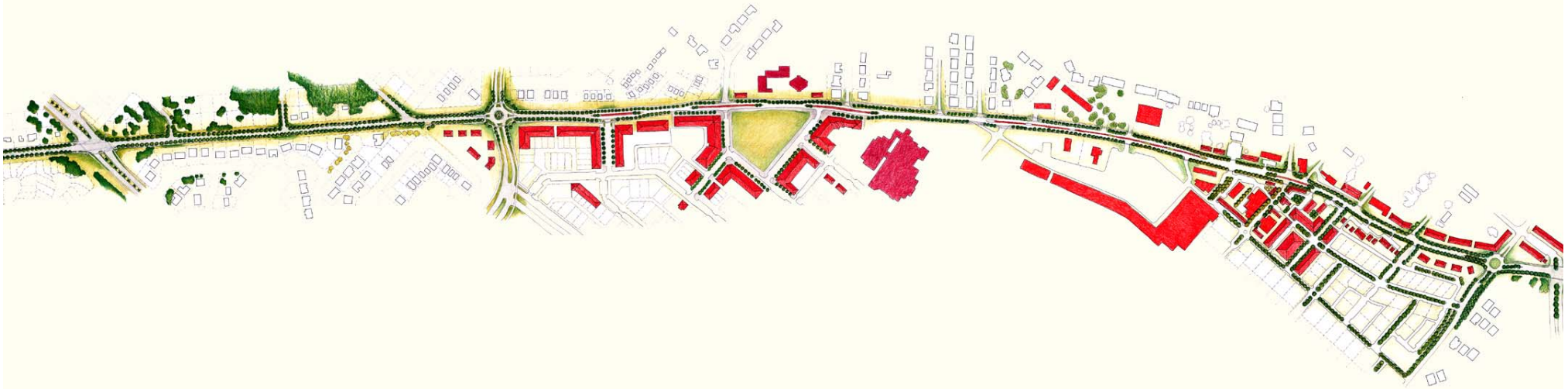


# OLD CUTLER ROAD

*A Historic Path*



CHARRETTE REPORT · MARCH 2003



TREASURE COAST REGIONAL PLANNING COUNCIL  
INDIAN RIVER · ST. LUCIE · MARTIN · PALM BEACH



# OLD CUTLER ROAD CHARRETTE



June, 2002

## A CITIZENS' MASTER PLAN

*prepared by*

TREASURE COAST REGIONAL  
PLANNING COUNCIL

*With and for the citizens of Princeton  
and  
Miami-Dade County, Florida*

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*The Miami-Dade County Department of Planning and Zoning also acknowledges the significant contributions made by other community supporters.*

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Maria Crowley, <i>Planning and</i>		Delfin Molins, <i>Public Works</i>	
		Silvia Mora-Oña, <i>Miami-Dade</i>	

**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.

- Nothing in the recommendations of the Old Cutler Road Charrette 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.
- The recommendations of the Old Cutler Road Charrette 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.
- The recommendations of the Old Cutler Road Charrette are intended to set general guidelines concerning its purposes and contents. They are not a substitute for land development regulations.
- The recommendations of the Old Cutler Road Charrette contain long-range policies for the redevelopment of the Old Cutler Road 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 Old Cutler Road Charrette are not intended to preempt the processes whereby applications may be filed for relief from land development regulations.



## EXECUTIVE SUMMARY

The Old Cutler Road master plan is the citizen's endeavor to reinstate a 2 ½ mile section of this road with its historic character. This master plan grew out of a public, seven-day charrette, held between June 21st through June 28th, 2002. Through proper design of the road and the adjacent neighborhoods, Old Cutler Road will succeed in resolving its present deficiencies due to both its physical appearance and traffic related problems.

The Treasure Coast Regional Planning Council's Design Studio, South Florida Regional Planning Council, Miami-Dade County's Planning and Zoning Department, Chamber South, and a team of professionals (Glatting Jackson, Natasha Alfonso, Ignacio Correa, Steven Fett, Maria de Leon Fleites, Seth Harry & Associates, Jess Linn, Peter Quintanilla, Deborah Storch, Sita Singh, Steven Fett, Side Sibel Veziroglu) assisted the citizens in studying the many challenges faced by the community and proposed specific solutions.

The Charrette was held at the Edward Whigham Elementary School, where over 120 residents, property and business owners representing a diverse cross section of the community, as well as County staff and elected officials, worked together to define the elements of this master plan.

During the week of the charrette, the design team set up its studio at a community room in a local shopping center, where the doors remained open to the public all day. A mid-week public meeting to discuss traffic issues was held on Wednesday June 25th, where the team's engineers met with the County's Director of Public Works, a representative of the Florida Department of Transportation, and a group of concerned residents. During this meeting, design proposals for Old Cutler Road were presented and agreed upon by all the concerned parties. A presentation of work in progress was held on Friday, June 28th, where the community embraced the plan. Work continued in the weeks that followed the initial public workshop.





### A Historic Path

Old Cutler Road owes its name to the former town of Cutler, founded by William Fuzzard and named for Dr. William Cutler of Massachusetts who visited the area about 1880 and encouraged Fuzzard and others to settle here.

In the mid-1880's, Fuzzard cut a path from his plantation to Coconut Grove, 4.5 miles to the north. This path was gradually improved and by 1902, there was a road with a crushed rock surface extending six miles south of Cutler. Although the town of Cutler declined, the road remained important to the region.

The present Cutler Road, which follows a somewhat altered course, was declared a State Historic Highway in May, 1974, by the Florida Legislature.

A subsequent "State Scenic Highway" designation was established in 1974, by which no state funds shall be expended by any public agency for any purpose that would change or impact the historic character of this road. This includes no road widenings, no tree removal and no changes to the physical dimensions of the existing road.

### The Physical Appearance of Old Cutler Road

Old Cutler Road is one of South Florida's most attractive roads. Large green canopies cover this seemingly endless winding road. Trees, lush vegetation and sporadic coral rock walls define its edges. Its historical character has been preserved almost throughout its entire length, except south of SW 184th street. Here the green canopy disappears, commercial uses and large gated residential developments define its edges, setbacks are small and various structures, not always in good physical condition, are visible from the road. The low coral-rock walls that are typical in other parts of the corridor are replaced by endless 6-foot concrete walls.

Although the road's right-of-way is maintained, its historical character is seriously impacted south of SW 200th Street. There is nothing "old" or "historic" about this stretch of road anymore. At this point, the "historical" character of this section is a mere recollection in residents' memo-

ries. Some of the least-appealing parts of the community coincide with this portion of the road.

Traffic congestion, speeding, car accidents and pedestrian fatalities are serious factors that add to the loss of historic character of the section between Franjo Road and SW 92nd Avenue. The flow of traffic is intricate and interrupted, and the environment has been designed to repel pedestrians.

There is a sense of chaos that is heightened by the hodge-podge of freestanding structures in the vicinity: gas stations, fast-food joints, drugstores, bars, and strip shopping centers. All of them have been designed without regard to the identity or historical character of Old Cutler Road. Their designs, unable or unwilling to fit, originate in many cases, from distant corporate offices that have no interest in improving the historic environment. Instead, they follow a formula that disrespects the building traditions of this community. High volumes of traffic, gravel shoulders added to the sides of the road, crumbling pavement, turn lanes, and numerous curb cuts, add to the chaos through this section.

Old Cutler Road, like many other streets, is an arena of constant struggle between private and public interests. And the lesson to be learned here is that when public control falters, private abuse spreads.

The residents created this master plan in an attempt to stop the proliferation and revert the damage created by poorly integrated development, both commercial and residential, in a form that is not conducive to the historical character of the road.

