Memorandum

MIAMI-DADE COUNTY

Date: January 22, 2009

To: Honorable Chairman Dennis C. Moss
and Members, Board of County Commissioners

Agenda Item No. 8(N)(1)(A)

From: George M. Burgess
County Manager

Subject: Proposed Resolution Accepting the Schenley Park Charrette Area Plan Report

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Recommendation
It is recommended that the Board adopt the attached resolution accepting the Schenley Park Charrette Area Plan Report (Schenley Park Charrette Report), including its plan and recommendations.

Scope
The Schenley Park Charrette impacts the area of Schenley Park located in Commission District 6.

Fiscal Impact/Funding Source
All the recommendations provided in the Schenley Park Charrette Report, unless noted otherwise, are not funded and remain so until their inclusion in the County budget or, if applicable, until funded by another implementing entity. Acceptance of this Charrette Report shall not cause any additional fiscal burden to Miami-Dade County.

Track Record/Monitor
Not applicable.

Background
The Schenley Park Charrette Report addresses the unincorporated area bounded by SW 22nd Street\Coral Way to the north, the Coral Gables Canal to the south, SW 63rd Avenue to the west, and SW 57th Avenue\Red Road to the east. The Schenley Park Charrette process began in 2005 when Commissioner Rebeca Sosa sponsored a resolution directing the County Manager to organize a charrette and facilitate the preparation of a charrette report for the unincorporated area located in the vicinity of the County's Schenley Park. On July 7, 2005 the Board of County Commissioners adopted resolution No. R-884-05 formally initiating the Schenley Park charrette process.

The Department of Planning and Zoning held the Schenley Park Charrette from September 16 to September 25, 2006, and, upon completion of the planning process, issued the Schenley Park Charrette Report in October 2008. The Report contains the Citizens' vision for the growth and development of the Schenley Park area in Commission District 6.

The Schenley Park Area Plan Charrette Report has been subject to considerable public input, including the Charrette's Steering Committee and the Planning Advisory Board. These Boards have recommended that the Board of County Commissioners accept the Schenley Park Charrette Report and pursue implementation of its recommendations.

Assistant County Manager

MEMORANDUM

(Revised)

TO: Honorable Chairman Dennis C. Moss and Members, Board of County Commissioners

DATE: January 22, 2009

FROM: R. A. Cuevas, Jr. County Attorney

SUBJECT: Agenda Item No. 8(N)(1)(A)

Please note any items checked.

_____ **"4-Day Rule" ("3-Day Rule" for committees) applicable if raised**

_____ **6 weeks required between first reading and public hearing**

_____ **4 weeks notification to municipal officials required prior to public hearing**

_____ **Decreases revenues or increases expenditures without balancing budget**

_____ **Budget required**

_____ **Statement of fiscal impact required**

_____ **Bid waiver requiring County Manager's written recommendation**

_____ **Ordinance creating a new board requires detailed County Manager's report for public hearing**

_____ **Housekeeping item (no policy decision required)**

_____ **No committee review**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(N)(1)(A)
1-22-09

RESOLUTION NO. _____

RESOLUTION ACCEPTING THE SCHENLEY PARK CHARRETTE AREA PLAN REPORT INCLUDING ITS PLAN AND RECOMMENDATIONS

WHEREAS, on July 7, 2005 the Board of County Commissioners adopted a resolution sponsored by Commissioner Rebeca Sosa, Commission District 6 (Resolution No. R-884-05), directing the County Manager to organize a charrette and facilitate the preparation of a charrette report for the unincorporated area located in the vicinity of the County's Schenley Park (Schenley Park); and

WHEREAS, the Schenley Park area is located in Commission District 6 and it is generally bound by Coral Way\SW 24th Street to the north, Red Road\SW 57th Avenue to the east, the Coral Gables Canal to the south and SW 63rd Avenue to the west; and

WHEREAS, a Charrette Steering Committee was designated by the Commissioner and met on a regular basis; and

WHEREAS, the Department of Planning and Zoning in coordination with the Charrette Steering Committee and the Commissioner held the Schenley Park Charrette from September 16 to September 26, 2006; and

WHEREAS, after final review, the Department of Planning and Zoning issued the final draft of the Schenley Park Charrette Report in September 2008; and

WHEREAS, at their meeting of October 6, 2008 the members of the Charrette Steering Committee finalized the Charrette Report's recommendations and forwarded the Report to the Board of County Commissioners; and

WHEREAS, at their November 2008 meeting, the members of the Planning Advisory Board recommended acceptance of the Schenley Park Charrette Report and endorsed its plan and recommendations; and

WHEREAS, the Schenley Park Charrette Report is consistent with the County's Comprehensive Development Master Plan; and

WHEREAS, the Schenley Park Charrette Report promulgates recommendations and guidelines to influence the future form and character of the Schenley Park area; and

WHEREAS, the County wishes to accept these recommendations and guidelines,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board hereby accepts the Schenley Park Charrette Report, including its plan and recommendations.

The foregoing resolution was offered by Commissioner , who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

Dennis C. Moss, Chairman
Jose "Pepe" Diaz, Vice-Chairman

Bruno A. Barreiro	Audrey M. Edmonson
Carlos A. Gimenez	Sally A. Heyman
Barbara J. Jordan	Joe A. Martinez
Dorrin D. Rolle	Natacha Seijas
Katy Sorenson	Rebeca Sosa
Sen. Javier D. Souto	

The Chairperson thereupon declared the resolution duly passed and adopted this 22nd day of January, 2009. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

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

HARVEY RUVIN, CLERK

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Craig H. Coller

Schenley Park

Charrette Area Plan Report

"More than a park... it's Our Home."

Miami-Dade County Department of Planning and Zoning
Community Planning Section • Urban Design Center
October 2008

MIAMI-DADE COUNTY

I. OVERVIEW
ACKNOWLEDGEMENTS

Charrette Steering Committee

Pilar L. Benitez
Cristina Diaz-Padron
Kevin Dooley
Milen Gonzalez
Alex Loubet
Jeannette Mirabal
Lourdes A. Naranjo, Esq.
Robert (Bob) Nowlan
Tere Pujol Burns
Ralph Rodriguez
Ralph Rosado
Esther Sarmiento

Miami Children's Hospital

Thomas M. Rozek
Robert (Bob) Nowlan
James Morrison

Statement of Legislative Intent

This statement is applicable to these recommendations in its entirety and is declared to be incorporated by reference into each part thereof.

1. Nothing in the recommendations of the Schenley Park Charrette Report ('the Report') shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code of Miami-Dade County.

2. The recommendations of the Report shall not be construed to preempt considerations of fundamental fairness that may arise from their strict application. Accordingly, these recommendations shall not be deemed to require any particular action where they are incomplete or internally inconsistent, or that would constitute a taking of property without due process or fair compensation, or would deny equal protection of the laws.

3. The recommendations of the Report are intended to set general guidelines concerning its purposes and contents. They are not a substitute for land development regulations.

4. The recommendations of the Report contain long-range policies for the redevelopment of the Schenley Park area. Nothing in these recommendations shall require the immediate changing of existing uses or structures. It is the intent of these recommendations that they be applied as redevelopment occurs naturally or is precipitated by the destruction of the property to the extent that redevelopment in its original form is not economically feasible. The recommendations of the Report are not intended to preempt the processes whereby applications may be filed for relief from land development regulations.

MIAMI-DADE COUNTY

Carlos Alvarez, Mayor

BOARD OF COUNTY COMMISSIONERS

Bruno A. Barreiro, *Chairman*
Barbara J. Jordan, *Vice-Chairwoman*

Barbara J. Jordan, *District 1*
Dorrin D. Rolle, *District 2*
Audrey M. Edmonson, *District 3*
Sally A. Heyman, *District 4*
Bruno A. Barreiro, *District 5*
Rebeca Sosa, *District 6*
Carlos A. Gimenez, *District 7*
Katy Sorenson, *District 8*
Dennis C. Moss, *District 9*
Sen. Javier D. Souto, *District 10*
Joe A. Martinez, *District 11*
José "Pepe" Diaz, *District 12*
Natacha Seijas, *District 13*

Harvey Ruvin, *Clerk of Courts*
George M. Burgess, *County Manager*
Robert A. Cuevas, Jr., *County Attorney*
Marc C. LaFerrier, AICP, *Director*
Department of Planning and Zoning

This Report prepared by:
Miami-Dade County
Department of Planning and Zoning
Community Planning Section
October 2008

Developed with the assistance of:

R.J. Behar & Company, Inc.
Engineers • Planners

SCHENLEY PARK

Charrette Area Plan Report

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I. OVERVIEW
CHARRETTE INTRODUCTION

What is a Charrette?

The term 'charrette' is derived from the French term for 'little cart.' This refers to a final intense work effort by 18th century architecture students to meet a project deadline and place their projects into this cart. The modern equivalent of the charrette is a similar creative burst of brainstorming ideas.

The charrette design workshop stimulates ideas and involves the public in the planning and design process. It is a valuable tool for setting the foundation for the development of a more detailed Area Plan. It is a practical planning technique, which combines public participation, planning, and implementation tools. Residents, business people, and property owners are invited to join planners and designers in the process of laying out elements for the future planning of the study area. This process provides the advantage of giving immediate feedback, of what the community needs, to planners while giving mutual authorship to the plan by all parties. The planning process is an occasion for the community to work together in establishing a framework for the future.

The Charrette Process

The Schenley Park Charrette process began in 2005 when District 6 Commissioner Rebeca Sosa sponsored a resolution directing the County Manager to organize a charrette and facilitate the preparation of a charrette report for the unincorporated area located in the vicinity of the County's Schenley Park. On July 7, 2005 the Board of County Commissioners adopted Resolution No. R-884-05 that resulted in the organization of a Charrette Steering Committee. Made up of residents from the area, the committee assisted in defining the boundaries of the study area and providing outreach to the community, among many other things. The Steering Committee met on a regular basis from May to August 2006.

In the months leading to the charrette week, the study area was surveyed by the design team and background information collected to assess current conditions and issues in the study area.

Notifications were mailed to property owners within the study area and posters were displayed in area businesses advertising the date and location of the charrette workshop.

The charrette week began on Saturday September 16, 2006 with a well-attended public workshop held at the Miami Children's Hospital. After a brief overview of the study area, charrette participants broke into groups, each with an aerial photo of the study area overlaid with trace paper. With the assistance of staff from Planning and Zoning and the design team, each group discussed design issues and drew ideas onto the trace paper, which by the end of the afternoon, would become the "Citizens' Plans." After several hours of drawing and discussion, the plans were displayed together and citizen representatives from each group discussed the features of their plan. With these presentations, there were many common areas of consensus in issues and suggestions for improvement in the Schenley Park Area. The concepts and issues identified in each presentation are outlined with each of the Citizens' Plans shown on pages 6-9. It is important to note that this Area Plan Report is only possible with the consensus provided by the participants of the charrette.

In the week following the design workshop, the design team remained in the area, working in the Hospital where the public was invited to visit with and observe the design team at work. On the evening of Monday, September 25, 2006, a presentation was given to show the work developed during the week and the next steps that would take place in the charrette process.

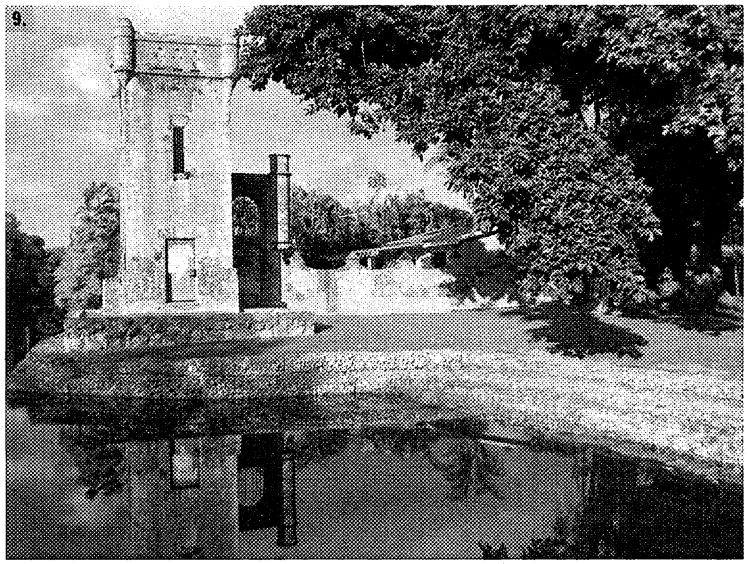
This report attempts to summarize the hopes and desires of the residents to improve their community.

