

Miami-Dade County Aesthetics Master Plan

for Miami-Dade County Gateways, Corridors, and Facilities

COMMUNITY IMAGE ADVISORY BOARD

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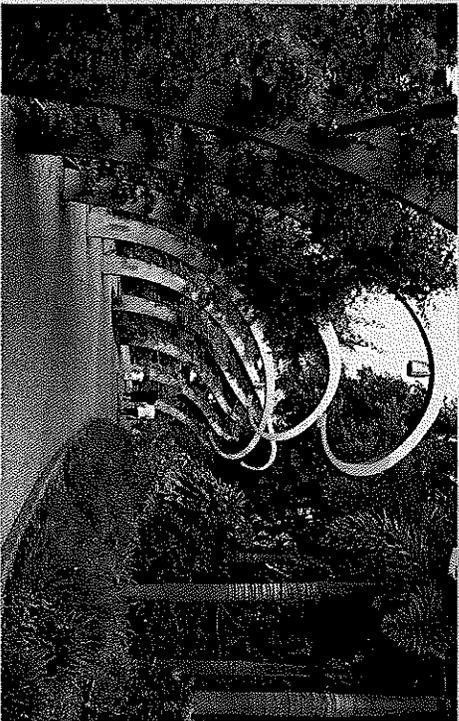
REPORT

May 2009

Prepared for:



Introduction



Rationale

People want to live in and visit beautiful places.

The physical appearance of a City has long been considered a sign of its socioeconomic health and prosperity.

Needs Assessment

Aesthetics is particularly important to Miami-Dade County given our reliance on tourism.

Unaddressed aesthetic shortcomings could have a negative impact on tourism, economic development, and the quality of life of residents.

Resolution Directive

To develop a County Aesthetic Master Plan that addresses landscaping and landscape maintenance of all public roadways and County facilities.

Introduction



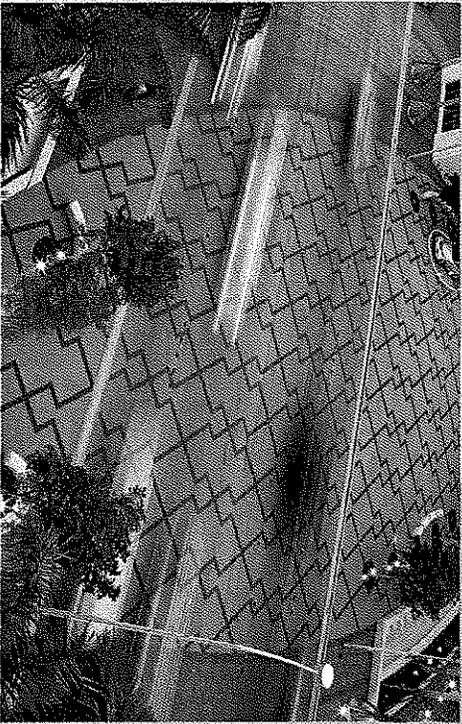
Goal + Vision

Goal

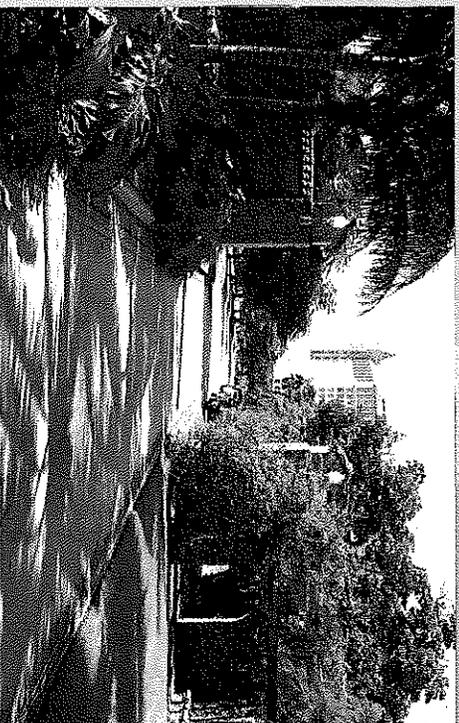
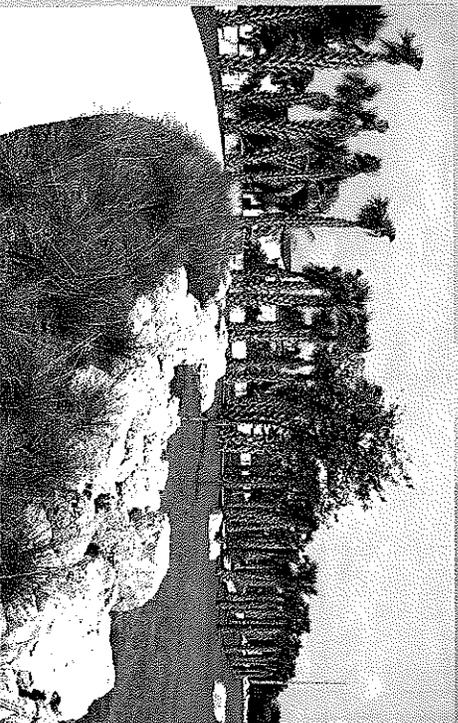
... articulate the principles and standards for establishing a practical, sustainable beautification and greening process for County Corridors, Gateways and Facilities.