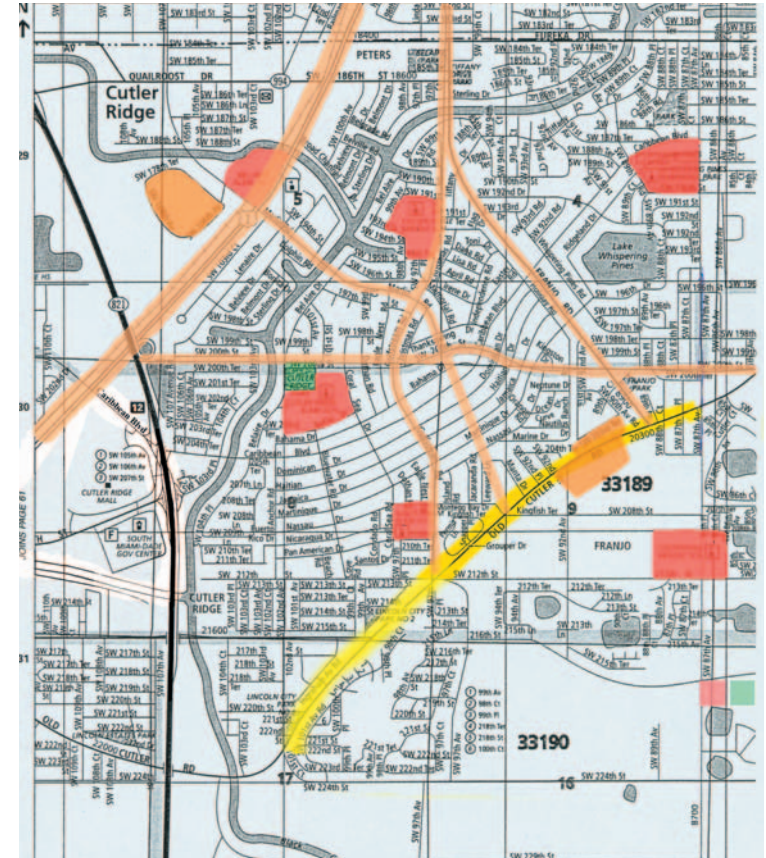
This report contains detailed instructions that, if followed, will improve traffic congestion and allow development while restoring the historic ambiance of the road.

*The historic designation of Old Cutler Road requires that its "historical" path appearance be kept throughout its entire length, in its width, but also, and most importantly, in the appearance of the elements that line it. This section of Old Cutler Road is flanked by commercial buildings. Historic paths can be commercial in character and equipped for these functions. But property and business owners need to make a commitment to the principle of character preservation.*



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Images of existing conditions along Old Cutler Road

The Study area is the Old Cutler Road Corridor and the properties directly adjacent to it, between SW 200th Street and SW 224th Street.

Due to the nature of the development that surrounds this corridor, the region of influence for the purpose of this master plan is considered the area between SW 200th Street to the north, SW 224th Street to the south, the Black Creek Canal to the west, and the bay to the east.







**Overview**

Old Cutler Road is a roadway that serves many roles. Through the project corridor, the roadway serves commuters destined for points north as well as the retail core of the surrounding community. The roadway was designated as a historic roadway by Senate Bill 340 in 1974; this act precludes widening of the roadway beyond its existing two-lane cross-section. The focus of the proposals associated with this effort is geared to a rebalancing of the roadway toward facilitating all users of the roadway: motorists, pedestrians, transit vehicles, transit riders, and bicyclists.

**Goals Of The Citizen’s Master Plan**

- Rebalance movement along Old Cutler Road.
- Provide travel options for residents by connecting the discontinuous network to the east.
- Enhance safety and lower travel speeds in the northwest neighborhoods by replacing existing signals with roundabouts wherever necessary.
- Provide better accessibility for the residents of the area to access the goods and services along Old Cutler Road without actually having to travel on the roadway.
- Increase safety along Old Cutler Road through design modifications that reduce motorist speeds and increase pedestrian and bicycle visibility.
- Preserve and enhance the historical and community character along the roadway.

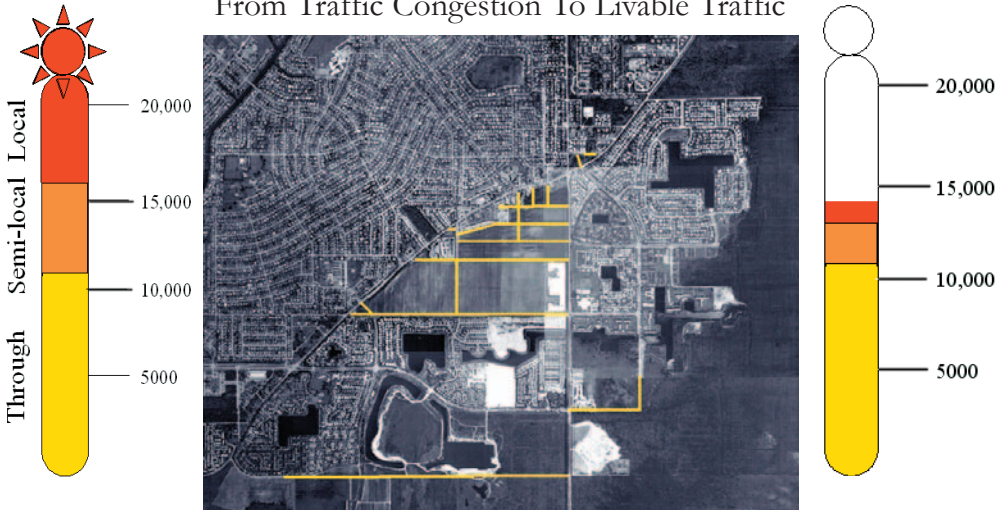
**Dealing With Traffic Congestion**

Traffic volumes on Old Cutler Road currently number about 12,000 to 16,000 vpd (vehicles per day) north of SW 184th street, while the volumes south of that street within the project corridor approach 22,000 vpd. Approved development proposals in the areas southeast of Old Cutler Road will add approximately 3,000 new homes within the area, which will result in additional traffic. The rise in volumes south of Franjo Road within the corridor reflects the impact of the current commercial uses and lack of a continuous network of streets, particularly east of Old Cutler Road. Residents living (and those who will be living) east of Old Cutler Road, especially those who live southeast of Old Cutler Road are forced onto Old Cutler Road to access all goods and services. The analogy of “how to get to the food” is accurate; those who live north of the roadway, where multiple routes exist, can often get “to the food” without having to get on Old Cutler Road, while residents to the south are held hostage by the roadway.

By breaking down these 22,000 vpd into the three “types” of traffic: local, semi-local, or through trips, as shown in the “traffic thermometer”; we can begin to address the problems associated with traffic congestion in the corridor. Usually, engineers try to address the through trip demand first; the thought is that this component can usually be satisfied through widenings of existing facilities. As we know, this approach usually results in still-congested-but-wider roads due to the induced demand that they create. If we focus instead on the other two types of traffic, the local and semi-local trips, we can address the traffic demand without widening the roadway (impossible due to the historic designation) while providing better access to the “food” for the residents (present and future) of the area.



From Traffic Congestion To Livable Traffic



There are two major strategies to address local and semi-local trips:

1) *Provide alternatives to Old Cutler Road* - Unlike the northwest neighborhoods that have multiple routes and access points to the goods and services along Old Cutler Road, the neighborhoods to the southeast (present and planned) do not have alternatives to Old Cutler Road. These neighborhoods are point-loaded onto SW 87th Avenue or SW 216th Street, and forced to travel along a portion of Old Cutler Road to access the services available. As the new neighborhoods come on line, opportunities to provide alternative accesses should be maximized. Such connections include the following: SW 212th Street, SW 97th Avenue, SW 92nd Avenue, SW 224th Street, Franjo Road, and SW 85th Avenue. Care should be taken to insure that these roadways do not become high-speed thoroughfares; they should be designed as non-linear routes with T-intersections to discourage long-distance through trips (cut-through traffic), and none should be constructed wider than two lanes.