1-7. Citizens participating during the charrette workshop
8. Commissioner Sosa at the Work in Progress Presentation

The study area is generally characterized by its architecturally diverse homes and corridors; by the Coral Gables Canal; by two small County parks: Coral Gables Wayside and Schenley Park. It is also home of the Miami Children's Hospital.

County records show that the study area consists of approximately 299 acres and it is composed of a series of plats that were recorded between 1924 and 1980 with the oldest plats lying along the eastern (historic Red Road) and northern (Coral Way) boundaries. A series of historic significant features are included within the eastern portion of the area, primarily along historically designated Red Road.

According to the 2000 US Census, the study area's population consists of 2,543 persons of which 67% are Hispanics, 30% white non-Hispanic, 2% black and 1% other. The population per acre over the entire study area is approximately 8.5 persons per acre, a relatively low density for unincorporated areas located east of the Palmetto Expressway.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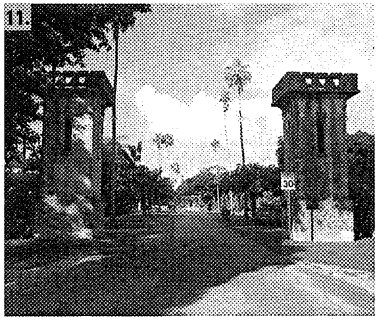
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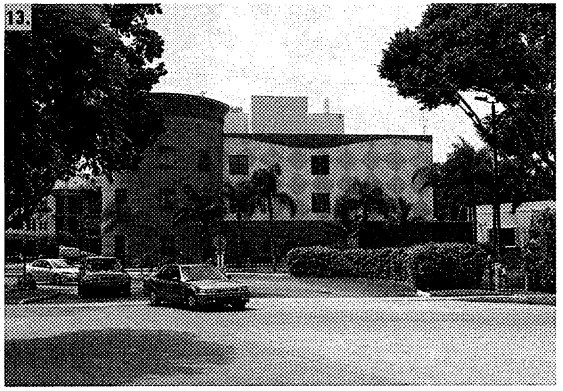
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9. Coral Gables Wayside Park
10. Schenley Park
11. Tower entrances along Red Road
12. Buffer around Hospital
13. Miami Children's Hospital

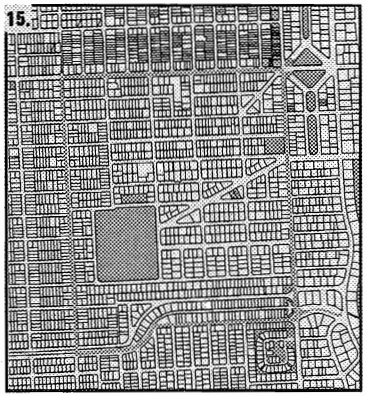
I. OVERVIEW
STUDY AREA

The Charrette Study Area is bounded on the north by Coral Way* (SW 24th Street), on the west by SW 63rd Avenue, on the south by the Coral Gables Canal and on the east by Red Road (SW 57th Avenue).

* The study area includes the lots fronting along the northside of Coral Way.

14. Aerial of study area

15.



EXISTING LAND USE

	ACRES	PERCENT
LOW DENSITY (LDR) 2.5-6 DU/AC	186.7	62.6%
MULTI-FAMILY RESIDENTIAL	0.4	0.1%
INSTITUTIONAL/PUBLIC FAC./HOSPITAL	24.0	8.0%
PARKS AND RECREATION/NURSERY	3.0	1.0%
VACANT LAND	1.0	0.3%
WATER	4.1	1.4%
STREETS AND ROADS	79.6	26.6%
TOTAL	298.8	100.0%

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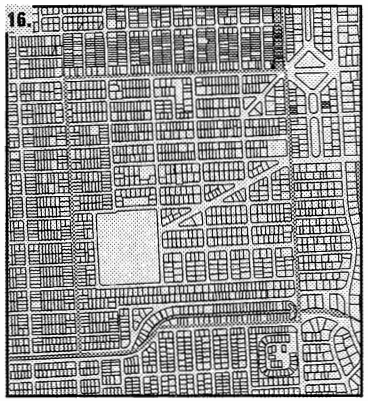

CDMP LAND USE PLAN MAP DESIGNATION

	ACRES	PERCENT
LOW DENSITY (LDR) 2.5-6 DU/AC	295.1	98.7%
WATER	3.9	1.3%
TOTAL	299.0	100.0%

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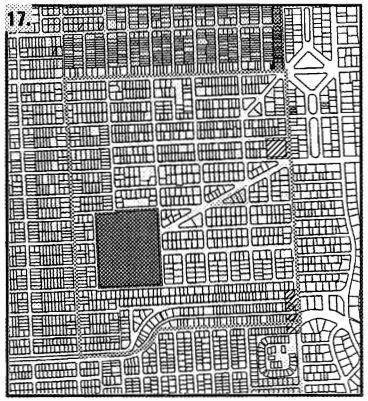
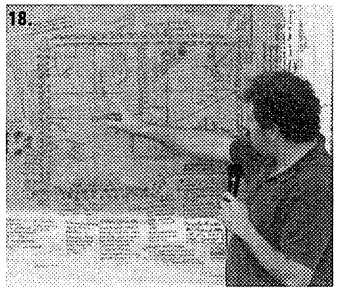


ZONING PLAN DESIGNATION

	ACRES	PERCENT
GU, Parks	4.4	1.6%
RU-1, Single Family	262.8	87.8%
RU-3, Four Unit Apartment House	2.1	0.7%
RU-4, High Density Apartment	25.6	8.6%
NONE/WATER	3.9	1.3%
TOTAL	298.8	100.0%

II. IDEAS

At the Charrette, participants shared their ideas on what their community and immediately surrounding areas should look like. The ideas from each table were transcribed and are shown with their accompanying maps on the following pages. It should be noted that while many of the ideas ares similar, there were also some contrasting ones. In the following pages, specific issues and opportunities within the study area are analyzed and recommendations are given for their improvement. Ideas from participants regarding the area west of SW 63rd Avenue can be utilized in a subsequent charrette for the broader area.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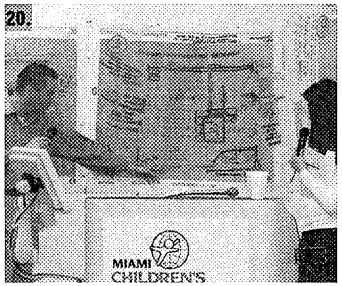

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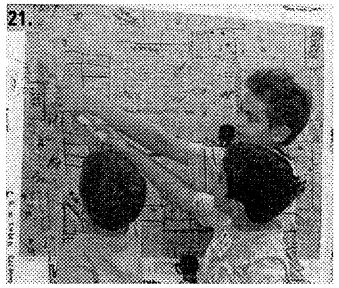
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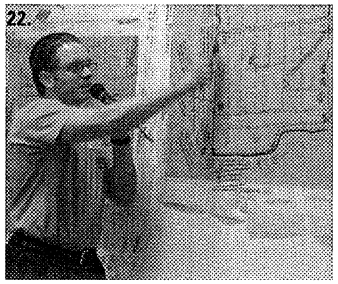
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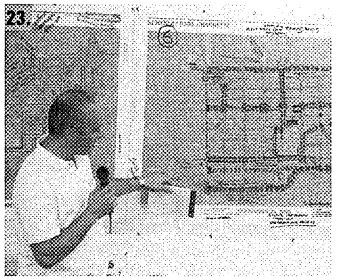
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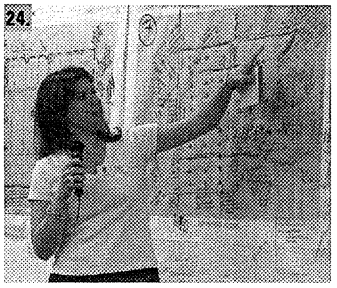
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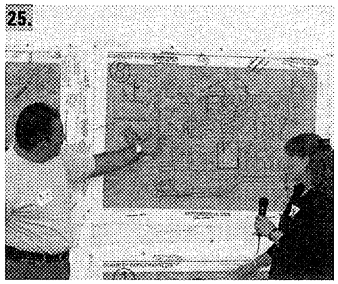
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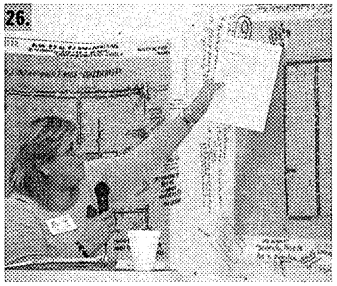
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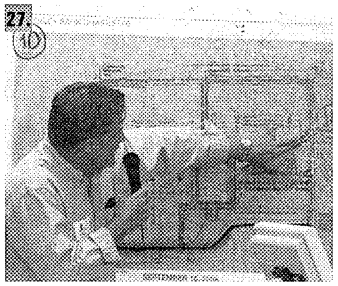
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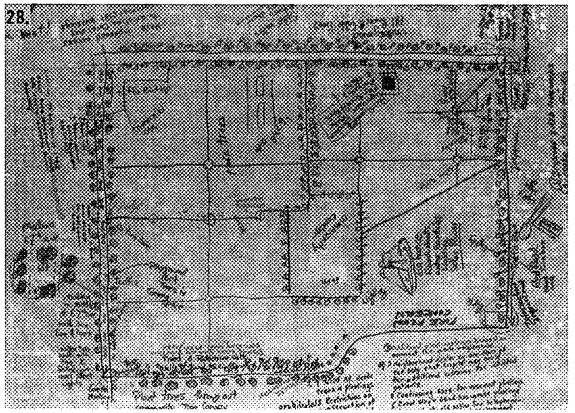
18-27. Presenters from each group
28-37. Table maps

TABLE 1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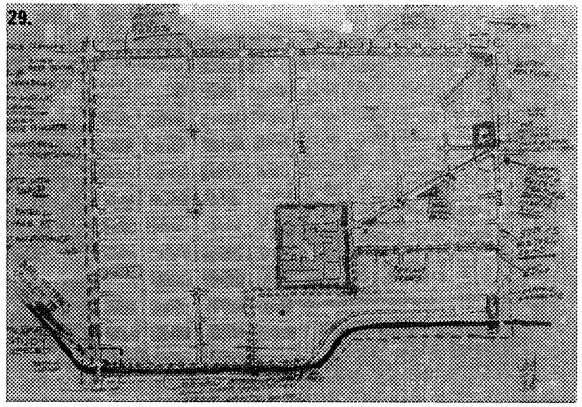
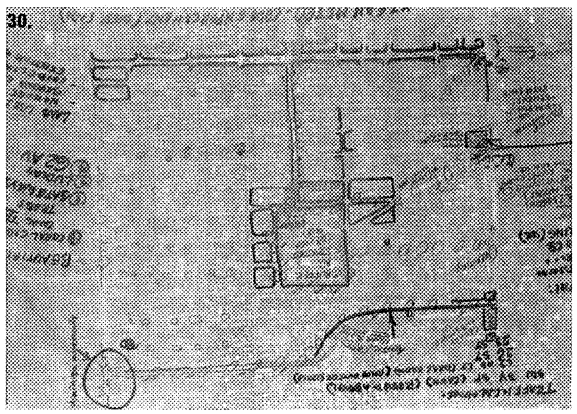
- Improve architecture and add landscaping through a median or sidewalk on 62nd Ave.
- Create an alley behind the commercial on Coral Way
- Enhance commercial facades on Coral Way
- Put stoplight on 67th Ave at canal and further up the street but without turning lanes
- Pave streets with brick
- Improve intersection at 57th Ave and Coral Way with landscaping
- Have a fenced children's playground at Schenley Park
- Develop green space in front of church to be useful
- Fill in rock pit to create a public green area
- No more commercial along Coral Way
- Enforcement of illegal efficiencies and garages
- Fix Coral Gables Canal with piling
- Traffic light at 57th Ave and 34th St.
- Put telephone lines underground
- Traffic circle on 28th St..
- Build bridge over canal for emergency vehicle access
- Connect canal to future rail to trails project
- Traffic lights on 67th Ave.

