

# 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



# I. OVERVIEW

## ACKNOWLEDGEMENTS

### Charrette Steering Committee

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

### 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.



Carlos Alvarez, Mayor  
BOARD OF COUNTY COMMISSIONERS  
Bruno A. Barreiro, *Chairman*  
Barbara J. Jordan, *Vice-Chairwoman*

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

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:



# SCHENLEY PARK

## Charrette Area Plan Report

### I. Overview

Acknowledgements .....	i
Charrette Introduction .....	2
Study Area.....	3

### II. Ideas

Citizen’s Plans.....	6
Charrette Illustrative Plan.....	10

### III. The Vision

Charrette Illustrative Plan.....	10
Existing Parks	
Schenley Park.....	12
Coral Gables Wayside Park.....	14
Opportunities	
Townhouse/Area .....	15
Park on Devonshire Blvd.....	15
Canal Linear Park.....	16
Miami Children’s Hospital .....	18
Traffic Calming.....	20
La Luneta.....	24

### IV. Steering Committee Recommendations

Neighborhood Improvements.....	26
--------------------------------	----

### V. Implementation

Implementation Process .....	28
Recommendations.....	29

### VI. Appendix

Department and Agency Liaisons .....	31
Resident Contributors .....	31

# 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 cur-

rent 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

# I. OVERVIEW

## STUDY AREA

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.



- 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

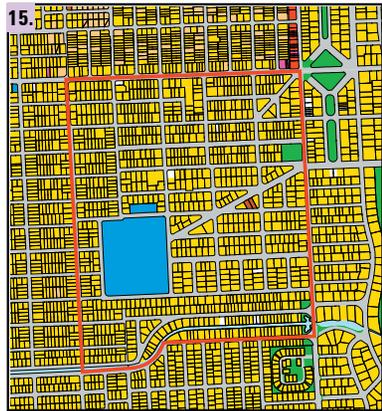
The Charrette Study Area is bounded on the north by Coral Way\* (SW 24th Street), on the west by SW 63rd Avenue, on the south by the Coral Gables Canal and on the east by Red Road (SW 57th Avenue).

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



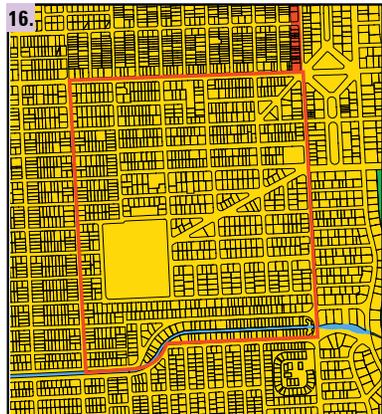
14. Aerial of study area

# I. OVERVIEW



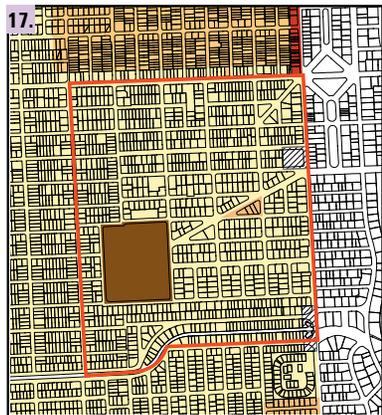
## EXISTING USE OF LAND

	ACRES	PERCENT
SINGLE FAMILY	186.7	62.6%
LOW DENSITY MULTI-FAMILY	0.4	0.1%
HOSPITAL (INSTITUTIONAL)	24.0	8.0%
PARKS AND RECREATION	3.0	1.0%
VACANT LAND	1.0	0.3%
WATER	4.1	1.4%
STREETS AND ROADS	79.6	26.6%
<b>TOTAL</b>	<b>298.8</b>	<b>100.0%</b>



## 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%
<b>TOTAL</b>	<b>299.0</b>	<b>100.0%</b>



## 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%
<b>TOTAL</b>	<b>298.8</b>	<b>100.0%</b>

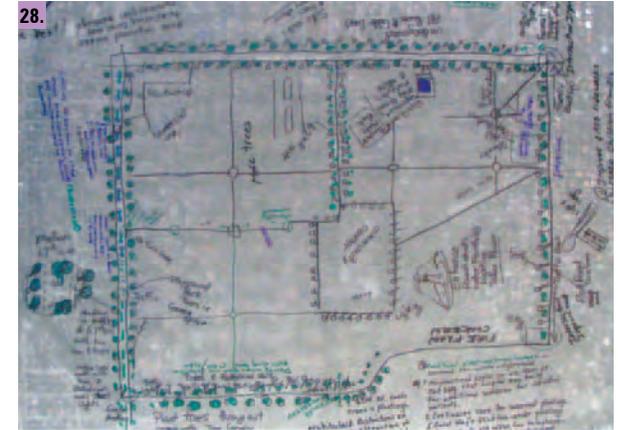
## II. IDEAS

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 are 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.