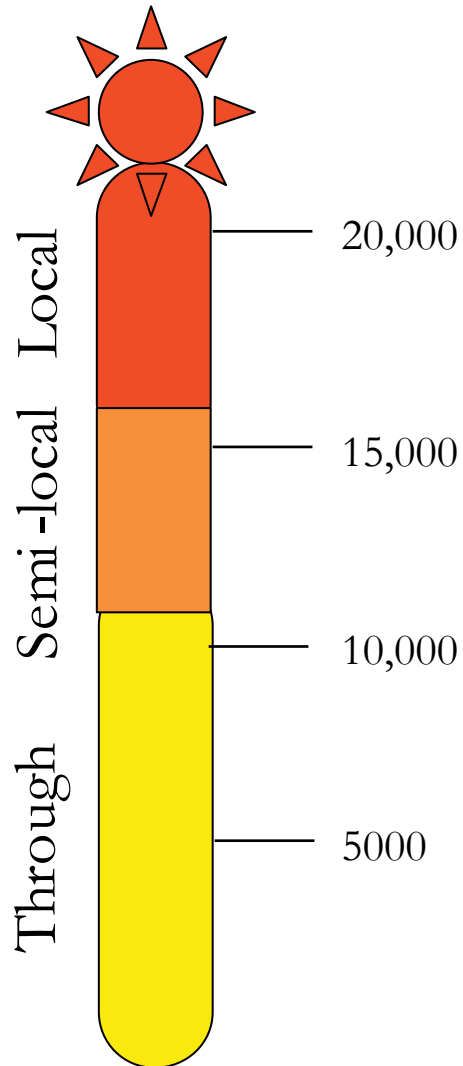
2) *Control access along Old Cutler Road* - The overabundance of driveways along the commercial section of Old Cutler Road contributes greatly to the existing traffic congestion, as well as to the high degree of vehicular conflict. Cross-sectional delineation will go a long way toward easing the problem by better defining “who goes where” on the road. By reducing the total number of driveway cuts, we can reduce the number of turning conflicts along the corridor and reduce the “friction” induced on through motorists by turning motorists, which in turn improves the vehicular movements along the road.

Reductions are accomplished in two ways: *driveway consolidation* and *provision of cross-access easements*. Neither can happen overnight; property owners will not willingly give up an access point. Rather, over time, the County can offer incentives to existing property owners to consolidate or close driveways (the “carrot” approach); likewise, the County can enact ordinances geared toward consolidation or closures that force compliance when the property changes hands or comes up for a redevelopment proposal (the “stick” approach). Both take time, but can be begun immediately, and accompanied by the cross-section changes within the commercial core shown in the images that follow.

An important issue with regards to the northwest neighborhoods is contextual consistency and pedestrian safety. Over time, routes such as Marlin Road, Franjo Road, and Caribbean Drive have become heavily traveled commuter routes, while maintaining residential frontage. Traffic signals have been installed at many intersections within the neighborhood. The master plan proposes to replace these with roundabouts. Roundabouts are more contextually consistent with the neighborhood and its character while reinforcing slower speeds.

Given the character of the area and the prohibition to widen Old Cutler Road, (a blessing in disguise!) addressing the “local” components of the traffic congestion will allow for better over-all travel service for residents of the area while preserving the car-carrying capacity of Old Cutler Road.





### Where are cars driving along Old Cutler Road going?

#### Local Trips

- Both origin and destination are in corridor
- Makes turns into and out-of driveways
- Example: Trip from home to the grocery store to get milk
- Best candidate for local network capture

#### Semi-Local Trips

- Either origin or destination is in corridor
- Makes turns into and out-of driveways and into side streets
- Example: Trip from home to work
- Good candidate for local network capture

#### Through Trips

- Neither origin nor destination is in corridor
- Interested in quickest option, seeks fastest route, generally avoiding US 1
- Doesn't turn into or out-of driveways or side streets
- Example: Trip from Government Center to South Miami
- Candidate for traffic calming



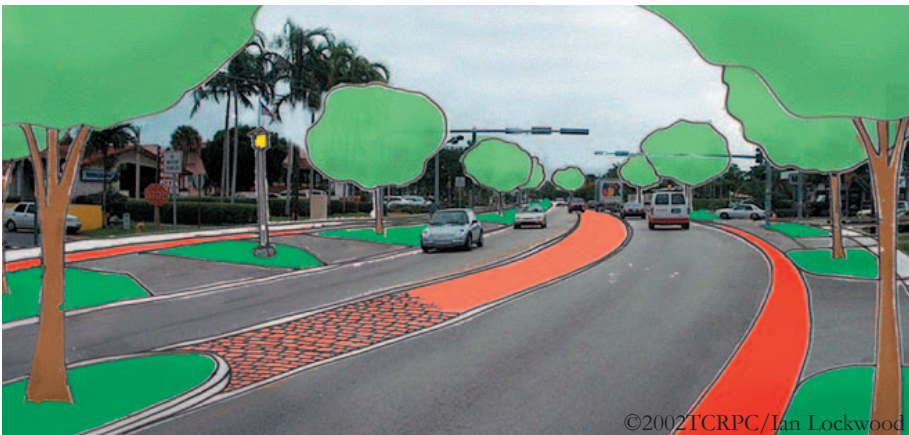
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### Design Proposals for Old Cutler Road

The preceding proposals address the congestion issues associated with Old Cutler Road by providing accessibility alternatives and reducing conflicts. Rebalancing the movements along the roadway is key for creating a more livable, walkable environment. A slower vehicular speed along the roadway will make the pedestrians safer and more comfortable in walking along and crossing the street, especially during off-peak times when less vehicles are moving faster along the roadway. Therefore, it is proposed that the speed limit be dropped from 35 mph to 25 mph in the commercial core, defined as between SW 87th Avenue and SW 97th Avenue. This 10 mph drop within the approximately 1-mile long segment results in about 45 seconds of additional travel time to the through motorist, and drastically improves the walking environment within the subject corridor. Slower speeds result in safer conditions for both vehicles and pedestrians, as severity and frequency of accidents decrease with speed reduction.

Rather than simply and artificially changing the speed limit by posting a lower speed limit (which will not result in the slower speeds desired), the master plan proposes to “traffic-calm” the roadway through the commercial core. Traffic calming reinforces the desired speed through design interventions in the corridor that force drivers to slow down. It also provides for an elevation (both literally and figuratively) of the non-vehicle component of traffic on the road. The traffic calming plan is illustrated in the images that follow, and specific measures are called out as follows:

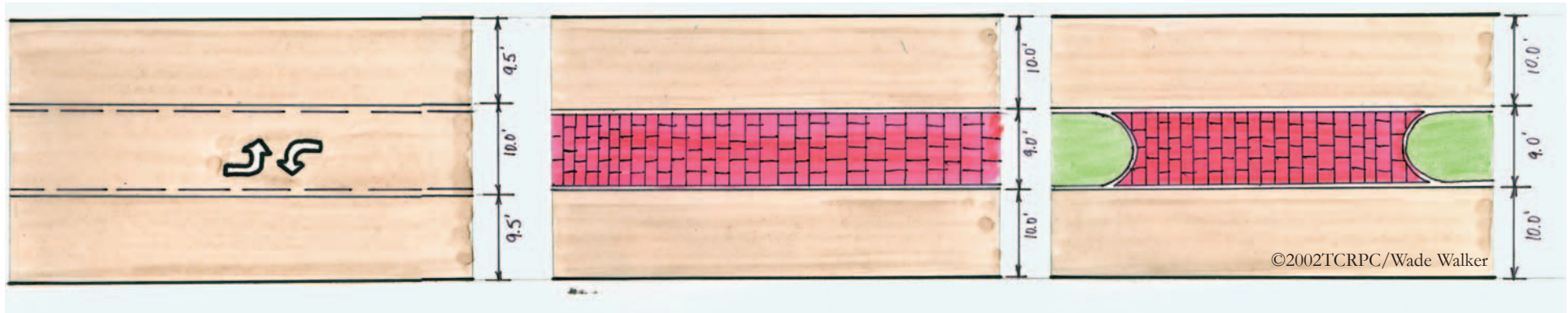
#### Traffic Calming Measures Proposed

- Define edge by installing a 1'-wide concrete band along the edge of the pavement
- Travel and turn lanes not to exceed 10'
- Reinforced turf shoulders instead of gravel, consistent throughout the corridor
- Defined left turn lanes with small planted islands
- Colored and textured left turn lanes
- Sentinel roundabouts at the commercial section of the corridor's entry points (SW 87th Avenue and SW 212th Street).
- Narrow (< 30') driveways
- Reduced curb radii (< 40') for side streets
- Definition of the driveways by differentiation from the intersecting streets (concrete driveways/asphalt streets)
- Street trees to create canopy and provide visual narrowing of the roadway
- Lateral shifts at each 2 to 3 lane transition provide horizontal deflections