TABLE 2



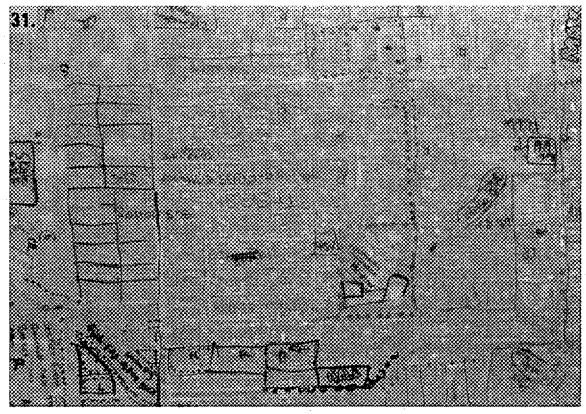
- Traffic calming through brick pavers overall neighborhood
- Clean canal smell
- Tree planting everywhere; use Royal Poinciana and Oak trees
- Pedestrian walk along canal, incorporate low lights, sidewalk, seating and green buffer
- Improve roundabout on 67th Ave. and 48th St. with pavilions
- Increase night police patrol
- Better hospital signage on Devonshire
- Signage that 32nd St. is not a hospital entrance and replant trees
- Create deterrents for cut-through traffic
- Rails to trail program to extend to canal
- Traffic study at 36th St. and Ludlam Rd. and at 57th Ave. and Devonshire
- Landscaped median, wider sidewalks and entrance feature along Coral Way
- Create Kid's area at Schenley Park, with pavilions, green buffer/ fence
- Improve landscaping along 57th Ave and Canal Rd.
- Pedestrian bridge over canal at 64th Ave.
- Roundabout on 65th Ave. where it intersects with 33rd St., 30th St., and 27th St.

TABLE 3



- Replace stop signs with traffic calming devices such as roundabout and pavers
- Crossover canal at 62nd Ave.
- Stop light at center portion of 67th Ave, not at 33rd St.
- Trellises to cover Hospital garage
- Make future Ronald McDonald house to look residential and not like office
- Add median to 62nd Ct. to break up straight street
- Roundabouts at center of streets and not at intersections
- Rails to trails, line canal with linear park
- Police enforcement for dumping along canal
- Fix Schenley Park to be for the community; Add pool, basketball courts, picnic benches, etc.
- Lighting to mimic 1940's theme
- Entrance features to be Mediterranean

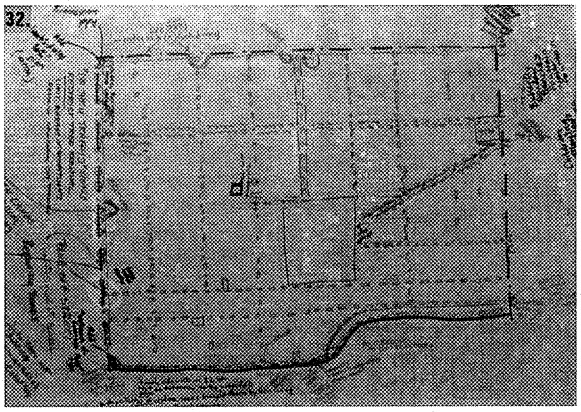
TABLE 4 (Children's Table)



- Create a Skate park
- Build a YMCA with a pool
- Plant trees everywhere
- Parks should have: soccer field, clubhouse, baseball field and basketball court
- Create fishing areas
- Medians, sidewalks, and bike path
- Build a library, mall, Publix and more parks
- Devonshire Blvd. should be renamed Olivia Blvd.
- Restaurants with different themes throughout the neighborhood
- Place a fountain at the entrance to the hospital
- Create a garden entrance

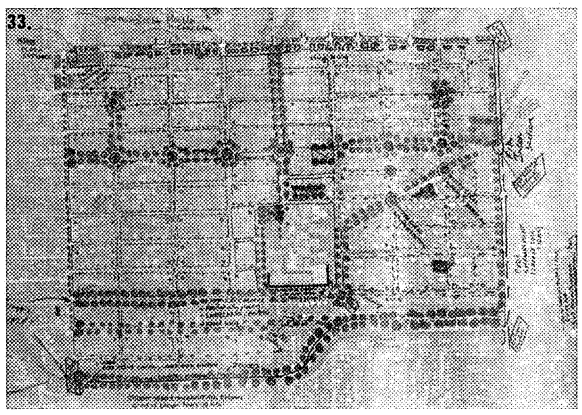
II. IDEAS

TABLE 5



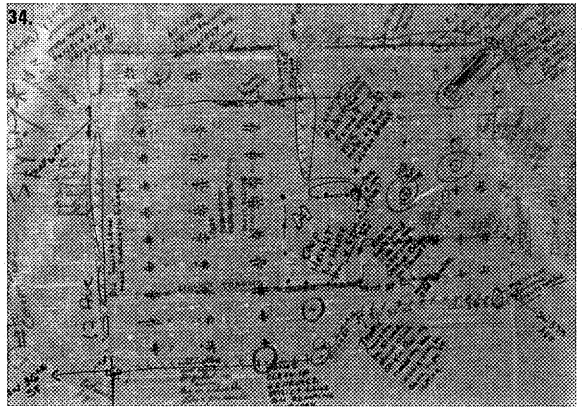
- Close street to turn into park
- Additional street lights with 1940's theme, no cobra heads
- Additional archway entrance features
- Finish sidewalk along 32nd St.
- Place signage at 32nd St., 33rd St.. As well as any that corresponds, noting that these streets are not entrances to the hospital
- Replace trees on 32nd St. under parkway
- Enforce no illegal fences along 32nd St.
- More "MPH" signs on streets
- No left turn at Devonshire and 60th Ct.
- Curb medians on 32nd St.
- Enhance commercial area with entrance features and landscaping
- Create Architectural Guidelines for commercial sector
- Roundabout at canal
- Add sidewalks and trees to canal

TABLE 6



- Traffic calming at 28th St., Devonshire, 33rd St., 44th St. and canal
- Use roundabouts, pavers, landscaping, and speed tables as traffic calming devices, no painted lines and signs
- Curb 62nd Ave and add landscaping and sidewalk
- Shade trees and sidewalks everywhere, especially at main streets
- Pedestrian crosswalks at main intersections along 57th Ave.
- Bike path from 67th Ave to AD Barnes Park and also along canal
- Screen parking garages with trees and trellises
- Landscape Schenley Park
- Create a park for the hospital
- Park on triangle at Devonshire
- More street lighting
- Underground power lines
- Rezone Coral Way to allow for Multifamily 2 story townhouses with mixed-use

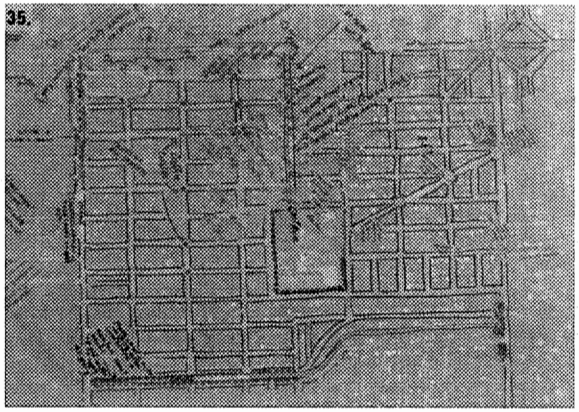
TABLE 7



- 1940's theme lighting everywhere, especially at roundabouts
- 1940's theme street signage
- Landscaping on 62nd Ave, get rid of suicide lane with median
- Landscaping and roundabout at 34th St.
- Traffic calming with traffic tables
- Roundabout at 26th St. and 58th St.
- Keep arches as entrance feature at Coral Way and 57th Ave.
- Code enforcement for illegal multifamily housing
- Guidelines for painting homes.
- Grandfather in shingles but do not allow more.
- Call for Mediterranean facades on commercial properties
- Entrance feature at 67th Ave and 34th St.
- Close 30th St. and give to hospital
- Change current "Welcome to Schenley Park" sign to be made of stone with fountains, etc.
- Limit height of hospital
- No more commercial zoning on Coral Way
- More landscaping, lighting and sidewalks

TABLE 8

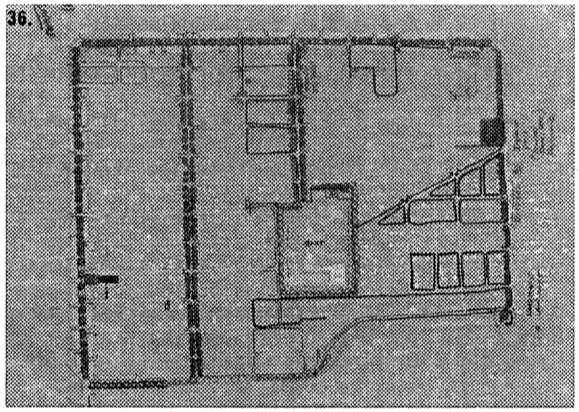
35.



- Add landscaping, median with trees and widen sidewalk on 67th Ave
- Add boardwalk, lighting to canal
- Roundabout on every other street
- Colonial style streetlights with street signage on it like Pinecrest and Palmetto Bay
- No more commercial on Coral Way
- More landscaping and a median on Coral Way
- More trees and sidewalks
- Traffic calming on 62nd Ave. by using brick pavers every 100'/200'
- Median on 62nd Ave with Royal Palms or along sides, depending on ROW
- No left turn at Devonshire and 60th Ct.
- Landmarks at Roundabouts
- Baseball field at Schenley Park
- Entrance feature at corner of 57th Ave and Coral Way and at 62nd and Ave and Devonshire
- Call entire area Schenley Park
- Add curbing at intersections and at large streets
- Make all sidewalks uniform
- Enforce homeowners to landscape and keep up their homes

TABLE 9

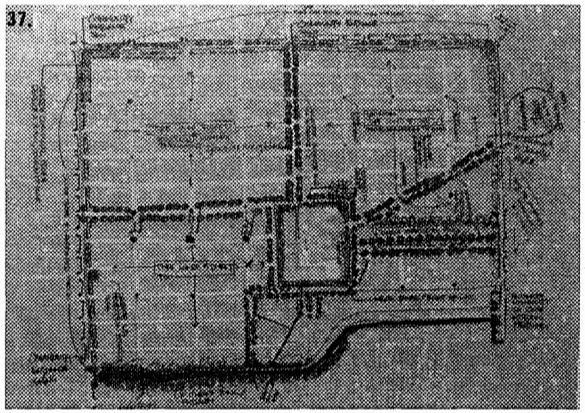
36.



- Purchase commercial property to turn into park
- Landscaping on Coral Way, use only 1 species of trees
- Increase setbacks along 67th Ave for sidewalks and landscaping
- Create linear park at canal
- Entrance feature on 34th St. or 33rd St.
- Renovate La Luneta
- Entrance feature on 67th and 62nd Ave and Coral Way, distinct from Coral Gables
- Landscaping everywhere
- Make neighborhood more pedestrian and bike friendly

TABLE 10

37.



- Do not close any streets
- Mini roundabouts every two blocks or where needed
- Landscape medians on Coral Way
- One species of trees for entire neighborhood – Live Oak
- Sidewalk and landscape median on 67th Ave.
- Use Architecture to create a second entrance feature at commercial properties or turn into park
- Entrance features at 32nd St. and 62nd Ave and at canal– well designed architecturally
- Active pedestrian lineal park at canal
- Landscape better Schenley Park with Poinciana trees
- Community area with pool at North East corner of Hospital
- Screen garages with landscaping to become a park for native animals

16

III. THE VISION
CHARRETTE ILLUSTRATIVE PLAN

Points of Interest

1. Schenley Park

2. Corals Gables Wayside Park

3. Triangular green with housing

4. La Luneta

5. Linear Park along Coral Gables Canal

6. Miami Children's Hospital

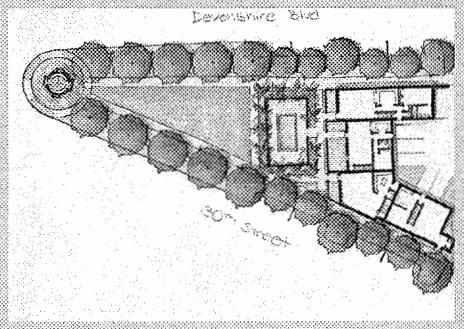
III. THE VISION

These Points of Interest shown in the Illustrative Plan are the results of the citizens' planning efforts and their vision for their neighborhood.