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

TABLE 1



- Improve architecture and add landscaping through a median or sidewalk on 62<sup>nd</sup> Ave.
- Create an alley behind the commercial on Coral Way
- Enhance commercial facades on Coral Way
- Put stoplight on 67<sup>th</sup> Ave at canal and further up the street but without turning lanes
- Pave streets with brick
- Improve intersection at 57<sup>th</sup> 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 57<sup>th</sup> Ave and 34<sup>th</sup> St.
- Put telephone lines underground
- Traffic circle on 28<sup>th</sup> St..
- Build bridge over canal for emergency vehicle access
- Connect canal to future rail to trails project
- Traffic lights on 67<sup>th</sup> Ave.

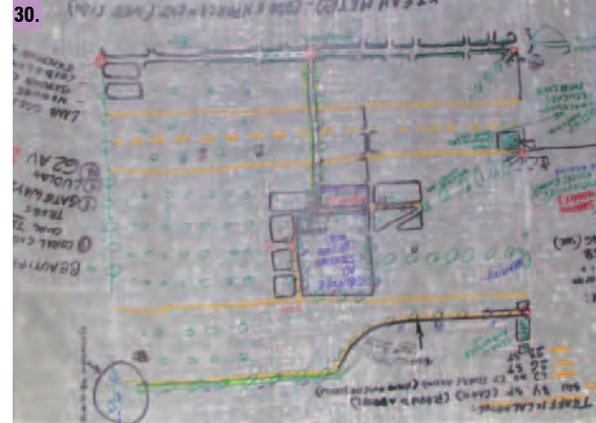
## II. IDEAS

TABLE 2



- Traffic calming through cut-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 28<sup>th</sup> St., Devonshire, 33<sup>rd</sup> St., 44<sup>th</sup> St. and canal
- Use roundabouts, pavers, landscaping, and speed tables as traffic calming devices, no painted lines and signs
- Curb 62<sup>nd</sup> Ave and add landscaping and sidewalk
- Shade trees and sidewalks everywhere, especially at main streets
- Pedestrian crosswalks at main intersections along 57<sup>th</sup> Ave.
- Bike path from 67<sup>th</sup> 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 62<sup>nd</sup> Ave, get rid of suicide lane with median
- Landscaping and roundabout at 34<sup>th</sup> St.
- Traffic calming with traffic tables
- Roundabout at 26<sup>th</sup> St. and 58<sup>th</sup> St.
- Keep arches as entrance feature at Coral Way and 57<sup>th</sup> 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 67<sup>th</sup> Ave and 34<sup>th</sup> St.
- Close 30<sup>th</sup> 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

## II. IDEAS

TABLE 8



- Add landscaping, median with trees and widen sidewalk on 67<sup>th</sup> 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 62<sup>nd</sup> Ave. by using brick pavers every 100'/200'
- Median on 62<sup>nd</sup> Ave with Royal Palms or along sides, depending on ROW
- No left turn at Devonshire and 60<sup>th</sup> Ct.
- Landmarks at Roundabouts
- Baseball field at Schenley Park
- Entrance feature at corner of 57<sup>th</sup> Ave and Coral Way and at 62<sup>nd</sup> 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



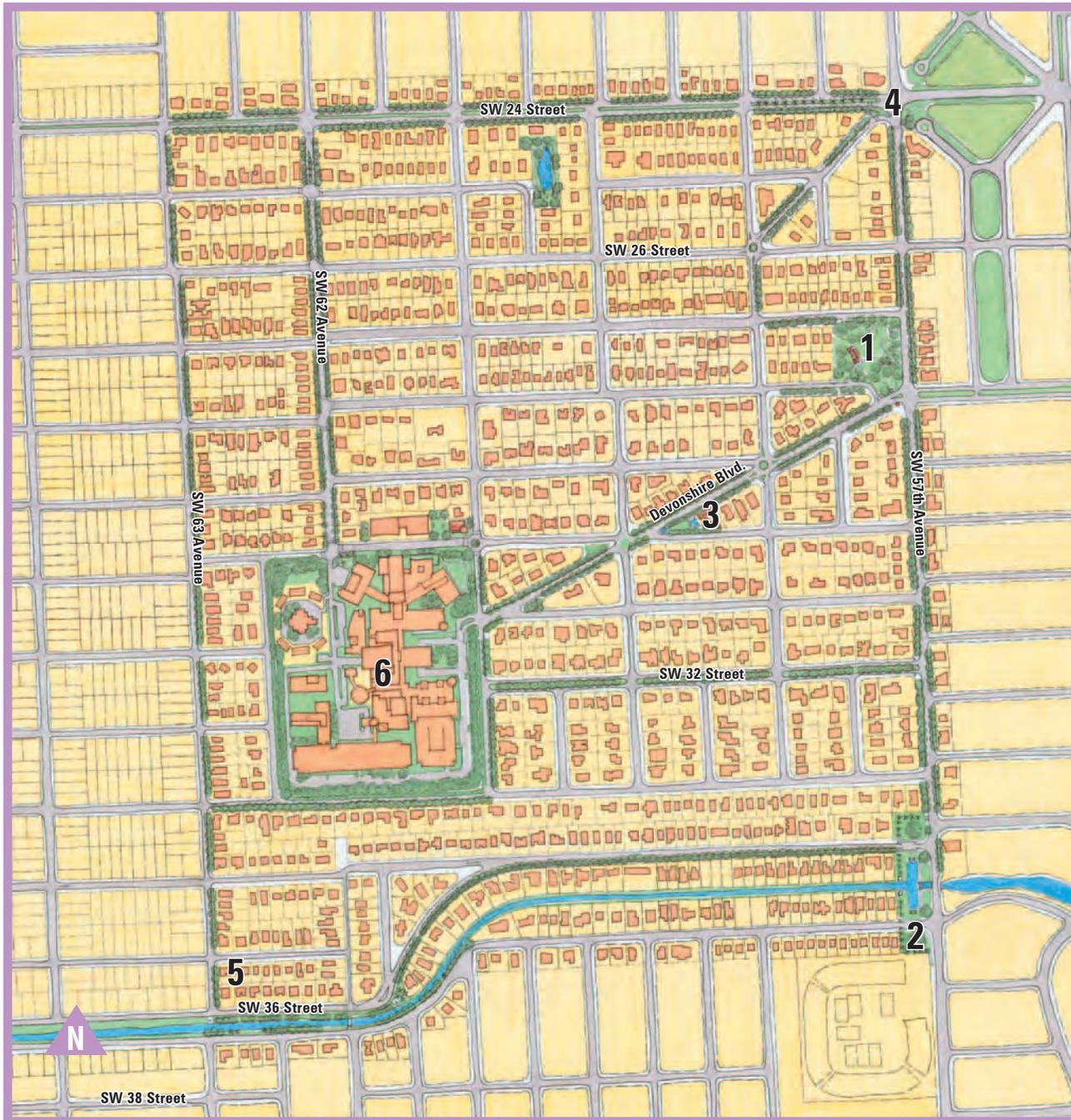
- Purchase commercial property to turn into park
- Landscaping on Coral Way, use only 1 species of trees
- Increase setbacks along 67<sup>th</sup> Ave for sidewalks and landscaping
- Create linear park at canal
- Entrance feature on 34<sup>th</sup> St. or 33<sup>rd</sup> St.
- Renovate La Luneta
- Entrance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