#### Other Roadway Measures Proposed

- Protected and colored bike lanes
- Continuity of sidewalk material through driveways and intersections

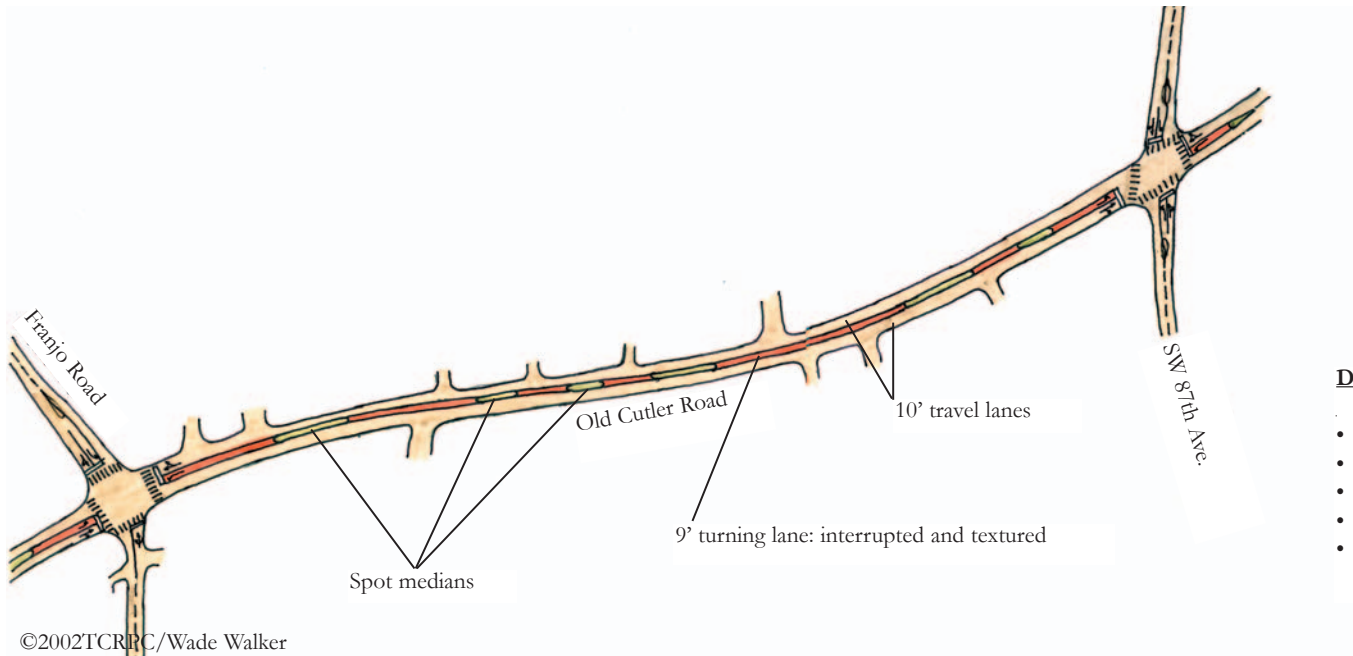




Existing Condition

Phase I: Delineate turning lane

Phase II: Add spot medians



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**Design Parameters**

- Two 10' travel lanes
- One 9' turning lane - Interrupted and textured
- "Spot" medians (in green on drawing)
- 6" concrete band along turning lane
- 6" header curbs for spot medians

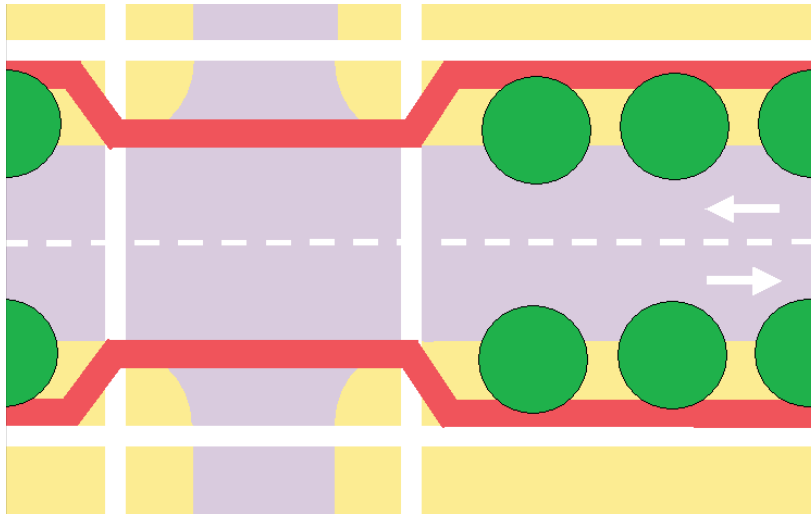




Looking north along the reconfigured section of Old Cutler Road showing the protected bike lane, spot medians and the textured turn lane.

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### Protected Bike Lanes

This new concept is proposed by the master plan for bike lanes along the entire length of the road. The diagram on the left shows bike lanes in red, sidewalks in white, blocks in yellow and the road in gray.

The concept is simple. Bike lanes (red) are positioned between the sidewalk (white) and a row of trees through the length of the block, but they are brought out to the side of the travel lanes at intersections. This puts bicyclists in a protected environment while they are riding along the street, but brings them out to a visible location at intersections, where they need visibility and to be seen by moving traffic. Bike lanes should be different in color, material or surface to sidewalks.

### A Grand Intervention

Old Cutler Road announces its commencement with a clear statement at the intersection of Sunset and LeJeune Roads: A roundabout that sets the stage for the uniqueness of the road ahead. This roundabout is part of the roads' historic character.

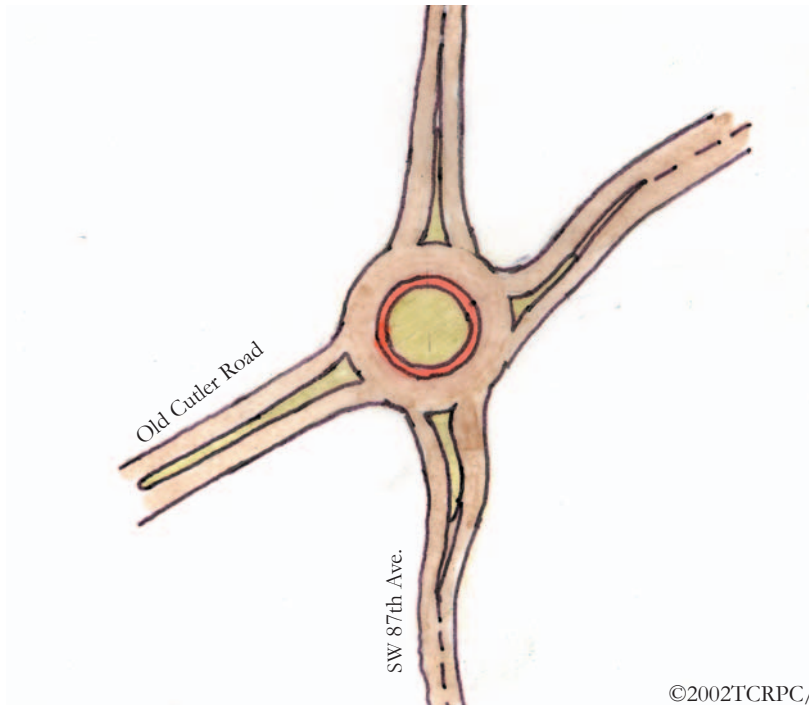
The section of Old Cutler Road through the study area has the only commercially-zoned stretch, and at the same time, defines the end of the historic corridor. To announce the culmination of this road, and demarcate this special commercial condition, the master plan proposes a statement that is unique, but within the road's historical parameters. A pair of roundabouts - One at the intersection of Old Cutler Road and SW 87th Street, and another one at the intersection of Old Cutler Road and SW 212th Street. These two roundabouts serve as "bookends" which define and contain the commercial growth along the corridor, while slowing traffic and creating a pedestrian friendly environment. These two intersections are severely compromised by traffic, and widening or adding turn lanes is not an option nor a solution to the problem.