◄ POINTS OF INTEREST

1) Schenley Park

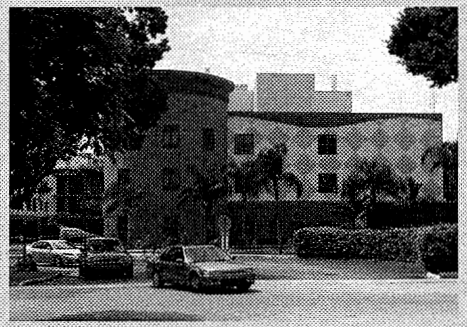
2) Coral Gables Wayside Park



3) Triangular green with housing

4) La Luneta

5) Linear Park along Coral Gables Canal



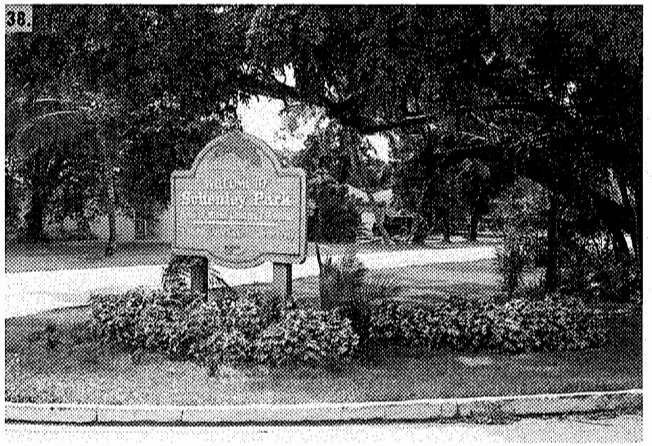
6) Miami Children's Hospital

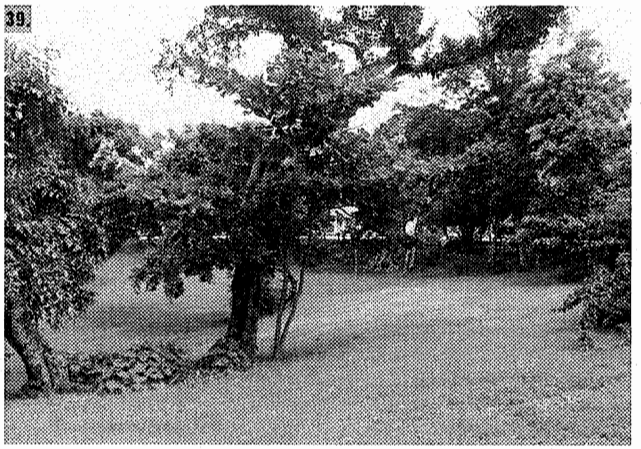
IV. STEERING COMMITTEE RECOMMENDATIONS
EXISTING PARKS

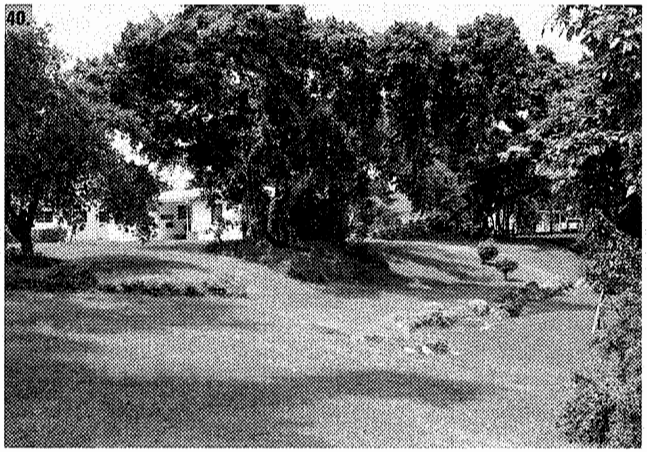
Schenley Park

Schenley Park is located on the west side of Red Road south of SW 27th Street. This park is approximately 2 acres in size, and consists mostly of a large lawn area with scattered trees. Through the charrette, the community identified a series of potential improvements aimed at making the facility more safe, functional and responsive to the community that surrounds it. The facility be provided with the following:

- additional trees;
- stabalized parking area;
- park bench and trash receptacle adjacent to each stabalized parking area;
- entrance features;
- park signage and pathways.







38-41. Images of existing Schenley Park

42. Proposal for Schenley Park redevelopment
43. Neighborhood Festival at Schenley Park
44. Aerial of Schenley Park

IV. STEERING COMMITTEE RECOMMENDATIONS
EXISTING PARKS

Coral Gables Wayside Park

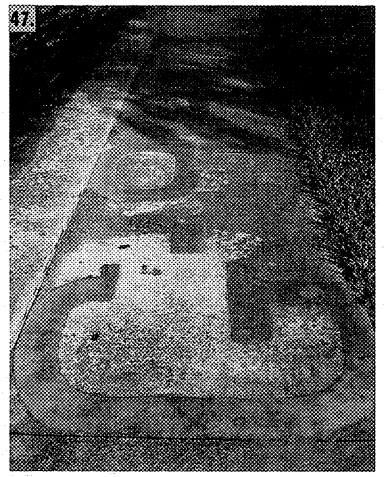
Coral Gables Wayside Park is located along Red Road on both sides of the Coral Gables Canal south of SW 33rd Street. However, just the northern portion of the park is within the study area. This park has approximately 1.25 acres that consists of mostly lawn areas with scattered palm trees and coral monument features that serve as gateways to the adjacent community and the canal. This park is also a historically designated local and National Register site. During the charrette, the community called for a series of improvements that included the:

- stabalized parking area;
- signage;
- bench and trash receptacle adjacent to each of the stabalized parking areas;
- sidewalks and crosswalks;
- additional trees;
- replacement of existing guardrails, bollards and handrails (along the bridge);
- stabilization of flood-gate basin edges; and
- maintenance of the facility's historic wall.

Any of the proposed improvements adjacent to the floodgate basin edges will be reviewed and evaluated by the South Florida Water Management District.

45.

46.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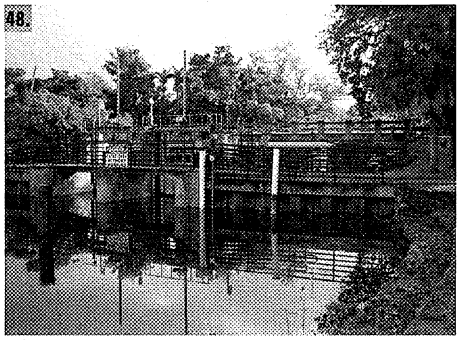
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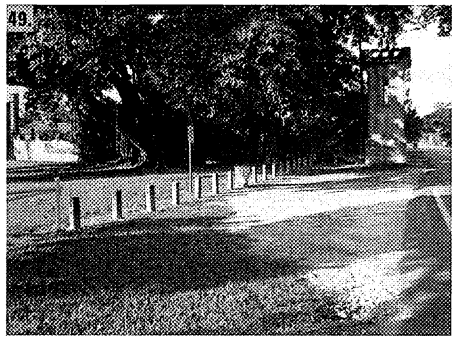
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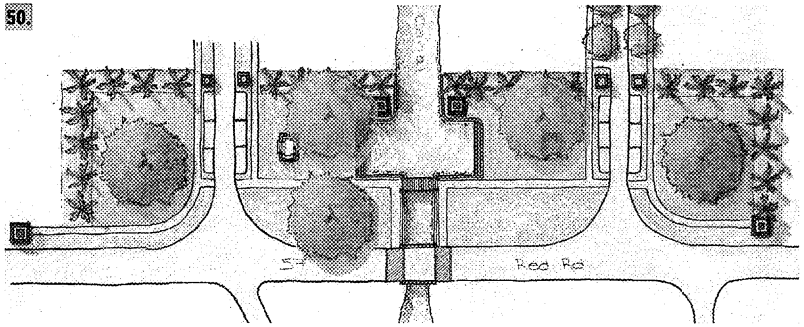


50.

45. Image of Coral Gables Wayside Park Tower and Canal
46. Aerial of Coral Gables Wayside Park
47. Image of graffiti along canal path
48. Image of water stucture at entrance to Coral Gables Wayside Park
49. Image of swale where cars park to visit Coral Gables Wayside Park
50. Proposal for redevelopment of Coral Gables Wayside Park

IV. STEERING COMMITTEE RECOMMENDATIONS
OPPORTUNITIES

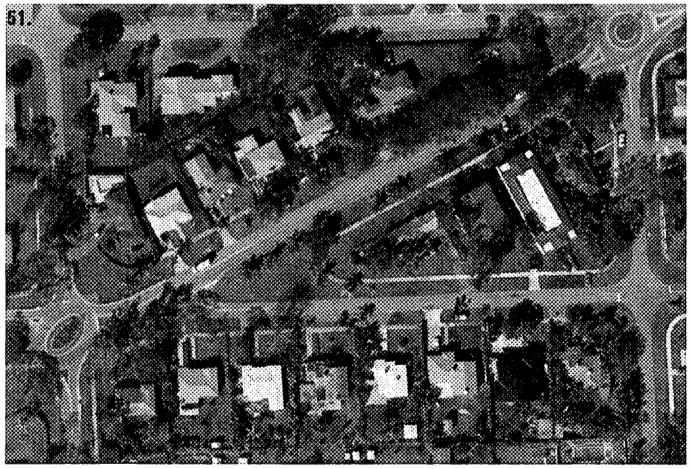
Townhouse/Area

During the charrette the community also identified an area that may have the potential for accommodating some additional park-like features.

Park along Devonshire Boulevard

- As shown in Figure 52, a triangular piece of land located at the intersection of Devonshire Boulevard and SW 30th Street has the potential for becoming a small passive, pocket park. This facility could include a water fountain, lawn area and additional streetscaping.

51.



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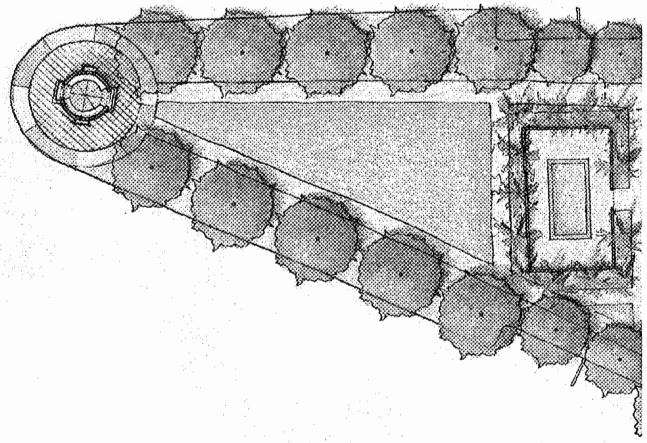


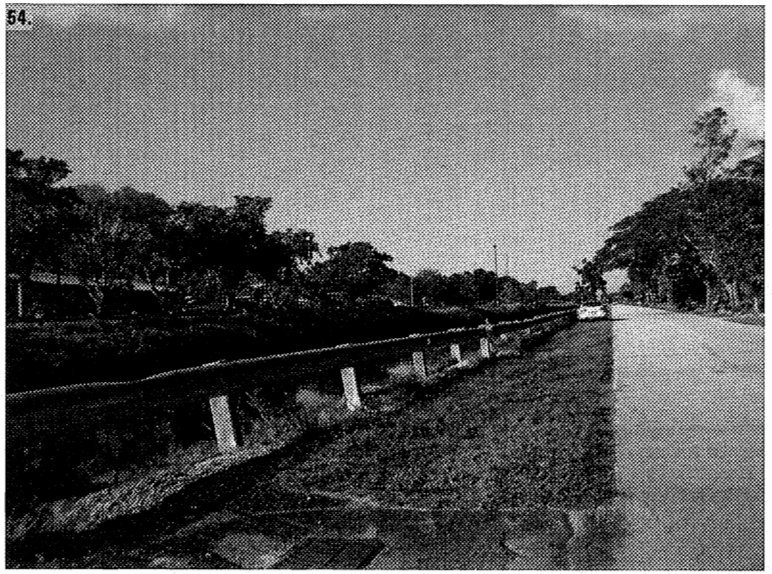
51. Aerial of Triangular piece
52. Proposed plan for redevelopment of triangular green on Devonshire Blvd. into a park with shade trees, an open lawn area and a fountain

