively
15 as have our staff. We want to thank Miami-Dade
16 County staff, our partners for participating in
17 this. For me it's been very educational, unlike
18 Commissioner Sosa who has been involved in this for
19 many years, I've been recently elected. And it's
20 been really wonderful to hear from all the
21 different residents that have been involved in this
22 process for such a long time. We're more than
23 happy to assist Commissioner Sosa in the expediting
24 of this. I think we all agree that the sooner the
25 better. And thank you for your time and for

1 participating in this event.

2 MS. KING: Commissioner Regalado, we very much
3 appreciate your comment. Thank you so much.

4 Kelly, again, do we have additional hands raised
5 for additional comments?

6 MS. STOLL: No, we do not.

7 MS. KING: Okay. I'll check back in with you
8 for a few more times.

9 The Public Hearing will remain open for an
10 additional 10 more minutes.

11 MR. BARREDO: Can I make a comment to you?

12 THE COURT REPORTER: You can. Either one.

13 MR. BARREDO: Either one. Okay, yeah, I just
14 want to make sure there's no obstruction --

15 THE COURT REPORTER: Have a seat. Let me get
16 your first and last name.

17 MR. BARREDO: Okay.

18 THE COURT REPORTER: Okay, go ahead.

19 MR. BARREDO: I want to make sure that, my
20 primary concern is that there's no obstruction
21 between the green space, between 69 and South
22 Waterway Drive. That there's no obstruction
23 between the walkway and the vacant property
24 adjacent to the walkway that's going to be
25 connecting into AD Barnes Park. Just want to make

1 sure that there's no development in that area and
2 that we're able to have an entry and exit point
3 into the property that eventually will be developed
4 to single family homes in that area. In that lot.
5 So we want to make sure there's no obstruction and
6 we're able to enter and exit by -- freely. That's
7 our primary concern. Yeah, we support the project
8 fully, we just want to make sure that our
9 properties are not affected because of this
10 development. Okay, that's it. Thank you.

11 MS. KING: Kelly, do we have any additional
12 hands raised?

13 MS. STOLL: No, we do not.

14 MS. KING: Thank you.

15 Kelly, I think you might have been muted. Do we
16 have anybody online who is interested in making a
17 comment with their hand raised?

18 MS. STOLL: No, we do not.

19 MS. KING: Please state your name and your
20 address and give your statement for the public
21 record. The verbatim transcript of this hearing's
22 oral proceeding together with all written material
23 received as a part of the Public Hearing record and
24 all studies, displays and informational material
25 provided at the hearing will be made a part of the

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1 project decision making process and will be
2 available on the project website at
3 www.miamidade.gov/ludlamtrail.

4 Kelly, do we have any additional hands raised
5 online?

6 MS. STOLL: No, we do not.

7 MS. KING: Thank you, Kelly.

8 At this time we would like to recognize any
9 federal, state, county or city officials who may be
10 present tonight, if you did not get an opportunity
11 earlier in the Public Hearing. Are there any
12 additional officials who would like to be
13 recognized at this time? Please stand up if you
14 are here in the room or please select the raise
15 hand feature online. And our moderator will unmute
16 you.

17 Kelly, do we have anybody online with their hand
18 raised?

19 MS. STOLL: I do have someone with their hand
20 raised, Shawn Lee.

21 MS. KING: Folks, we do have one more comment
22 online. If you could please allow the person to
23 speak, I'd appreciate it. Thank you.

24 Kelly, over to you.

25 MS. STOLL: I'll ask Shawn Lee to unmute.

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1 MR. LEE: Okay, can you hear me?

2 MS. STOLL: Yes.

3 MR. LEE: Hi. I just want to let you know that
4 my family and our neighbors, I'm at 6340 Southwest
5 69th Avenue. And as a resident on the trail, we
6 are proponents of having more than just a
7 landscaping barrier and considering something such
8 as fencing or a wall to be implemented, similar to
9 other parks and open spaces that are bordering
10 residential areas in the -- in Miami-Dade. And
11 being that is an open space and 24 hour access to
12 it, we are also proponents of having security,
13 enhanced security provided to eliminate any
14 unwanted behavior or disruption to the residents of
15 the area and those of us that are living on the
16 trail.

17 Additionally, we have seen fox and rabbits in
18 our area and we are just hoping that there is some
19 protections or investigations into those protection
20 of those animals would be taken into consideration.
21 And thank you for your time.

22 MS. KING: Thank you very much for your comment.
23 Kelly, do we have anybody additional with their
24 hand raised at this time?

25 MS. STOLL: No.

1 MS. KING: Thank you for attending this Public
2 Hearing and for providing your input into the
3 Ludlam Trail project. You may send comments in
4 after tonight via the website, email, or by mailing
5 to the address on this slide. Any comments
6 received and or postmarked no later than September
7 14, 2021 will be included in the project record.
8 It is now 8:00 p.m. and I hereby officially close
9 the Public Hearing for the Ludlam Trail PD&E Study.
10 We thank you for your interest and your involvement
11 in this important project. I will officially close
12 the session and end the recording. Have a good
13 night.

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16 (Thereupon, the proceedings concluded at 8:00 p.m.)
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REPORTER'S CERTIFICATE

THE STATE OF FLORIDA
COUNTY OF MIAMI-DADE:

I, Johnny Caldera, Court Reporter and Notary Public, certify that this transcript is a true and complete record of my notes.

I further certify that I am not a relative, employee, attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel with the action, nor am I financially in the action.

DATED this 13th day of October 2021.

Johnny Caldera

Johnny Caldera,
Notary Public-State of Florida
My commission # GG 148028
Expires October 3, 2021

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PUBLIC HEARING CERTIFICATION

Ludlam Trail Project Development and Environment (PD&E) Study
between 400 feet north of NW 7th Street and SW 80th Street, between 69th and 70th Avenues

Miami-Dade County, Florida

State Financial Management Number: 444236-1-22-01

Miami-Dade County Project Number: 403502-15-001

Federal Aid Project ID: N/A

ETDM Number: 14369

I certify that a public hearing was conducted on August 24, 2021, beginning at 6:00pm for the above project. A transcript was made, and the document attached is a full, true, and complete transcript of what was said at the hearing.



Alissa Turtleaub, M.S.
Park Acquisition and Asset Manager

10/18/2021

Date