### The Benefits of Roundabouts Along Old Cutler Road

The proposed roundabouts along Old Cutler Road will:

- Act as good "bookends" for retail/town activities
- Provide good transition from high to low speeds
- Become collision reduction elements
- Incorporate aesthetic benefits
- Improve and expand car-carrying capacity
- Define the limits of commercial uses within this stretch of the road preventing their unlimited expansion





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Roundabout Option at SW 87th Avenue

Design Parameters

- 100' Inscribed Diameter
- 18' Circulating Roadway
- 7' Mountable Apron
- 50' Center Island
- Crosswalks to be located 50' upstream of entry if desired
- Bikelanes parallel to sidewalks

Typical Neighborhood Roundabout

Design Parameters

- 100' Inscribed Diameter
- 15' Circulating Roadway
- 5' Mountable Apron
- 60' Center Island
- Crosswalks to be located 50' upstream of entry if desired





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Existing  
Old Cutler Road at SW224th Street



Proposed ©2002TCRPC/Ignacio Correa



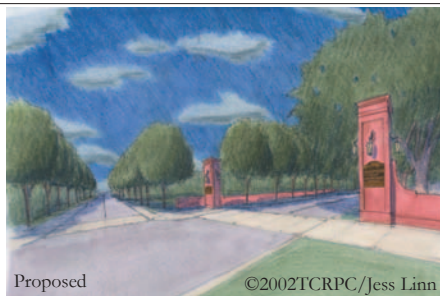
Existing  
Old Cutler Road at SW 208th Street



Proposed ©2002TCRPC/Jess Linn



Existing  
Old Cutler Road at SW 102nd Avenue



Proposed ©2002TCRPC/Jess Linn



Existing  
Old Cutler Road at SW 212nd Street



Proposed ©2002TCRPC/Jess Linn



Existing  
Old Cutler Road and SW 216th Street



Proposed ©2002TCRPC/Ignacio Correa

### Reinstating Character

The residents wanted to physically connect and reference this section of Old Cutler Road to the rest of this historical path and the communities it traverses. They decided to embrace the tradition of erecting monuments along Old Cutler Road and many historical sites and neighborhoods in South Miami-Dade County. This aesthetic urge proposed by the citizens expresses itself most purely in ornamental additions to the street space, among them fountains, gateways, arches, gazebos, benches, monuments of various sorts, and the marking of crossroads by special architectural features. These structures should be inscribed with the names of streets, poetical allusions or evocative inscriptions.

The images above show proposed locations and possible structures along Old Cutler Road in accordance with the citizen's request.



### Looking South Along Old Cutler Road

#### *Existing condition*

- Crumbling pavement
- Left turn lane (not in compliance with historical restrictions)
- Lack of landscaping and/or landscaping not consistent with the road's character
- Combined bike path and sidewalk on the east side of the road dangerously exposed to moving cars.





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### Phase I

- Sidewalks and protected bike lanes are incorporated
- Travel lanes get redefined to a 10' width
- A 12" flat concrete band on both sides of the road is added