IV. STEERING COMMITTEE RECOMMENDATIONS
OPPORTUNITIES

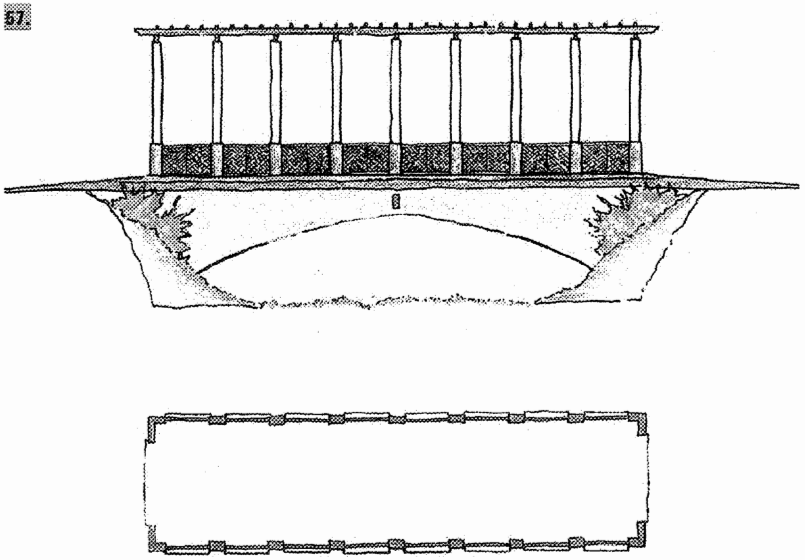
Coral Gables Canal - Linear Park

Through the charrette, the community proposed to turn the public right-of-way/canal bank along the Coral Gables Canal into a linear park that takes advantage of this water feature. Specifically the community proposed that the north side of the canal bank be improved as a green trail with a sidewalk/bike path, benches, landscaping and lighting along the edges. In addition, the community proposed the construction of a pedestrian bridge in the vicinity of SW 62nd Avenue connecting both sides of the canal (See Figures 56 and 57 on pg. 18). For implementation purposes, first priority shall be given to the proposed linear park. The community's proposal coincides with the recommendations from the North Dade Greenways Master Plan (NDGMAP), as adopted by the Miami-Dade Metropolitan Planning Organization, which includes the subject area as part of the "Merrick Trail." Specifically, the NDGMP calls for a trail running along SW 34th Street between Red Road and North Waterway Drive and along the canal bank from there on. In addition, the approved Miami-Dade Parks and Open Space System Master Plan identifies this trail as a "Water Trail."

During the charrette, the staff of the Metropolitan Planning Organization also suggested that if the proposed bike path cannot be accommodated within the bank of the canal given its physical constraints, that it may be provided along SW 36th Street along with additional traffic calming.



53. Images of existing conditions of Coral Gables Canal
54. Image of canal bank width



55. Detail of pedestrian bridge at canal curve
56. Image of current conditions of canal
57. Plan and elevation of proposed pedestrian bridge over canal

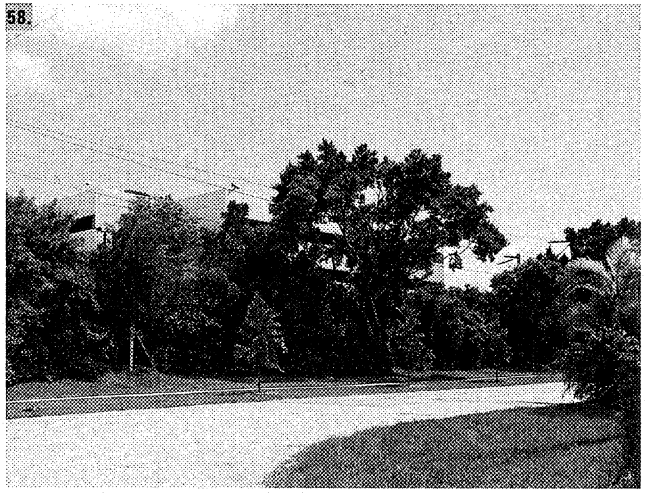
IV. STEERING COMMITTEE RECOMMENDATIONS
MIAMI CHILDREN'S HOSPITAL

The Miami Children's Hospital (MCH) opened its doors at its present location within the Schenley Park area on March 20, 1950. Since then, the hospital management team and community leaders have been engaged in the balancing act of planning for the growth of the County's primary pediatric facility while safeguarding the residential character of the surrounding neighborhood. In the past few years, the management of the MCH has engaged members of the community, through a neighborhood liaisons group (liaisons), in a collaborative effort aimed at master planning the MCH site. During the Schenley Park Charrette, the MCH and liaisons briefed the charrette participants on some of the issues and their points of agreement, including but not limited to the following:

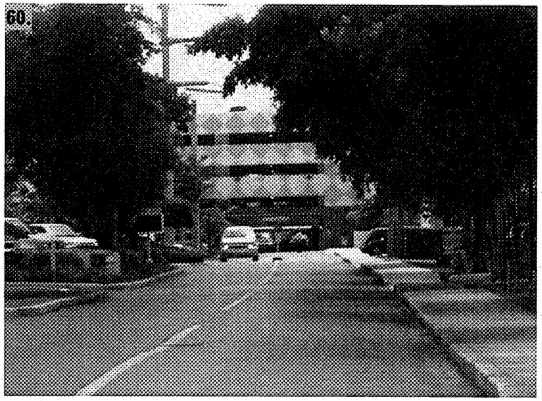
- Focus on the provision of inpatient services rather than outpatient services;
- Develop and implement an ambulatory care strategy;
- Continue to remove as many non-clinical services from main campus;
- Provide sufficient family amenities within the main campus in order to minimize outside trips;
- Maintain the number of beds to the same level or allow a small increase;
- Allow for the standardization of MCH's rooms;
- Allow for additional space to support current standards in pediatric care; and
- Replace surface parking with structured parking that is well screened and less intrusive to the surrounding community.

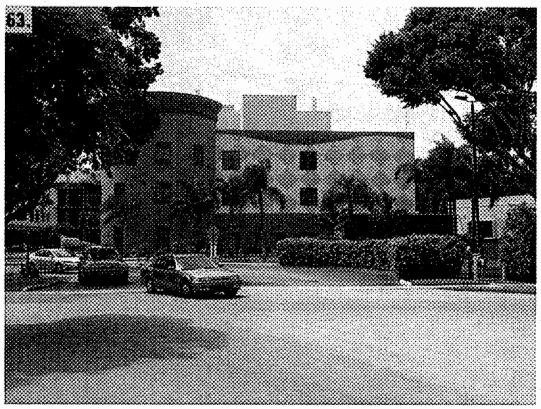
Based on this input, the community then proceeded to request that MCH provide the neighborhood with the following as the hospital implements its proposed master plan:

- Enhanced overall aesthetics of the facility and the immediate surrounding area;
- Appropriate screening of the proposed parking structure;
- Additional landscaping and lighting for the pedestrian path along the periphery of the property;
- Roundabouts at the intersections of SW 60th Court with S.W. 30th Street, SW 60th Court and SW 33rd Street, and S.W. 62nd Avenue and S.W. 30th Street.
- Additional traffic calming analysis in coordination with the County along SW 30th Street between SW 60th Court and SW 62nd Avenue; and
- Additional open space in the northeast corner of the facility consistent with the approved MCH master plan.
- Zoning changes for hospital uses beyond the current MCH property shall not be allowed.


58.

59.





60-63. Current views of the Hospital area
64. Aerial of Miami Children's Hospital

IV. STEERING COMMITTEE RECOMMENDATIONS
TRAFFIC CALMING

Like many areas in the County, traffic patterns are a concern in the Schenley Park area. At the charrette, residents discussed how to alleviate cut-through traffic and the need for traffic calming. Traffic engineers were consulted during the charrette process to study the traffic conditions of the area and analize recommendations. While the existing network of connecting streets provides a more direct and consistent traffic flow. However, it also allows for cut-through traffic. Street closures were not considered an option as closures may create more traffic congestion on other streets and the main arterials. Traffic calming methods may be used and the following may be considered:

- Roundabouts or traffic circles are alternatives to stop signs. They serve to slow down vehicles that might not normally come to a complete stop at the stop sign. According to the charrette traffic consultant, they function as a transition from high speeds to low speeds, aid in the reduction of accidents and normally work well at carrying vehicle capacity.

- Improving the aesthetics of rights of way through the use of landscaping with shade trees and shrubbery.

- Cross walks with brick pavers at intersections as well as curb and gutters with sidewalks.

Two major roads bound the Schenley Park study area:

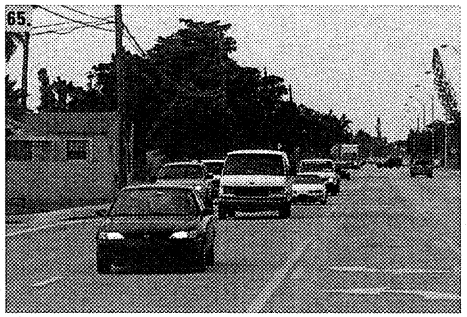
- Red Road (SW 57th Avenue) is a minor arterial, section-mile road that runs north-south connecting the Miami International Airport area with the Cities of West Miami, Coral Gables and South Miami as well as the unincorporated areas located between these municipalities. Red Road is also a State of Florida designated Historical Road.

- Coral Way (SW 24th Street) is a major arterial, section-line road that runs east-west connecting the Cities of Miami, Coral Gables and West Miami with the vast unincorporated areas to the west of them.

The County's major roadways are usually designed to carry a significant amount of traffic connecting the residential areas with the County's major activity and employment centers. The County's generalized neighborhood pattern places most traffic generators and attractors along these major roadways in order to minimize traffic impacts on residential neighborhoods. However, in the case of Schenley Park, the area's main traffic generator/attractor is not located along a major roadway and one of the area's major roadways is physically constrained and cannot be widened. More specifically:

- The main campus of the Miami Children's Hospital, the County's leading pediatric care facility and a major traffic attractor, is located in the middle of the Schenley Park area and is surrounded by mostly local, neighborhood roads.