TABLE 10



- 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 67<sup>th</sup> Ave.
- Use Architecture to create a second entrance feature at commercial properties or turn into park
- Entrance features at 32<sup>nd</sup> St. and 62<sup>nd</sup> 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

### 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.

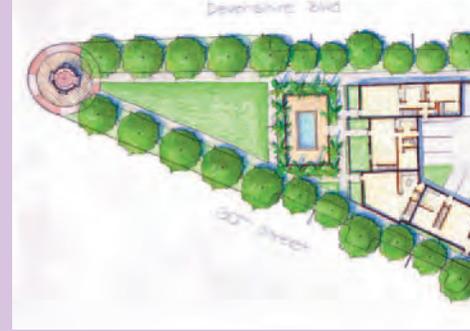
#### ◀ POINTS OF INTEREST



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



38-41. Images of existing Schenley Park

## IV. STEERING COMMITTEE RECOMMENDATIONS



42. Proposal for Schenley Park redevelopment

44. Aerial of Schenley Park

43. Neighborhood Festival at Schenley Park

## IV. STEERING COMMITTEE RECOMMENDATIONS

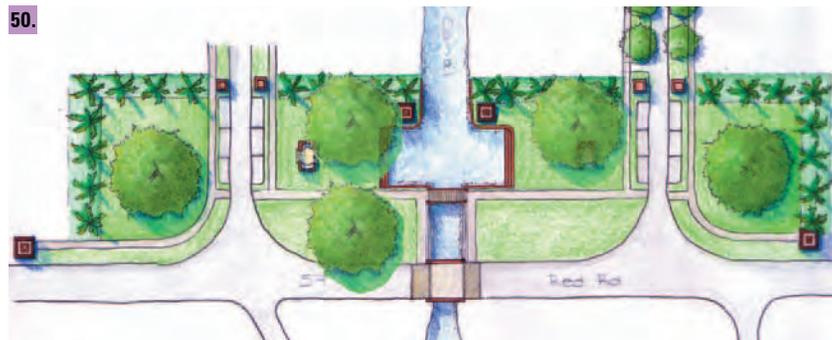
### EXISTING PARKS

#### Coral Gables Wayside Park

Coral Gables Wayside Park is located along Red Road on both sides of the Coral Gables Canal south of SW 33<sup>rd</sup> 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:

- stabilized parking area;
- signage;
- bench and trash receptacle adjacent to each of the stabilized 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. 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 structure 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

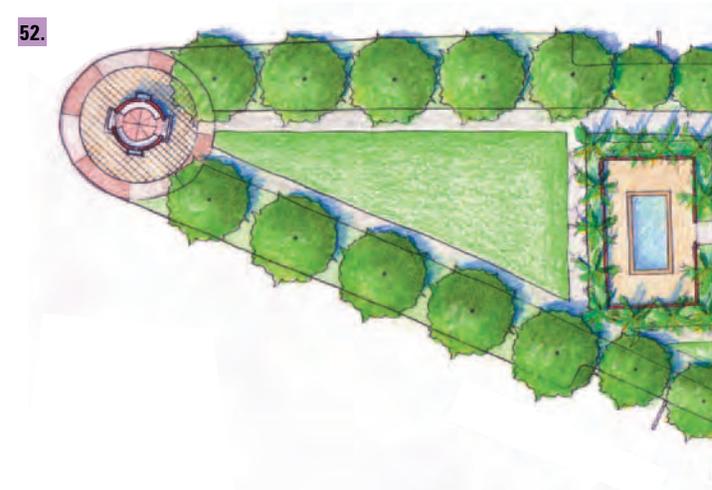
## IV. STEERING COMMITTEE RECOMMENDATIONS OPPORTUNITIES

### 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 30<sup>th</sup> Street has the potential for becoming a small passive, pocket park. This facility could include a water fountain, lawn area and additional streetscaping.