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Phase II

A double alleé of trees is planted on both sides of each sidewalk/bikelane



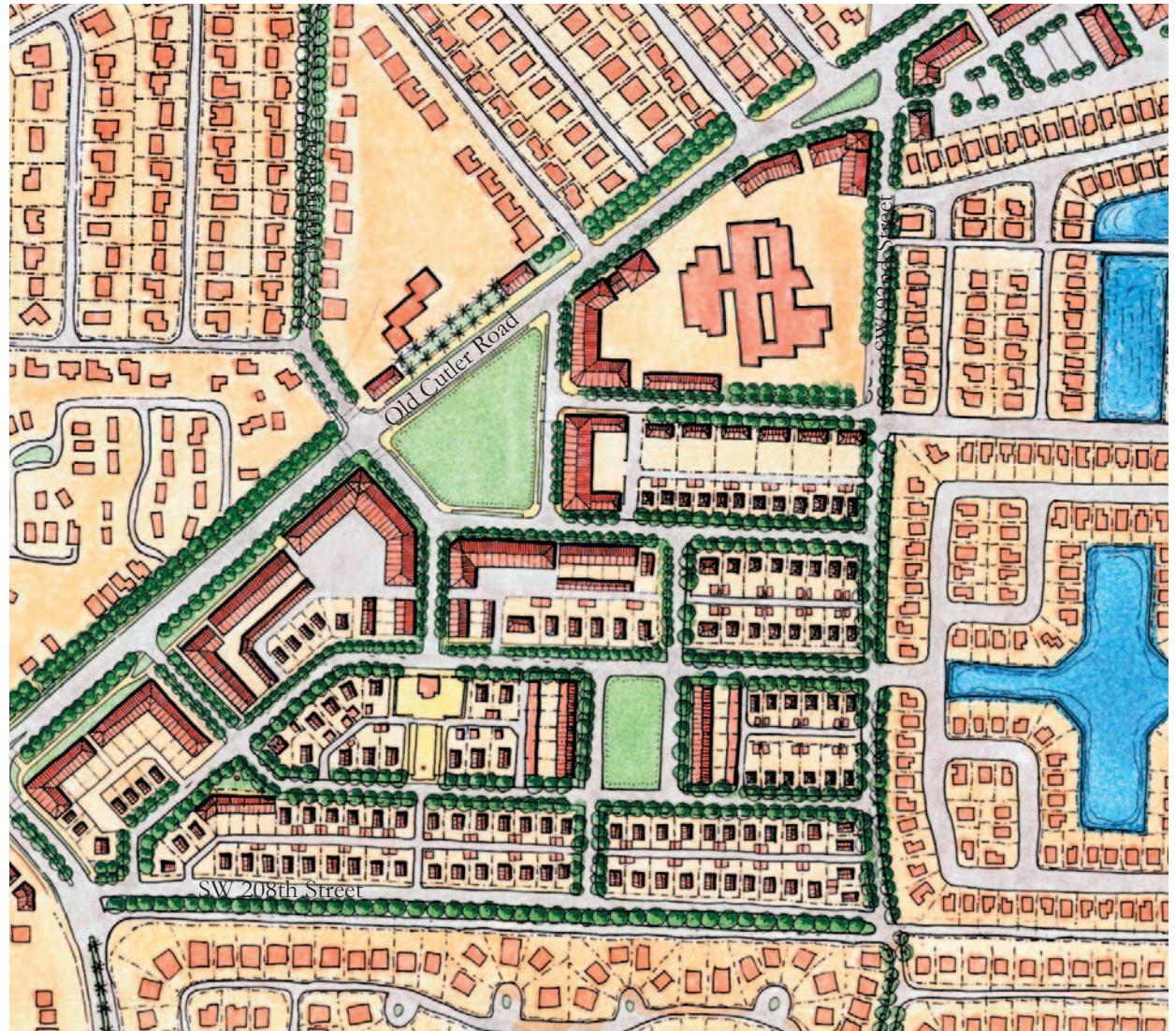


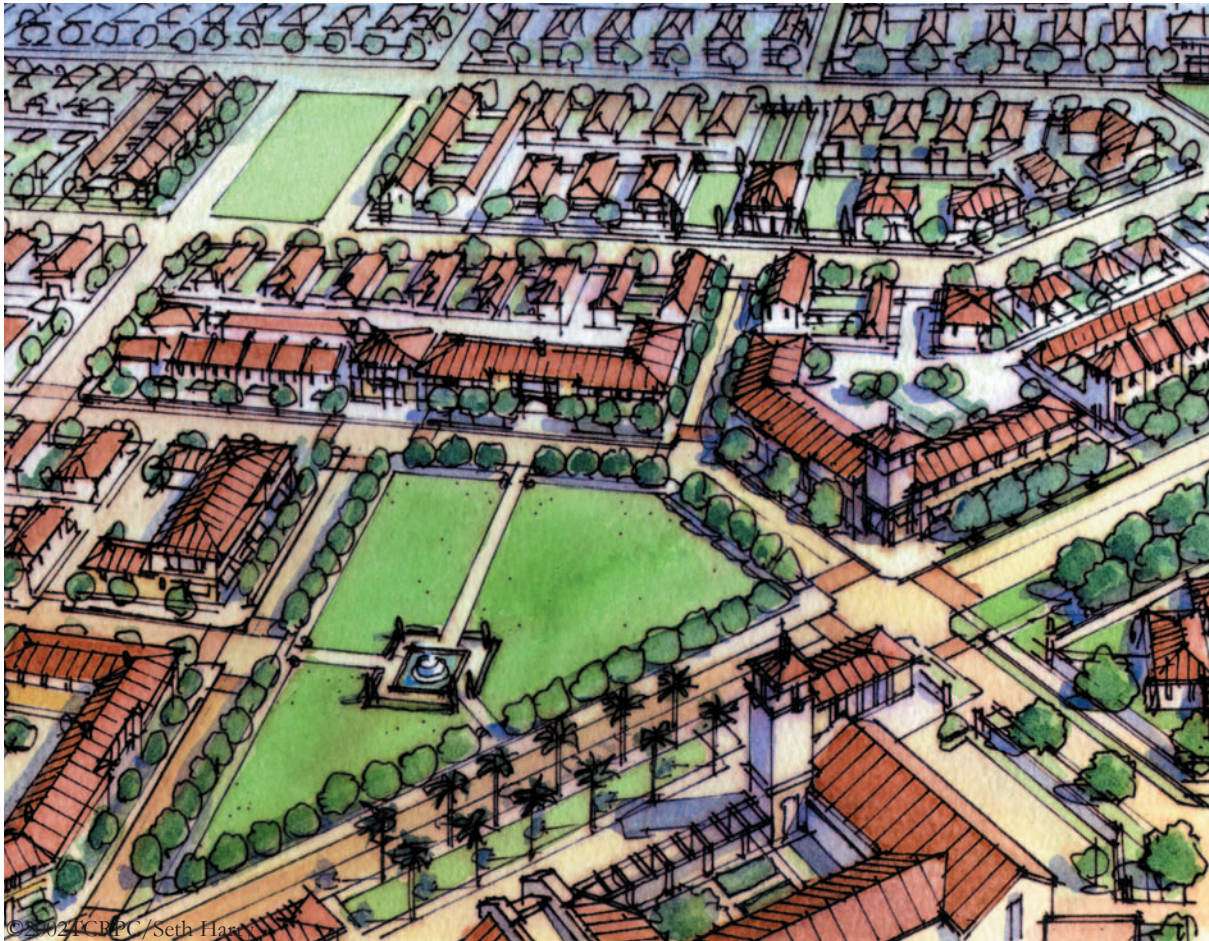
The parcel known as the “Old Potato Field” is today vacant and zoned for agricultural uses. This use is landlocked. It is surrounded by residential and commercial uses, and sits along a major corridor.

The master plan proposes to convert this parcel into a center for the community. During the charrette the residents expressed the need to define the community’s identity and create a public place for the community to gather.

Today, all public communal events take place on a private parking lot of a local grocery. By creating a public plaza at this site, surrounded by both public and private buildings, the following is achieved:

- A newly configured network of streets is provided that allows access to a public plaza surrounded by mixed-use buildings, as well as to other commercial and residential sites east of Old Cutler Road.
- A pattern of development that is oriented towards the pedestrian, while creating alternative routes to adjacent properties, thus alleviating the traffic congestion on Old Cutler Road.
- A Center is provided that will contribute to the identity of the community, and is offset from Old Cutler Road.
- A public plaza that becomes a showcase for the community and visitors alike.





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The proposed center for the neighborhoods surrounding the Old Cutler corridor is designed following traditional town planning principles. A network of streets is extended and connected to existing roads, establishing new north-south and east-west connections. These connections, although direct, are not totally uninterrupted. Small cranks and turns are incorporated as traffic calming measures as well as a tool to create vistas and focal points at the end of every street.

Towards the core, around the public plaza, buildings are two to three stories, with possible retail (cafes & restaurants) on the ground floor. The church that faces the plaza, west of Old Cutler Road, becomes a civic building of great prominence in this new center. For that reason, its front is enhanced and landscaped accordingly to address the importance of this new public space.

Townhouses occupy the blocks directly adjacent to the mixed-use buildings surrounding the plaza and along Old Cutler Road. The homes proposed on Old Cutler Road are set back from the sidewalk and heavily landscaped, referencing the historic condition of the road. As the proposed network of streets meets the existing fabric, the residential types become free standing, single-family, sideyard or rear yard homes.

Although some might argue that additional residential uses in this parcel will further increase traffic on Old Cutler Road and the surrounding neighborhoods, the principles used while designing it guarantee the opposite:

- 1) Since the commercial section of Old Cutler Road will be contained between the two proposed roundabouts, new development dwellers in this area can access most services by foot, or by car, through back, newly platted streets, without ever getting on Old Cutler Road.
- 2) The new roads in this plan become alternate routes so that existing development can access the commercial district without impacting Old Cutler Road, therefore, local traffic (coming both from east and west of Old Cutler Road) is reduced.
- 3) East-west connections are improved, while traffic that speeds through them is calmed.



Looking south, along Old Cutler Road, at the proposed mixed-use buildings around the central plaza. In the background, the reconfigured front to the existing church.





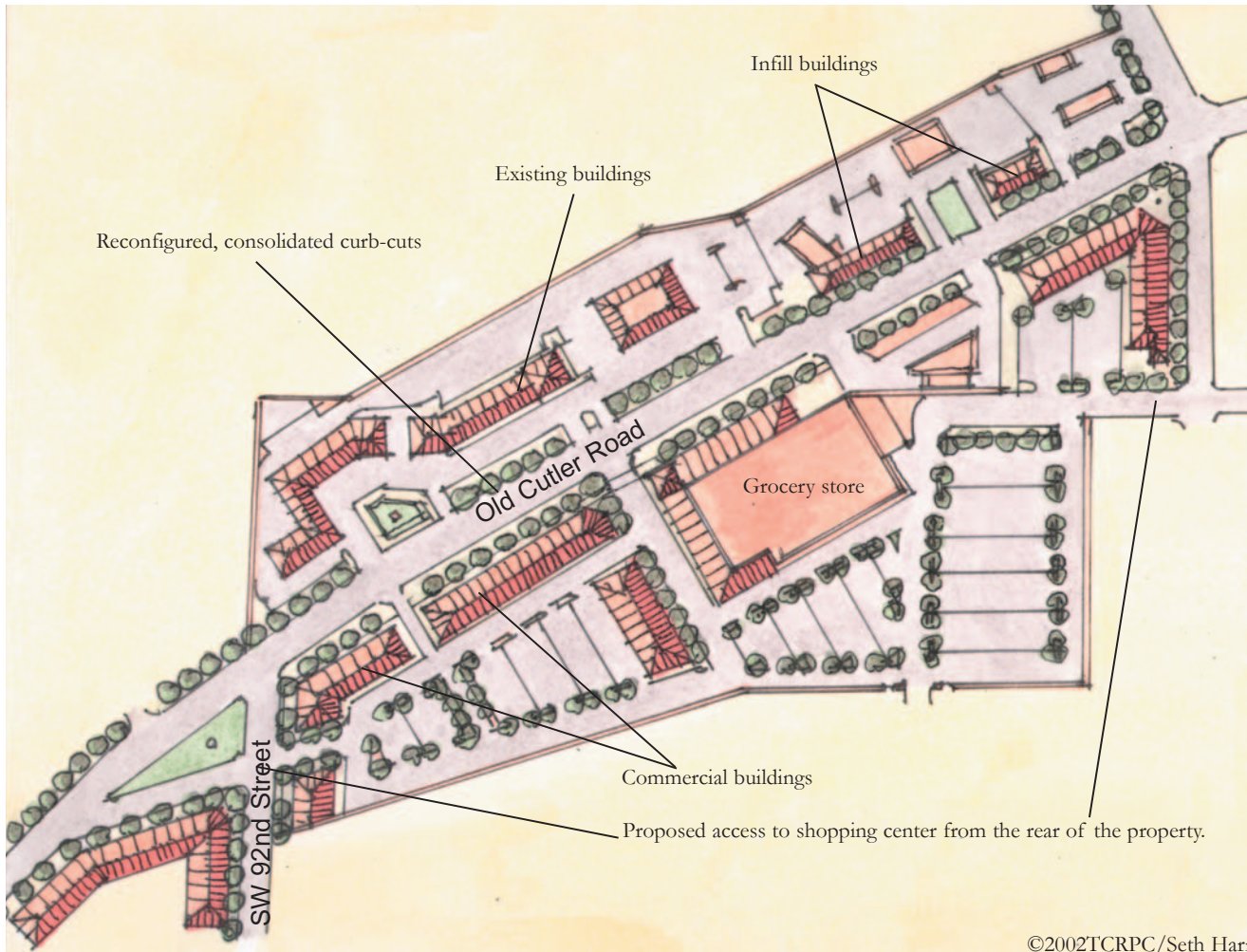
Looking down one of the proposed residential streets that stem off of the central plaza. A public/civic building is proposed at the termination of this street.