- The historic designation of Red Road limits the amount of roadway improvements along this corridor. The County's designated minor arterials that are section-line roads have a typical minimum right-of-way width of 80 feet and are improved with four lanes. However, the historic designation of Red Road limits its number of lanes to two, one in each direction.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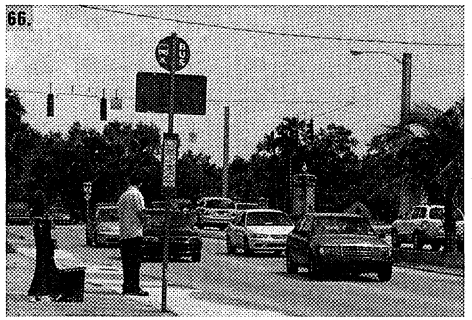
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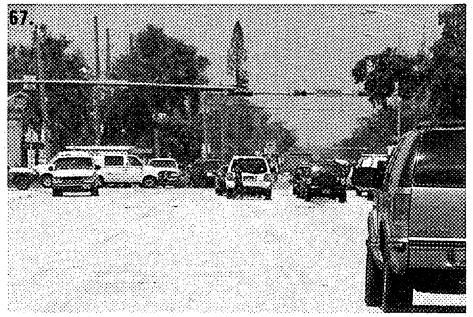
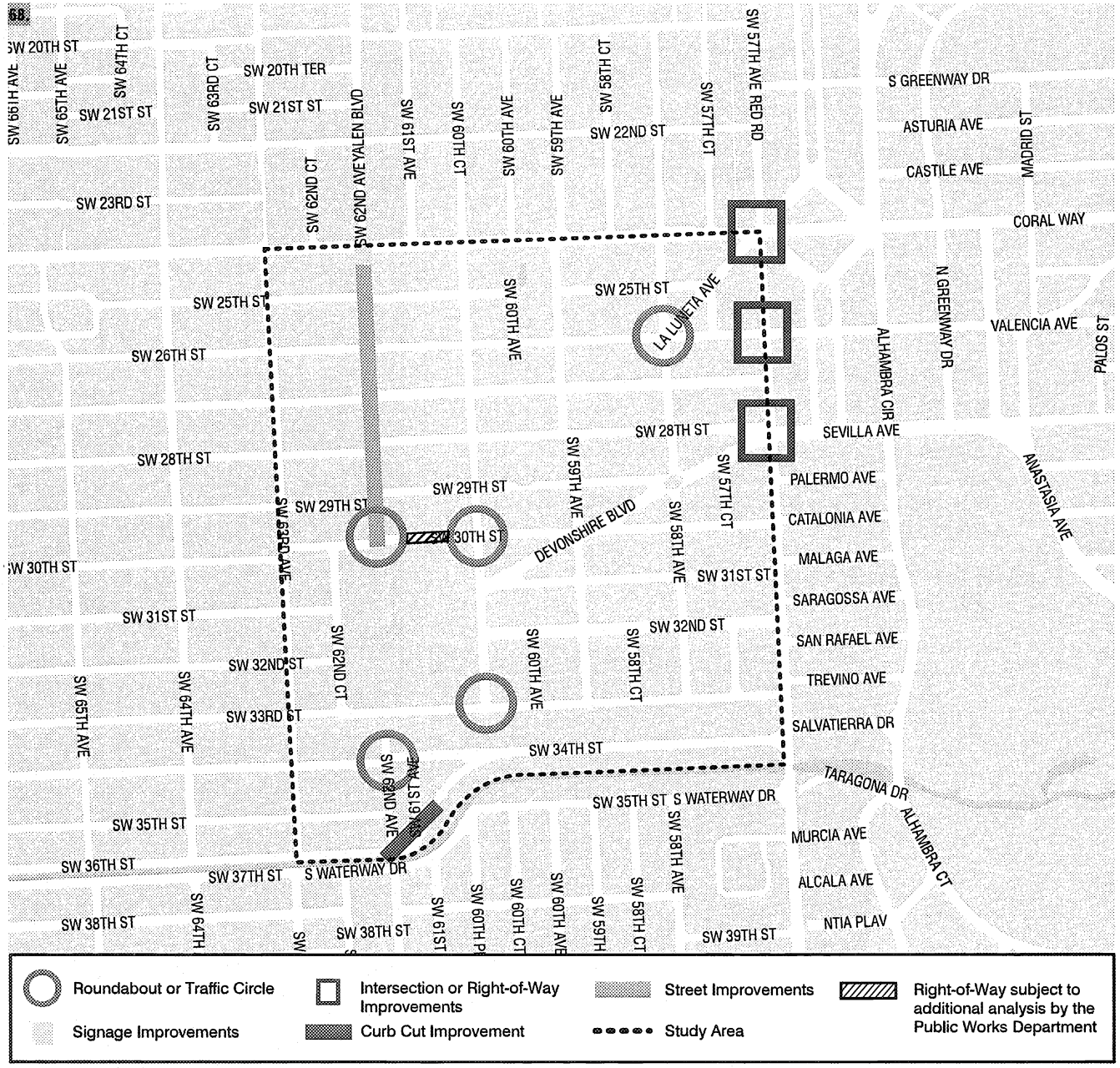

67.

65-67. Images of Traffic problems in Schenley Park Study Area

IV. STEERING COMMITTEE RECOMMENDATIONS

Traffic Calming Plan



IV. STEERING COMMITTEE RECOMMENDATIONS
TRAFFIC CALMING

As in many areas located between section line roads, the Schenley Park area is subject to significant cut-trough traffic during the AM and PM peak hours. The results of a recent traffic study that analized an area larger than the study area show that significant amount of traffic cuts through the neighborhood to and from the SW 67th Avenue/Bird Road area and the Sevilla Avenue/Red Road area in Coral Gables. This cut-through traffic is encouraged by, among other things, the lack of a northbound right-turn lane at the intersection of SW 67th Avenue and Coral Way, a significant capacity reduction along eastbound Coral Way, heavy delays for eastbound traffic, and a higher than capacity demand along Red Road.

All these issues combined result in higher than expected traffic volumes along the area's local neighborhood roads accompanied by considerable amount of speeding and safety hazards. The community, through this charrette, proposes to establish a traffic calming system consisting of roundabouts and reconfigured intersections (See Figures 69-70). Specifically, the proposed traffic calming system developed with the assistance of the County's Public Works Department and the Charrette's traffic consultant calls for:

1. Construction of roundabouts or traffic circles at the following locations:

- SW 26th Street at SW 58th Avenue/La Luneta Avenue
- SW 30th Street at SW 62nd Avenue*
- SW 30th Street at SW 60th Court*
- SW 33rd Street at SW 60th Court*
- SW 34th Street at SW 62nd Avenue*

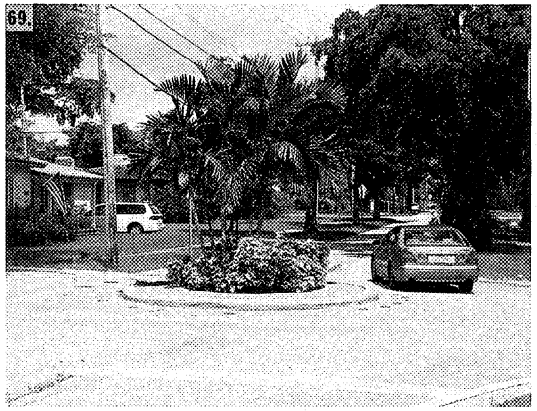
* These round-abouts result from the Board of County Commissioners approval of MCH's Master Plan in April of 2007.

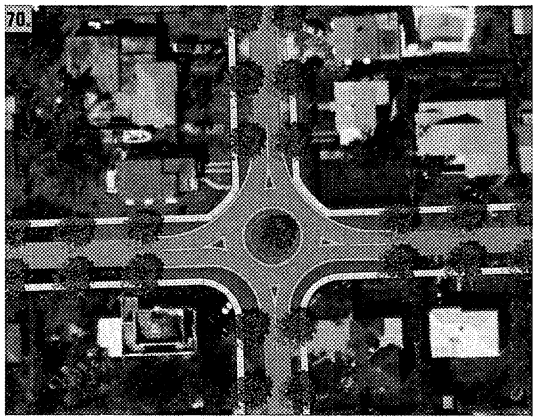
(The County's Public Works Department may modify or require additional traffic calming analysis along SW 30th Street)

2. Improvement of the following intersections or rights-of-way in accordance with the Public Works Department:

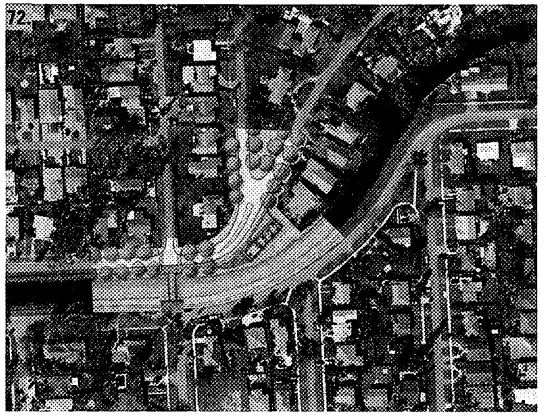
- Reconfigure the intersection of La Luneta Avenue and Coral Way to allow right-turns only. (See Figures 80-81 on pg. 24)
- Reconfigure the intersection of SW 28th Street, Devonshire Boulevard and Red Road. (See Figure 71)
- Provide a spot median along Waterway Drive between SW 61st Avenue and 62nd Avenue. (See Figure 72).
- Reconfigure the intersection at SW 26th Street and Red Road in order to provide for right turns only.
- Traffic calming of other intersections by the use of stop and speed signs.

Additional traffic calming may be considered upon further traffic studies by the Public Works Department.





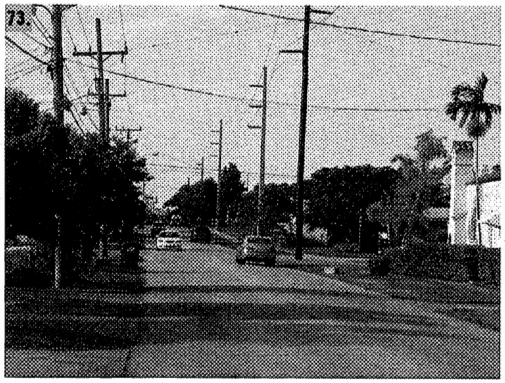
69-70. Images of example roundabouts
71. Aerial of SW 28th & Red Rd.
72. Aerial of spot median along Waterway Dr.

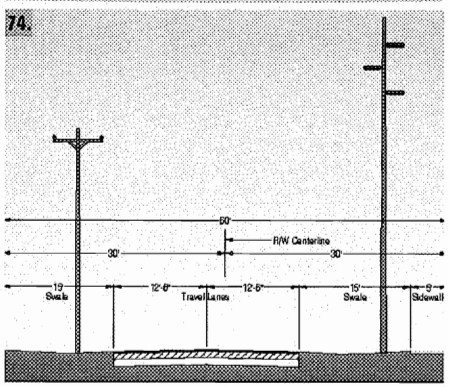


IV. STEERING COMMITTEE RECOMMENDATIONS

Images below show implementation of traffic calming devices:

SW 62nd Avenue





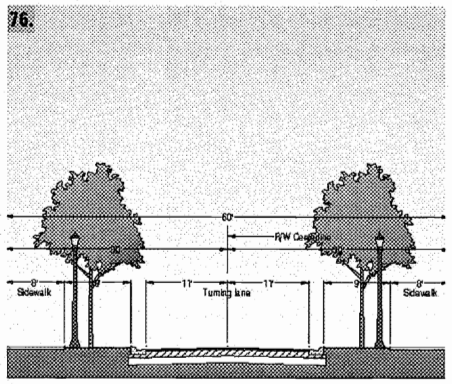
73-74. SW 62nd Avenue existing condition, looking north

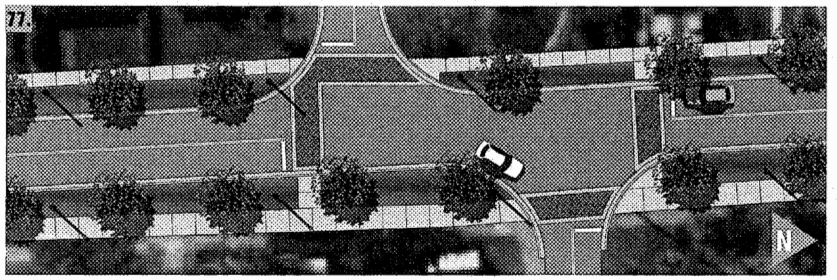
75-77. SW 62nd Avenue recommended condition

Recommendations:

In the proposed image sidewalks, crosswalks, and curb and gutter have been added. Shade trees have been planted on either side of the street as well as human scale lamp posts. In the next phase, power lines may be placed underground.

The improvements shown in these figures regarding SW 62nd Avenue between Coral Way and SW 30th Street shall be presented to the adjacent property owners prior to implementation.