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

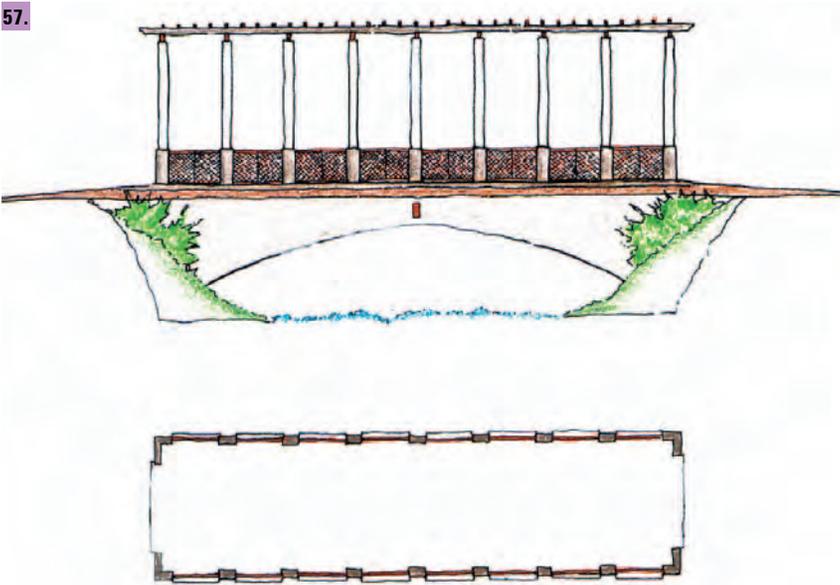
Through the charrette, the community proposed to turn the public right-of-way/canal bank along the Coral Gables Canal into a linear park that takes advantage of this water feature. Specifically the community proposed that the north side of the canal bank be improved as a green trail with a sidewalk/bike 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 "Merri-ck 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

## IV. STEERING COMMITTEE RECOMMENDATIONS



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 north-east 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.



#### IV. STEERING COMMITTEE RECOMMENDATIONS



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 analyze 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.