A view of the proposed townhomes that face Old Cutler Road. These are set back from the sidewalk, fronted by a landscaped green and a low privacy wall, built with materials traditional to the corridor.

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The “Towne Centre”, a successful strip shopping center where most residents satisfy their daily shopping needs, has become a meeting place and a center for the community. Public events and community meetings take place in its parking lot.

The “Towne Center” is satisfying the community’s daily needs, but its layout responds to suburban patterns of development that fundamentally disregard the road, which in this case, should be the showcase of the community.

During the charrette, the residents suggested a reconfiguration of the shopping center over time. The center retains its retail functions and tenants, but is organized in a way that restores and enhances the character of the street. Parking is shielded from the road. The proposed reconfiguration is shown in plan in the image to the left. Additionally, a traffic signal is recommended at SW 92nd Avenue.

The master plan makes one fundamental recommendation that should be implemented immediately regardless of the long-term proposed reconfiguration: Access through the back of the property into the existing front parking lot should be made possible immediately. This simple move will have the greatest short term impact on improving the current congestion along Old Cutler Road.



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*New road allowing access to the shopping center from the South*



The master plan proposes a reconfiguration of the southern access to the shopping plaza. This access should be direct, through a diagonal that branches off of Old Cutler Road. The shopping center (visible on the background), remains intact, while the out-parcels facing Old Cutler Road and SW 92nd Avenue are developed. The yellow areas in the aerial photograph represent potential out-parcels that can house two to three-story retail, office and residential uses.





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Franjo road was not intended to dead end on Old Cutler Road. Old plat maps show it extending through what today is the parking lot of a shopping center, vacant land towards SW 87th Avenue, and then across to Saga Bay.

While the shopping center was being developed, the section of Franjo road through it was privatized, and the connection to Saga Bay de-mapped.

Recovering this connection is essential to the viability of Old Cutler Road as a two-lane corridor. The large amount of eastbound traffic carried by Franjo road spills unnecessarily on to Old Cutler Road congesting the road and the intersection of SW 87th Avenue, before resuming its eastward flow (to the bay, Saga Bay, schools, parks, and the thousands of residential units east of Old Cutler Road).

The master plan proposes to extend and re-connect Franjo Road through the existing parking lot. There is sufficient space to extend the road, reconfigure parking and build sidewalks along the two existing buildings in the shopping center. The image on the left shows the existing one-story retail over time becoming two to three-story buildings.





Existing Condition

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The Khoury League baseball field located on Franjo Road, just west of Old Cutler Road, is a positive use in the community negatively impacting traffic along the corridor and the surrounding neighborhoods. The Khoury league has been so successful, that it has actually outgrown its own facility and parking capacity.

During the charrette, one of the participants proposed to move the existing league into a vacant site at the intersection of Old Cutler Road and SW 212th Street. A larger site that would better accommodate the league's current needs. This idea was greatly accepted and supported by the community.

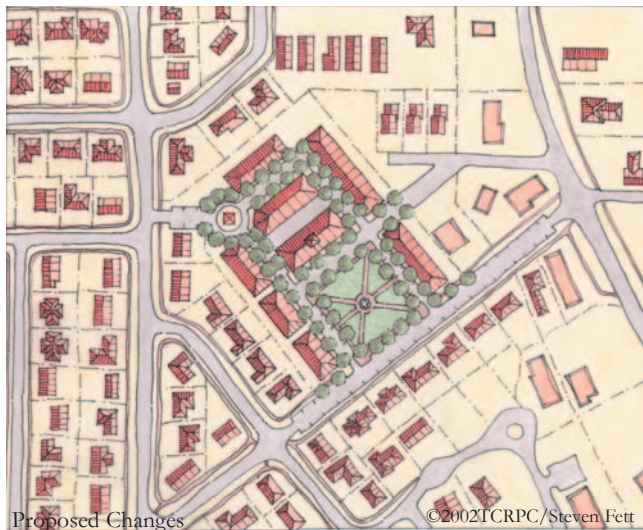
The league's current site is converted into a public park surrounded by residential uses (this will guarantee natural supervision of the park). Due to the ultimate public use proposed for this site, and the fact that the Khoury league was originally funded with private donations, a public/private partnership should be instituted to ensure the economical feasibility of this relocation and the construction of a new park and new facilities for the league.

In addition to the proposed new fields on SW 212th Street, the County is in the process of building a public park, which includes four baseball fields and numerous sport fields and amenities, on SW 87th Street and SW 216th Street.



©2002TCRPC/Ignacio Correa

View of the reconfigured Khoury league site



Proposed Changes

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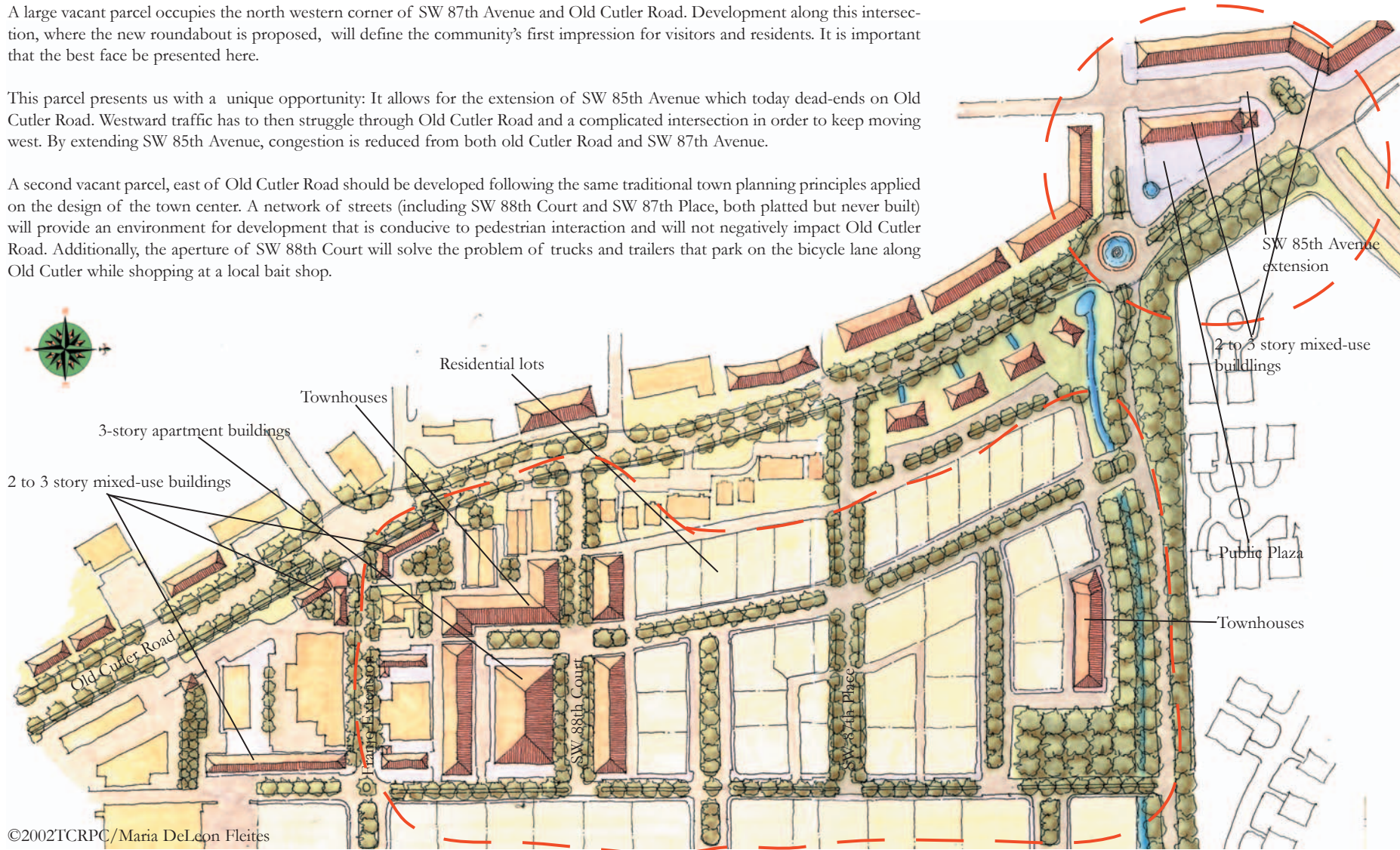


## THE FIRST IMPRESSION: DEVELOPMENT OF VACANT LAND

A large vacant parcel occupies the north western corner of SW 87th Avenue and Old Cutler Road. Development along this intersection, where the new roundabout is proposed, will define the community's first impression for visitors and residents. It is important that the best face be presented here.