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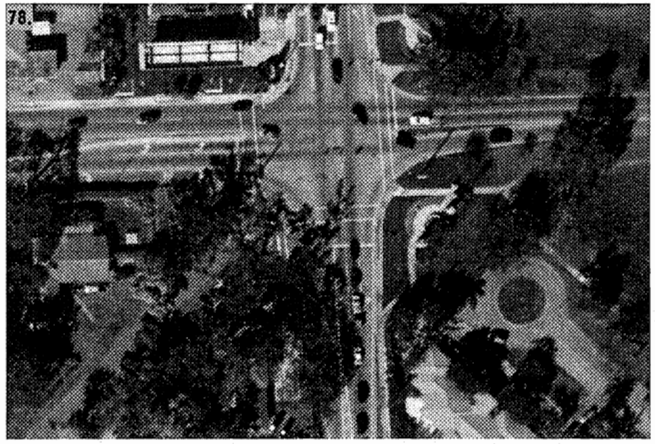
IV. STEERING COMMITTEE RECOMMENDATIONS
LA LUNETA

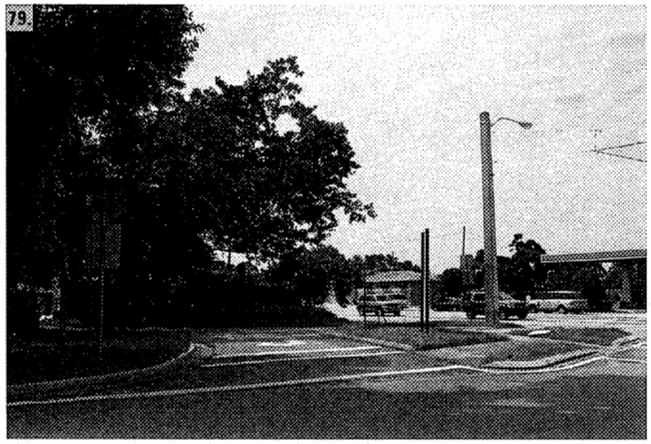
La Luneta Avenue, one of the main entrances into the Schenley Park Charrette Study Area is located at the southwest corner of the intersection of Coral Way and SW 57th Avenue. La Luneta Avenue meets the intersection on a diagonal which under the current conditions may lead to drivers' confusion. There are three curb cuts at the intersection described as follows:

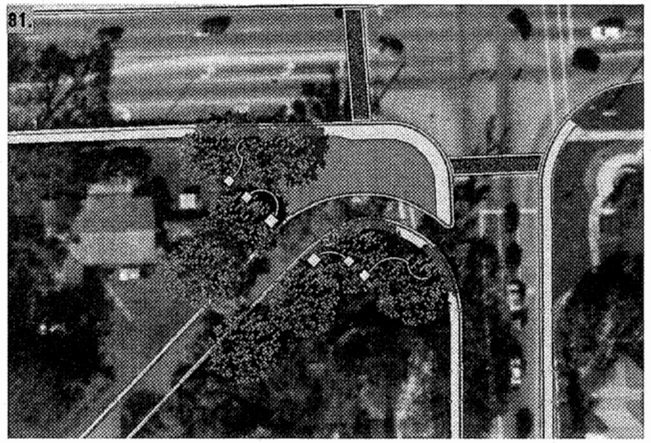
- The first allows for cars traveling east bound on Coral Way to make a right onto La Luneta Avenue.
- The second allows vehicles traveling southbound on SW 57th Avenue to veer to the right onto La Luneta Avenue after passing the intersection.
- The third curb cut allows vehicles traveling northeast on La Luneta Avenue to make a u-turn onto the south bound lane of SW 57th Avenue.

A traffic analysis of the area conducted during the Charrette resulted in the development of two options for improving the intersection. The first option (Figure 80) calls for the closing of the middle curb cut that allows south bound cars on SW 57th Avenue to turn onto La Luneta Avenue after crossing Coral Way. The second option (Figure 81) calls for closing the curb cut along east bound Coral Way. A final design for the La Luneta intersection will be developed by the Public Works Department with a subsequent public process.

The proposed reconfigured intersection can result in additional landscaped area that could be used for the placement of an entrance feature, in addition to the existing historic walls, that could include a fountain, trellis area and garden wall, as well as brick paved crosswalks. (See page 25)

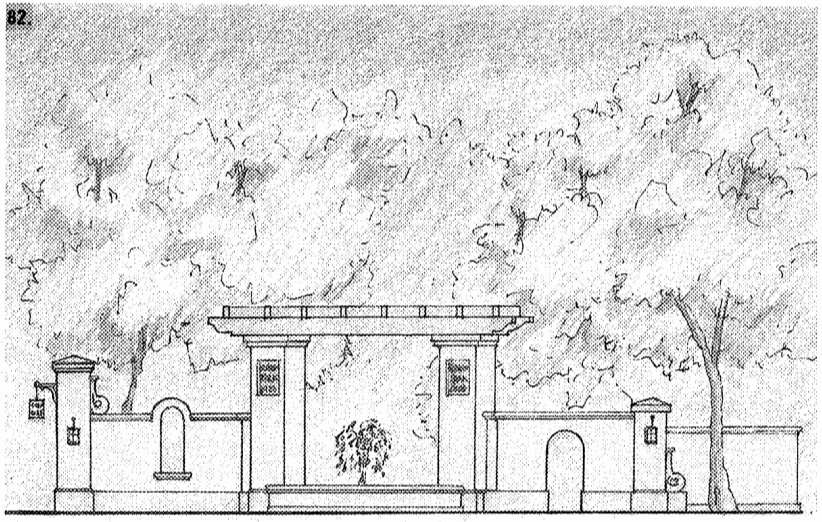






78. Aerial photograph of La Luneta Intersection
79. Photograph of existing condition at La Luneta
80. Proposal 1 for La Luneta Intersection at Coral Way and SW 57th Avenue
81. Proposal 2 for La Luneta Intersection at Coral Way and SW 57th Avenue

82.



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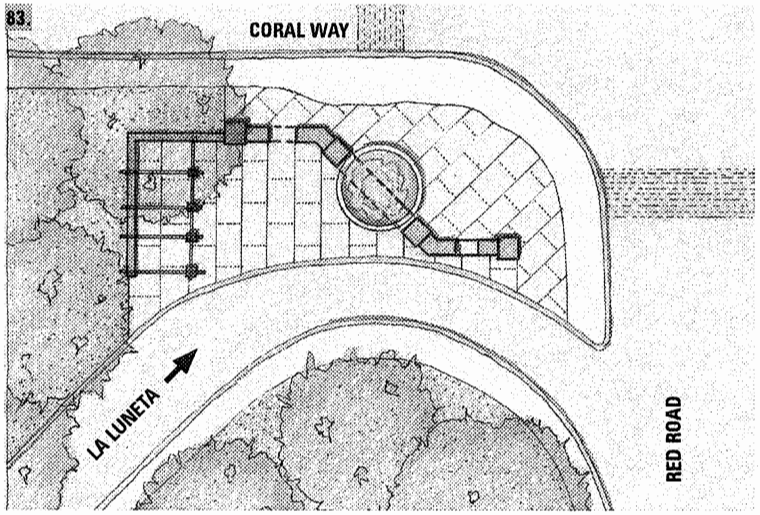

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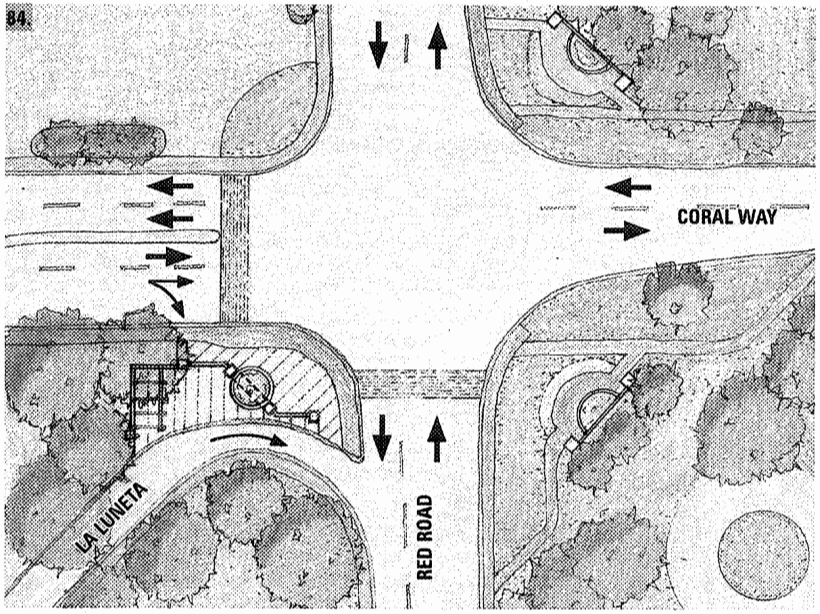


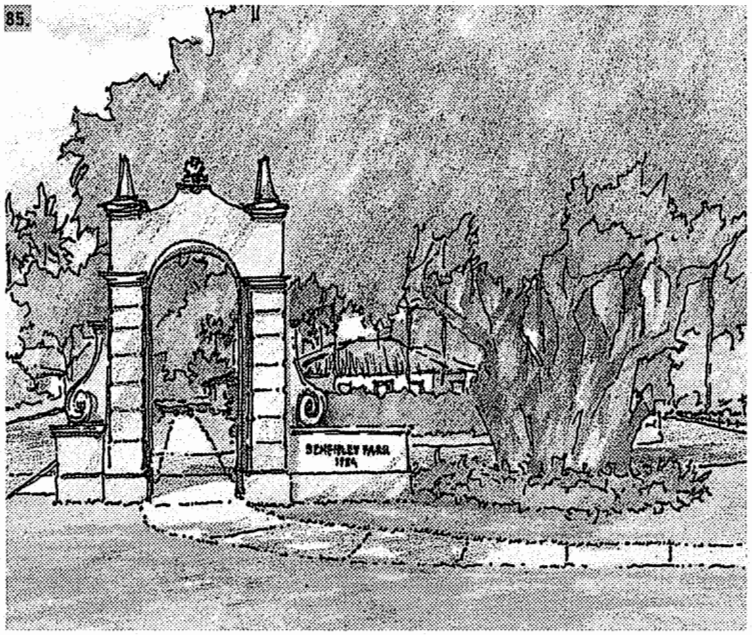
82. Proposed Entrance Feature for La Luneta
83. Proposed Entrance Feature for La Luneta (Option 2)
84. Proposed Overall Intersection Improvements (Option 2)

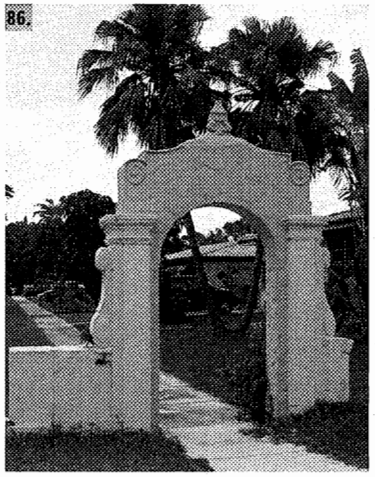
IV. STEERING COMMITTEE RECOMMENDATIONS
NEIGHBORHOOD IMPROVEMENTS

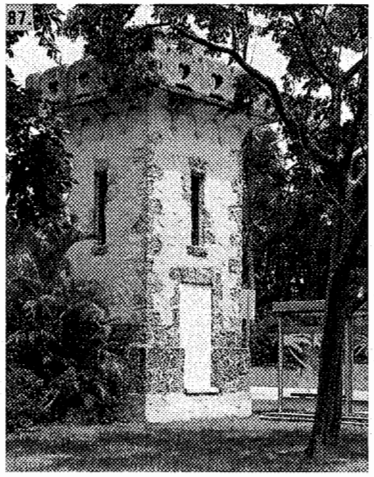
Infrastructure, Signage and Landscaping

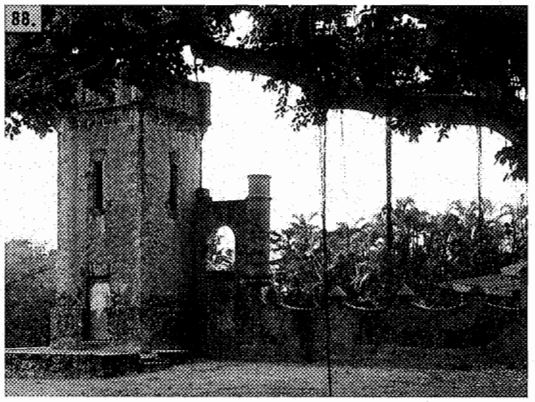
During the Charrette Workshop, the community identified the following neighborhood improvements as needed:

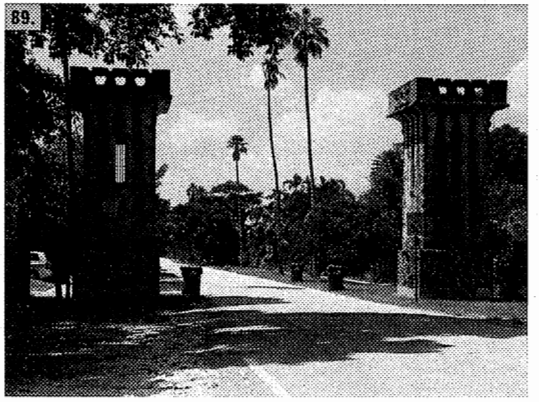
- Improvements/repair of existing sidewalks as well as new sidewalks in certain areas if approved by affected neighbors.
- Additional landscaping along major roads. The community specifically requested the planting of Live Oaks and Royal Poinciana trees along major roadways and in the medians as well as the two parks.
- New gateway/entrance features. These entrance features announce the arrival to the neighborhood and shall be strategically placed at the neighborhood's gateways. Water fountains, monument structures, pavilions or garden walls are often used as entrance features. In the Schenley Park area, there are some existing examples of these features near Coral Gables Wayside Park and La Luneta. During the Charrette many designs were conceived which could be used for the area. Some of the places identified by the community for entrance features during the charrette were the intersection of Coral Way with SW 57th Avenue and the corner of SW 57th Avenue and Devonshire Boulevard.
- The use of brick pavers for crosswalks

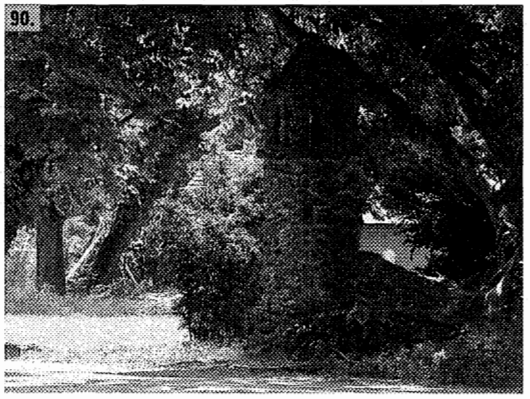












85. Rendering of entrance feature
86-90. Examples of entrance features throughout the study area

along the major roadways.