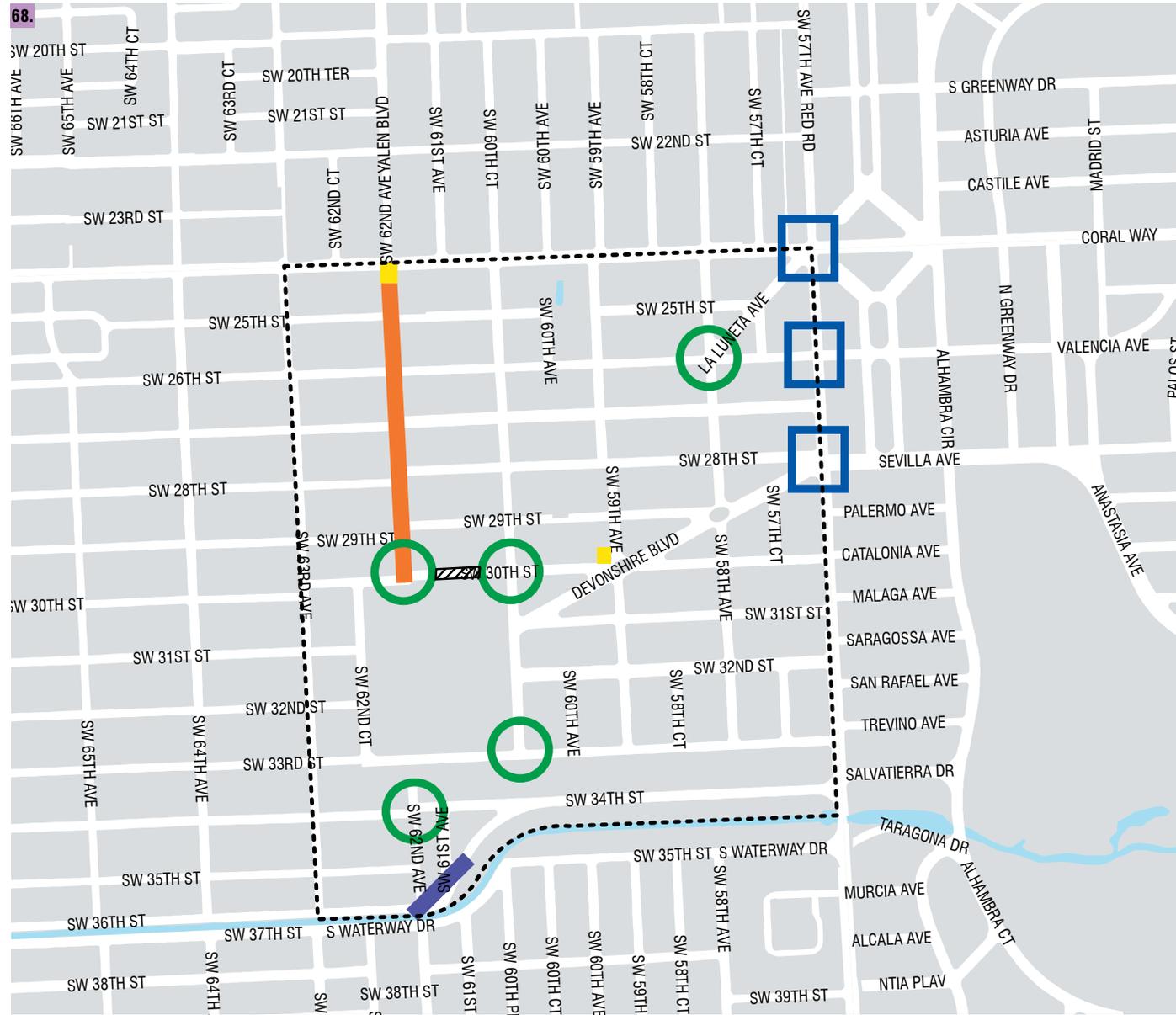


65-67. Images of Traffic problems in Schenley Park Study Area

# IV. STEERING COMMITTEE RECOMMENDATIONS

## Traffic Calming Plan

68.



	Roundabout or Traffic Circle		Intersection or Right-of-Way Improvements		Street Improvements		Right-of-Way subject to additional analysis by the Public Works Department
	Signage Improvements		Curb Cut Improvement		Study Area		

## IV. STEERING COMMITTEE RECOMMENDATIONS

### TRAFFIC CALMING

As in many areas located between section line roads, the Schenley Park area is subject to significant cut-through traffic during the AM and PM peak hours. The results of a recent traffic study that analyzed 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 roundabouts 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.



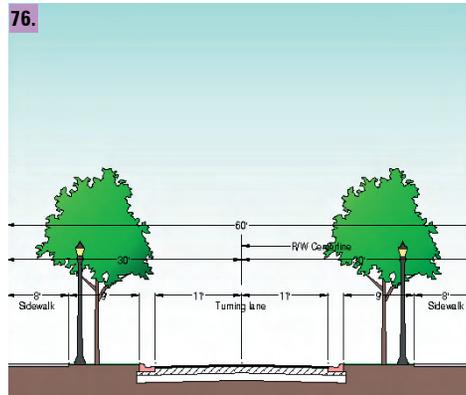
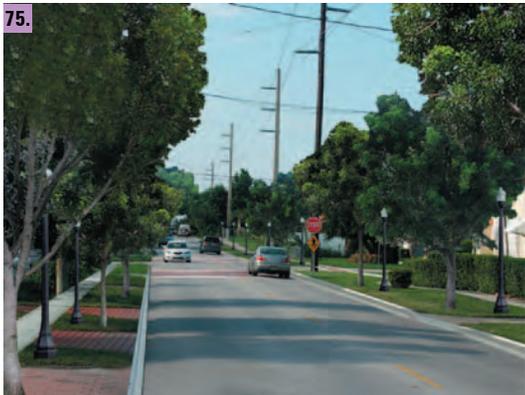
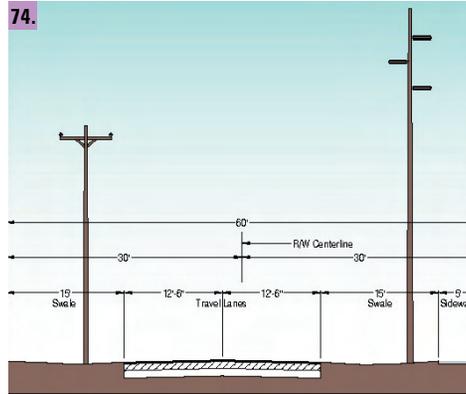
69-70. Images of example roundabouts  
71. Aerial of SW 28th & Red Rd.  
72. Aerial of spot median along Waterway Dr.