This parcel presents us with a unique opportunity: It allows for the extension of SW 85th Avenue which today dead-ends on Old Cutler Road. Westward traffic has to then struggle through Old Cutler Road and a complicated intersection in order to keep moving west. By extending SW 85th Avenue, congestion is reduced from both old Cutler Road and SW 87th Avenue.

A second vacant parcel, east of Old Cutler Road should be developed following the same traditional town planning principles applied on the design of the town center. A network of streets (including SW 88th Court and SW 87th Place, both platted but never built) will provide an environment for development that is conducive to pedestrian interaction and will not negatively impact Old Cutler Road. Additionally, the aperture of SW 88th Court will solve the problem of trucks and trailers that park on the bicycle lane along Old Cutler while shopping at a local bait shop.



©2002TCRPC/Maria DeLeon Fleites





Trucks will be able to parallel park along this new side road (just as they are parking today along Old Cutler), that is directly adjacent to the bait store. When customers are done shopping, traffic is directed to SW 87th Avenue east, straight to Black Point marina, through the new fabric.

*Looking east at the existing bait and tackle shop and U-haul trucks stored on the SW 88th Ct. right of way.*







©2002TCRPC/Shirley Monroe

Looking east down SW 88th Court.





Existing

Historic preservation of Old Cutler Road should not be limited to the width of pavement and landscaping. Zoning and architecture play a very important role in defining the road's character. Buildings fronting the corridor are a part of its history. As such, they should honor it.

New residential construction seldom fronts Old Cutler Road or adjacent streets in this section of the corridor. They all present their backs to the road, as if to disengage from it. As a result, this section of Old Cutler Road and adjacent streets, are fronted by blank walls and the backs and service areas of buildings.

Buildings should have clearly defined fronts and backs. As simple as this statement seems, we find today that newer developments lack this clear concept. The backs of homes face the main roads, and attempt privacy by erecting unsightly walls, ultimately in detriment of the pedestrian environment. Multifamily buildings open up their back yards directly onto the streets.

The fronts of buildings should be close to the sidewalk, and house the main entrance to the property and the "public rooms" of the residence (ie: living room, dining room, kitchen, etc). In the backs of buildings we find secondary entrances, back yards, garages, and unsightly elements like garbage containers.

Additionally, fronts of equal or similar use should face each other. And above all, fronts do not face backs, and backs do not face streets.

These images show how changes to existing structures, (harder to implement in existing buildings, but the only option for future development) like the addition of front porches, low walls, and landscaping, result in a clear framework, around which a quality, pedestrian oriented space more in tune with the goal of historic preservation can be achieved.



Phase I

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Phase II

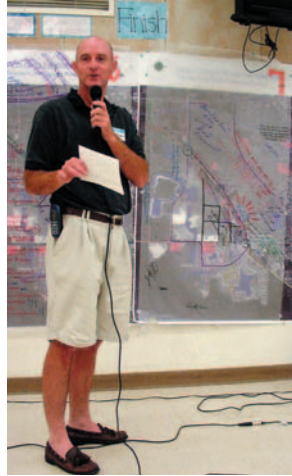
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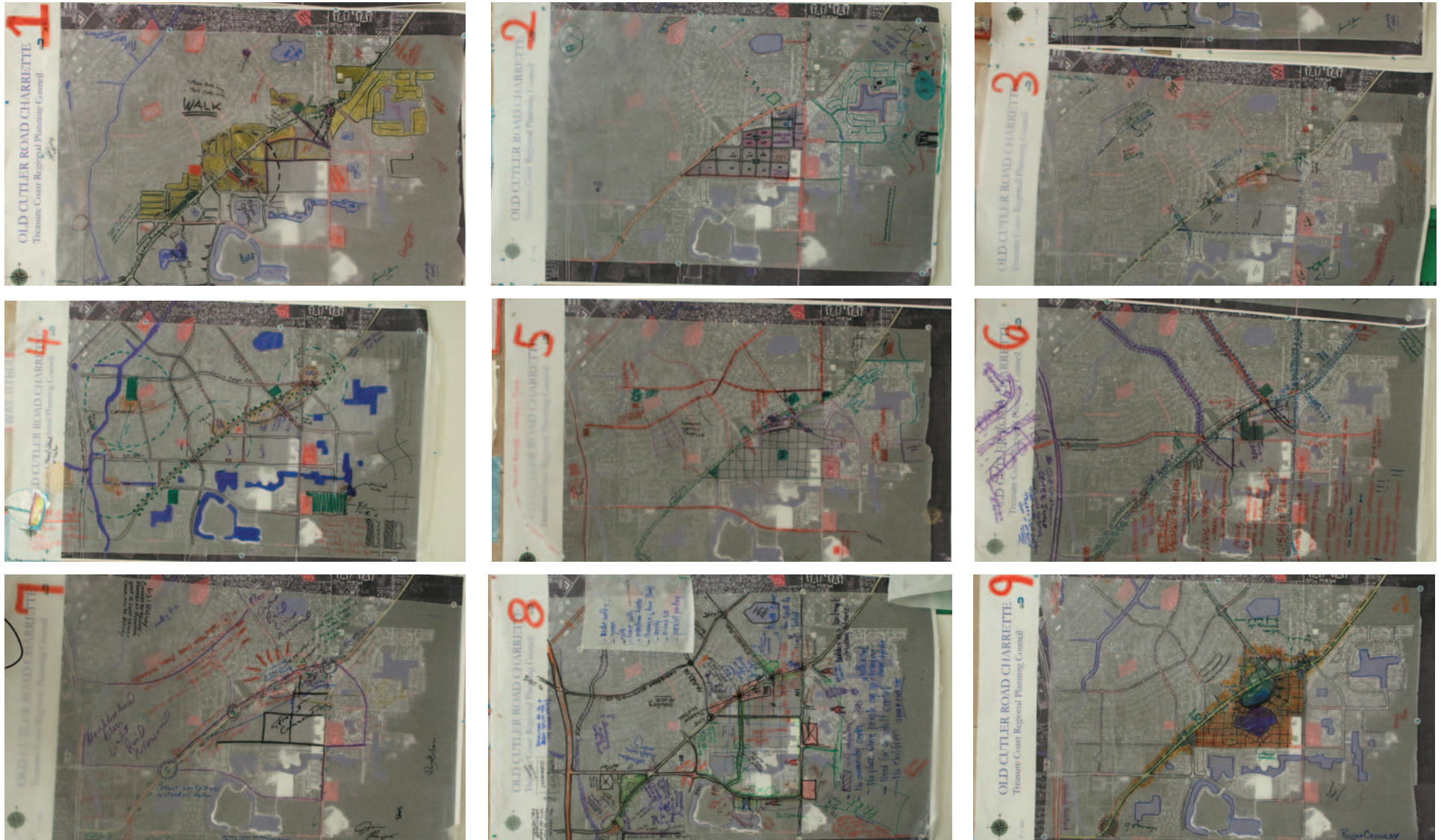


Ultimate Build-Out

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Images from the June, 2002 Charrette  
 Old Cutler Road Charrette, Miami, Florida