- New curbs along the major roadways and along the median on SW 32nd Street.
- New street lighting along some of the neighborhood roads as well as around the two parks and the hospital. Streetlights should be of human scale and incorporating a Colonial design. The streetlights should also integrate street signage on the lamppost.
- No bus benches with advertisements and no billboards within the study area.

In the effort to maintain the unique character of the neighborhood, and as a result of cooperation between landscape architects and residents during the charrette, the following are recommendations for landscaping in the study area:

- Traffic circles, Roundabouts, and Turnaround circles: Key Thatch Palms (Thrinax Morrisii)
- Hospital perimeter planting: Incremental removal of undesirable plant material. Substitute with Silver Buttonwood (Conocarpus Erectus) and Cocoplum Red Tip (Chrysobalanus Icaco) for under story (below silver buttonwood).
- Boulevards: Live Oaks (Quercus Virginiana) along medians and sidewalks.
- Coral Way (SW 24th Street): Along sidewalks and medians: Live Oaks (Quercus Virginiana) with or without tree grates- planted at 25' o.c. average.
- Canal Green Trail: Paradise Tree (Simarouba Glauca) along canal should be planted at 25' o.c. average.
- Parks: Royal Poincianas (Delonix Regia) in parks as accent trees.

Code Enforcement

During the charrette workshop, members of the community expressed their concern regarding code enforcement within the study area. Illegal conversions in the residential area were cited among the community's concerns. To address the community's concerns, additional coordination among the County departments of Planning and Zoning, Building and Team Metro would be required.

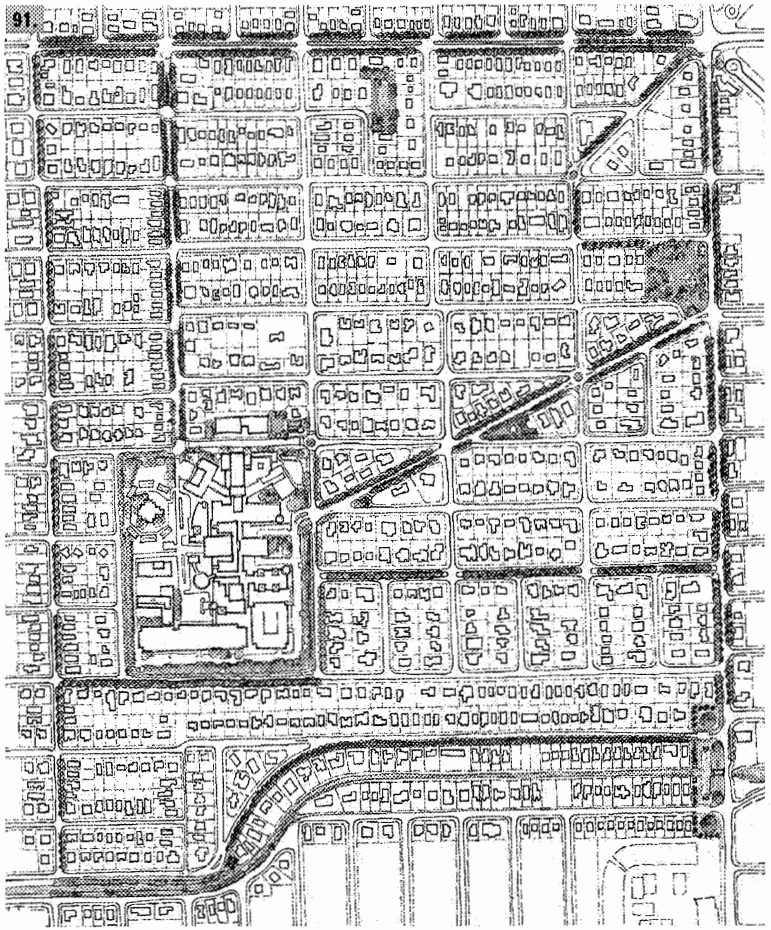
Neighborhood Character and Architectural Design Guidelines

The composition of any architectural design guidelines would require adoption by the BCC. However, certain design guidelines for residential elements such as street lighting style, theme street signage or street trees and landscaping could be recommended for implementation through the provision of the County special taxing district program. For all types of development, adherence to the County's Urban Design and Landscape Manuals is recommended.

Zoning and Land Uses on Coral Way

Through the charrette process, the community determined that the current land use and zoning designations along both sides of Coral Way east of SW 63rd Avenue are appropriate and should be maintained. Specifically, the community requested no additional conversions of single-family homes to offices or commercial along Coral Way east of SW 63rd Avenue.

Through these and previously mentioned efforts the community seeks to achieve the envisioned system of connected green spaces shown in Figure 91.



91. Plan of green spaces within Charrette area

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V. IMPLEMENTATION
IMPLEMENTATION PROCESS

Implementation of some of the charrette recommendations will require funding allocations. There are several funding sources that may be considered for the recommendations included in this charrette. The following are some of the potential funding initiatives that could be considered:

• The Building Better Communities Bond Program approved by the Citizens of Miami-Dade County on November 2, 2004 is the largest capital construction bond program in the County history. Included in the multi-year program are projects related to parks, recreation and green space; culture and education; community and neighborhood; public safety; infrastructure; healthcare; and business development.

• The Quality Neighborhoods Improvement Program (QNIP) was approved in the FY 98 – 99 Budget by the Board of County Commissioners (BCC). It is a comprehensive neighborhood restoration program that sets aside funds for sidewalk repairs and improvements, safe routes to schools, drainage improvements, resurfacing streets, and parks improvements.

• Special Taxing Districts could be used to fund some infrastructure improvements such as sidewalks and lighting.

• The County's Long Range Transportation Plan (LRTP) prepared by the Metropolitan Planning Organization (MPO) lists all transportation projects planned to be implemented by the year 2030. These projects are prioritized in four categories with all the projects in 'priority one' being included in their Transportation Improvement Program (TIP). The MPO has prioritized two projects in the vicinity of the Schenley Park area. The first is a roadway improvement along SW 62nd Avenue from NW 7th Street to Coral Way to be implemented by 2008. The second is the installation of information traffic system (ITS) devices along Coral Way to be completed by 2015.

• Miscellaneous source of funding such as grants and private donations; Miami Children's Hospital; Safe Neighborhood Parks Act and other similar sources approved by the Board of County Commissioners; departmental appropriations and commissioners' discretionary funds could be used for different types of improvements.

Recommendation	Participating Agencies	Potential Funding Sources	Estimated Cost (If available)
Schenley Park			
Schenley Park Improvements			
- Additional trees	P&R, PW	P&R, MISC	N/A
- Stabalized parking area	P&R, PW	P&R, QNIP, MISC	N/A
- Benches and trash receptacles	P&R	P&R, MISC	N/A
- Entrance features, park signage and pathways	P&R, PW, DP&Z	P&R, QNIP, MISC	N/A
Coral Gables Wayside Park			
- Stabalized parking area	P&R, PW, HP	P&R, QNIP, MISC	N/A
- Signage, benches and trash receptacles	P&R, HP, SFWMD, PW	P&R, MISC	N/A
- Additional trees	P&R, PW	P&R, MISC	N/A
- Replacement-Repairs of guardrails, bridge handrails and bollards	SFWMD, P&R	P&R, MISC	N/A
- Stabilization of basin edges and maintenance of historic wall	HP, SFWMD, P&R	P&R, MISC	N/A
Coral Gables Canal Improvements			
- Turn into a linear park with green trail, bike path, benches, lighting, pedestrian bridge and landscaping	P&R, PW, SFWMD, MPO	P&R, PW, MPO, MISC, QNIP	N/A
Miami Children's Hospital			
- Screening of proposed parking facility	MCH	MCH	N/A
- Provide green on northeast corner of the hospital campus	MCH	MCH	N/A
- Provide landscaping, a green trail, benches and lighting along hospital perimeter	MCH	MCH	N/A

Acronyms

DP&Z	Department of Planning and Zoning
P&R	Miami-Dade Parks and Recreation
PW	Public Works
RAAM	Right of Way Aesthetics Asset Mgt
QNIP	Quality Neighborhood Improvement Program
MISC	(Grants, Private, Donation, Discretionary Funds)
STD	Special Taxing District
TM	Team Metro
GOB	Building Better Communities Bond
MPO	Metropolitan Planning Organization
MCH	Miami Children's Hospital
SFWMD	South Florida Water Management District
N/A	Not Applicable
FDOT	Florida Department of Transportation
HP	Historic Preservation

Notes:
(*) This implementation table only includes short or medium term projects.

V. IMPLEMENTATION
RECOMMENDATIONS

Recommendation	Participating Agencies	Potential Funding Sources	Estimated Cost (If available)
Traffic Calming			
- Provide landscaping and sidewalks in selected streets	PW	PW, RAAM	N/A
- Provide crosswalks with brick pavers and additional landscaping along SW 62 Avenue	PW	PW, MCH, RAAM, MISC	N/A
- Provide aesthetically appealing roundabouts with landscaping at:			
• SW 26th Street and SW 58th Avenue / La Luneta Avenue	PW	PW, QNIP, MISC	$75,000
• SW 30th Street and SW 62nd Avenue	PW, MCH	MCH, MISC	$75,000
• SW 30th Street and SW 60th Court	PW, MCH	MCH, MISC	$75,000
• SW 33rd Street and SW 60th Court	PW, MCH	MCH, MISC	$75,000
• SW 34 Street and SW 62nd Avenue	PW	PW, QNIP, MISC	$75,000
Intersection Improvements			
- Reconfigure intersection of La Luneta Avenue and Coral Way for safety, traffic issues	PW, FDOT	PW, QNIP, MISC	$50,000
- Provide a spot (small) median along Waterway Drive between SW 61st Avenue and SW 62nd Avenue	PW	PW, QNIP, MISC	N/A
- Reconfigure intersection at Red Road and Devonshire Blvd.	PW, FDOT	PW, QNIP, MISC	$100,000
- Reconfigure intersection at SW 28th Street and Red Road	PW, FDOT	PW, QNIP, MISC	N/A
- Provide curb and additional landscaping (trees) along SW 32nd Street median	PW	PW, RAAM, MISC	N/A
- Provide additional landscaping along the median of Coral Way	PW	RAAM	N/A

Acronyms

DP&Z	Department of Planning and Zoning
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PW	Public Works
RAAM	Right of Way Aesthetics Asset Mgt
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SFWMD	South Florida Water Management District
N/A	Not Applicable
FDOT	Florida Department of Transportation
HP	Historic Preservation

Notes:

(*) This implementation table only includes short or medium term projects.

(+) Sidewalk only

VI. APPENDIX
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VI. APPENDIX

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