## 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.



## 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)

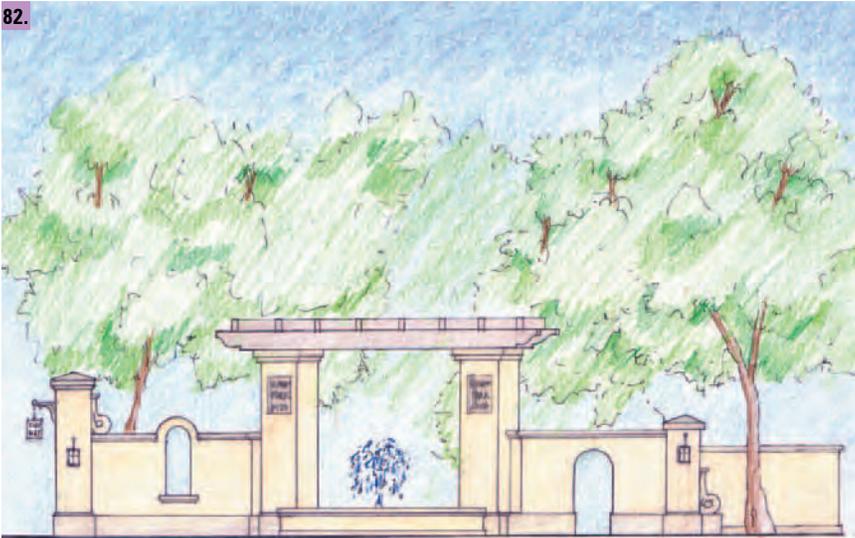


78. Aerial photograph of La Luneta Intersection  
79. Photograph of existing condition at La Luneta

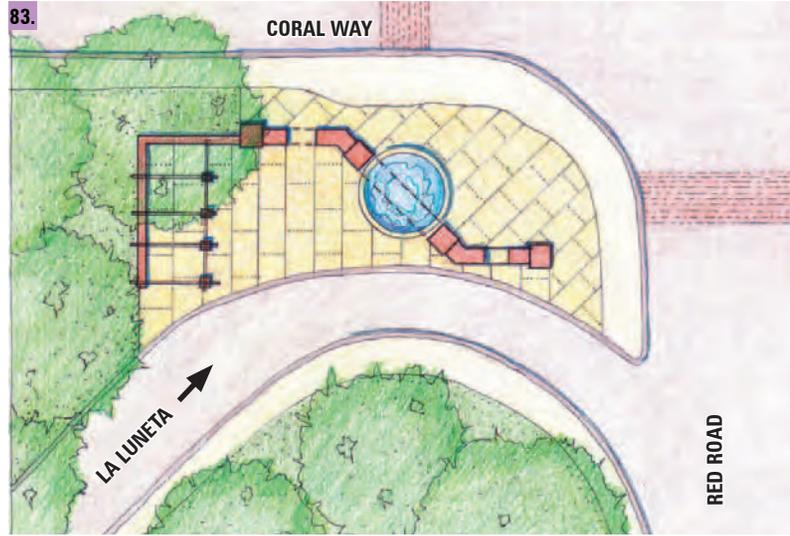
80. Proposal 1 for La Luneta Intersection at Coral Way and SW 57th Avenue  
81. Proposal 2 for La Luneta Intersection at Coral Way and SW 57th Avenue

# IV. STEERING COMMITTEE RECOMMENDATIONS LA LUNETA

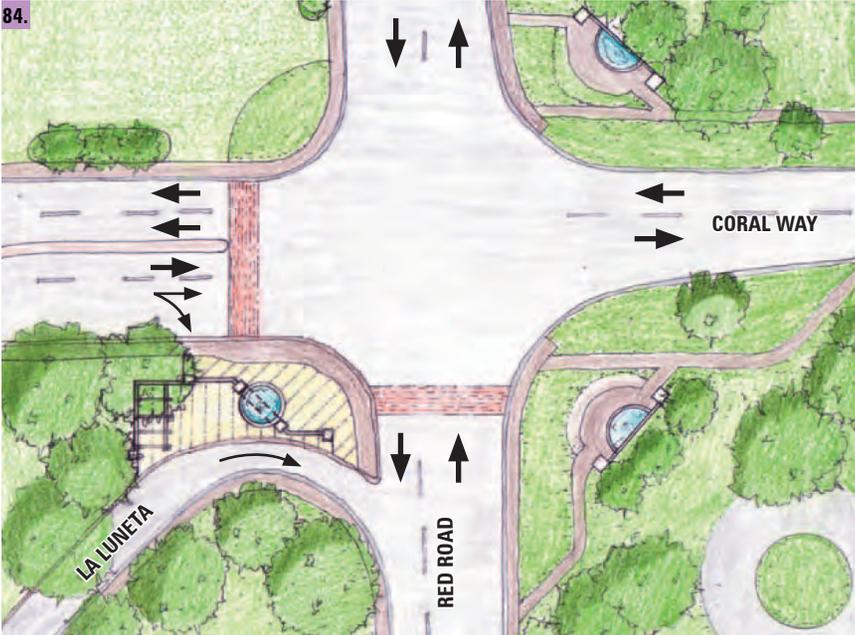
82.



83.



84.



82. Proposed Entrance Feature for La Luneta

83. Proposed Entrance Feature for La Luneta (Option 2)

84. Proposed Overall Intersection Improvements (Option 2)

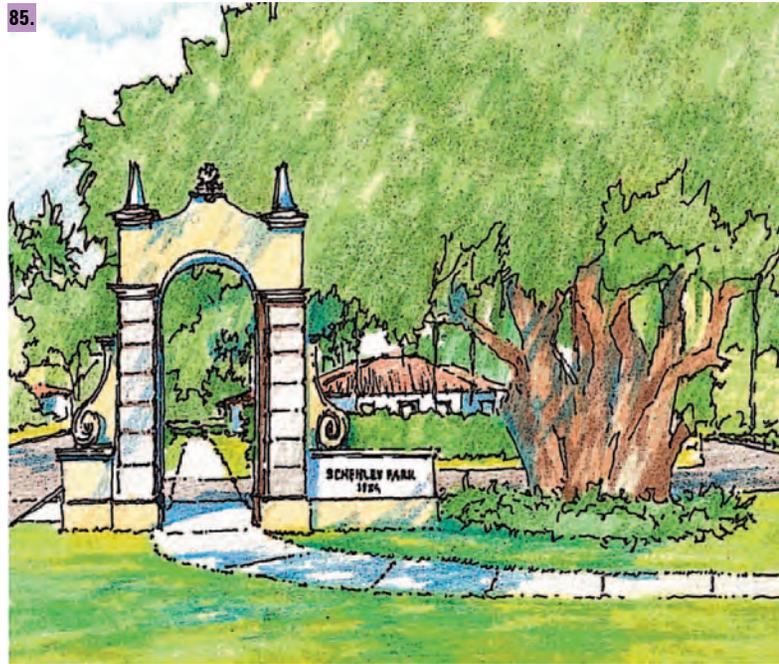
## IV. STEERING COMMITTEE RECOMMENDATIONS

### 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

## IV. STEERING COMMITTEE RECOMMENDATIONS

along the major roadways.

- New curbs along the major roadways and along the median on SW 32<sup>nd</sup> 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 24<sup>th</sup> 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

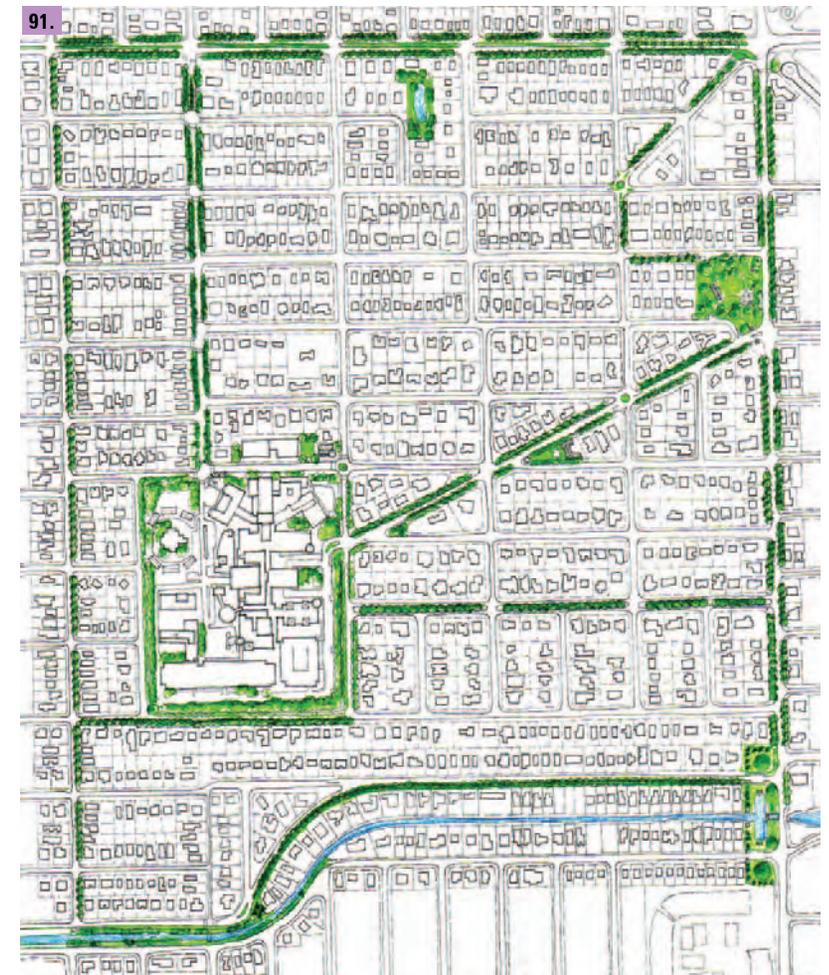
The composition of any architectural design guidelines would require adoption by the BCC. However, certain design guidelines for residential elements such as street lighting style, theme street signage or street trees and landscaping could be recommended for implementation through the provision of the 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

## 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 Improve-

ment 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.

## V. IMPLEMENTATION RECOMMENDATIONS

Recommendation	Participating Agencies	Potential Funding Sources	Estimated Cost (If available)
<b>Schenley Park</b>			
<b>Schenley Park Improvements</b>			
- 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
<b>Coral Gables Wayside Park</b>			
- 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
<b>Coral Gables Canal Improvements</b>			
- 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
<b>Miami Children's Hospital</b>			
- 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)
<b>Traffic Calming</b>			
- 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
<b>Intersection Improvements</b>			
- 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  
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.  
(+ ) Sidewalk only

## VI. APPENDIX DEPARTMENT AND AGENCY LIAISONS

### Miami-Dade Cultural Affairs

Marie Denis

### Miami-Dade Environmental Resources Management

Enrique Cuellar

### Miami-Dade Fire Rescue

Guillermo Castillo

Jacqueline De Diego

### Miami-Dade General Service Administration

Agustin Lugones

Elva Marin

Jorge Perez

### Miami-Dade Historic Preservation

Rick Ferrer

David Hertzberg

### Miami-Dade Office of Community and Economic Development

Zafar Ahmed

### Miami-Dade Park and Recreation

Barbara Falsey

Eric Hansen

Mark Heinicke

Maria Nardi

### Miami-Dade Police

Stephanie Daniels

Edward Howett

### Miami-Dade Public Works

Jeff Cohen

Delfin Molins

### Miami-Dade Team Metro

Michael Anderson

Ana Utset

### Miami-Dade Transit Agency

Maria Batista

Clinton Forbes

### Miami-Dade Solid Waste Management

Cornelius Allen

Deborah Silver

### Miami-Dade UTF

Karen Moore

### Miami-Dade Water and Sewer

Jorge Rodriguez

### Florida Department of Transportation

Alice Bravo

### Metropolitan Planning Organization

Wilson Fernandez

David Henderson

Susan Schreiber

### Miami-Dade County Public Schools

Ann Doyle

Liliana Garcia

Ivan Rodriguez

## RESIDENT CONTRIBUTORS

**Thanks to all who spent their Saturday helping to create the vision for the future of the Schenley Park area:**

Juan Alberto

Jorge Alcazar

Rafiq S. Alqasem

Rosa and Raquel Alizan

Keile Allen

Basilio Alvarez

Charles Alzati

Laura Ariles

Nelson and Paola Bellido

Pilar L. Benitez

Xavier Betancourt

Beverly Borland

Bernie Breider

Deanna Breider

Marcia Breider

Dorothy (Dottie) Brown

Elio Brown

Michael Capote

Ramon Castella

Isidro Castro

Laudelena Castro

Diane Cazobon

Carmen Celeiro

Justice Chiclustur

Maricel Cigales

Gloria Cordova

Maria Elena Coto

Emanuel Cuban

Elvia Deani

Fred Dehorror

Jose De Sucre

Cristina Dialpasan Rodriguez

Martha M. Diaz

Cristina Diaz-Padron

Kevin T. Dooley

Miriam Dones

Joaquin Dupis

Mayte Eirro

Ana Elder

George T. Elder

Maria Farsk

Digna and Daniel French

Miriam D Garrido

Silvia Gomez

Alberto Gonzalez

Milen Gonzalez

Frank and Elena Guemes

Kesey Hammeran

Henry Lisette Hender

Mark Herman

Nicolas Hidalgo

Mary Loa Hinkler

John A. Kegel

Rosemarie Kriz

Gerald (Jerry) and Eleanor Laub

Claudia Lemus

Glenn Levine

Ruben and Lyssett Leonart

Xiomara Lopez

Alex Loubet

Manuel Machin

Manuel Madu

Herbert Martin

Ana L. Matos

Jeannett Minsbal

Jeannette Mirabal

James Morrison

John Murray

Rebecca Namon

Lourdes A. Naranjo

Otmara Navarro

Anthony Nicolella

Daisy Nicolella

Robert (Bob) Nowlan

Odilio Ortega

Pamela Ortega

Cristine Pearce

Roberto Peraza

Cesar A. Perez

Isabel Perez Cabrera

Ed and Laura Perez-Heydrich

Jose Kristin Pielago

Nestor Portocarrero

Tere Pujol Burns

Joe Raily

Dobraida Ratty

Armando Rizo

Eduardo Rodriguez

Marylon Rodriguez

Ralph Rodriguez

Maria Rosado

Ralph Rosado

Tom Rosek

Esther Sarmiento

A. Sasuto

Alicia Schreiber

Susan Schreiber

Nat Schwartz

Phyllis Schwartz

Hamid Shared

Paula Smith

Guillermo Someillan

Javier Soto

Patricia Soto

Eugenia Stephanon

Steve Stephanon

Magella Sauve

Arial Taha

Jane Taylor

Pedro Valdez

Rosa Valdez

Raul Vergara

Betty Vilibay

## **VI. APPENDIX**

### **Miami-Dade County Department of Planning and Zoning**

Marc C. LaFerrier, AICP, Director

Subrata Basu AIA, AICP, Assistant Director for Planning

#### **Community Planning Section**

Thomas Spehar, Acting Chief

Shailendra Singh, Urban Design Center Section Supervisor

Gilberto Blanco, Principal Planner

Jess Linn, Principal Planner

Gianni Lodi, Principal Planner \*

Alex Zibold, Principal Planner

Alissa Escobar, Senior Planner \*

Amina Newsome, Senior Planner

Paola Jaramillo, Graphic Designer

Pablo Andrade, Planning Technician

Barbara Menendez, Planning Technician

Gary Greenan, Consultant (Retired)

Maria Guerrero, Administrative Secretary

#### **Metropolitan Planning Section**

#### **Planning Research Section**

\* Project Managers

***The Department wishes to thank Commissioner Rebeca Sosa and her staff for all their support during the Schenley Park Charrette process.***

#### **R.J. Behar Traffic Consulting**

Maria Chalgub, Grace Dillon, Claudia Lamus,

Jenny Persson, Derrick Smith

*Special thanks to volunteer designer:*

Pilar Benitez



**MIAMI-DADE  
COUNTY**

*Delivering Excellence Every Day*