Vision

... a community in which County Corridors, Gateways, and Facilities are well-designed and visually pleasing in appearance that are developed and maintained in a manner that reflects a world-class image of Miami-Dade County as a tropical paradise.



Introduction



Process + Methodology

Scope of Services

Articulate the principles and goals for establishing a practical, sustainable beautification and greening process for major corridors, gateways, and county facilities.

Enhance coordination between various technical/design standards addressing aesthetics that have been adopted, or are being prepared at the Department level.

Foundation Documents

- Miami-Dade County Street Tree Master Plan (CIAB) – adopted
- Urban Design Standards (P&Z) – adopted
- Landscape Manual (P&Z) – update in progress
- Typical Roadway Section and Zoned Right-of-Way Update (MPO+P&Z)
- The Miami-Dade County Parks and Open Space System Master Plan (Parks & Recreation) – adopted

Miami-Dade County Aesthetic Master Plan

MIAMI-DADE COUNTY, FLORIDA

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Introduction

Using the Document

This document is to be used by Miami-Dade County staff and consultants and those designing and authorizing gateways, corridors and facilities that fall under County jurisdiction.

Design Recommendations for the Architectural, Hardscape and Landscape Elements of Gateways, Corridors and Facilities are provided with source references to appropriate governing documents.

Implementation

Initially, the document will serve as a manual for County officials, employees, and consultants engaged in the planning, design, construction, and maintenance of County Corridors, Gateways, and Facilities.

It will become a source for the inclusion of Aesthetics related components for new and existing Miami-Dade Comprehensive Master Plan Elements.

It is also a useful tool for Miami-Dade County Departments in developing Departmental specific plans and related business plans, performance evaluation criteria, annual budgets, policies and regulations.



Miami-Dade County Aesthetic Master Plan

MIAMI-DADE COUNTY, FLORIDA

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Introduction

Master Plan Elements

The Aesthetics Master Plan specifically addresses the design and appearance of three physical elements within the County:

Gateways into the County, or from one sub-area to another:

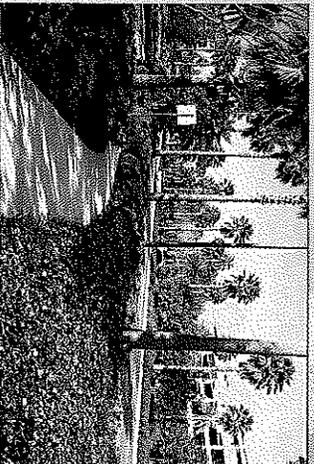
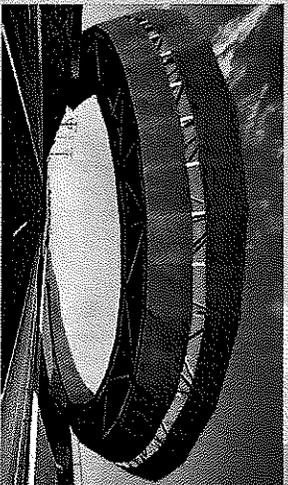
- Vehicular
- Pedestrian

Major physical Corridors that channel vehicular, pedestrian and boat traffic into and within the County, linking Cities and Neighborhoods to each other and the surrounding region:

- Gateways, Arterials, Collectors and Local Roads
- Waterways
- Pedestrian

County Facilities, including buildings, major transit destinations and parks:

- Civic
- Operations
- Gateways



Miami-Dade County Aesthetic Master Plan

MIAMI-DADE COUNTY, FLORIDA

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Overview

Gateways

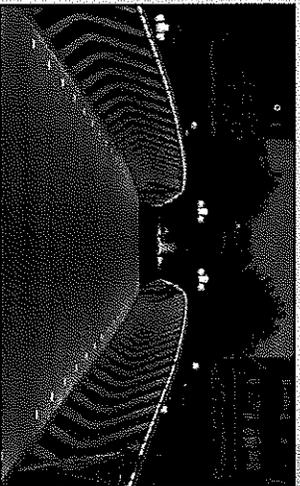
A defined point, passage or landmark that marks the entrance to a region, City, County Community or specialty district.

Vehicular Gateways:

Occurring at the intersection of major roadways or at the point where a roadway crosses a man-made or artificial boundary.

Pedestrian Gateways:

Occurring at the beginning or end of a major pedestrian route or at the point the route crosses a natural or man-made boundary.



Overview

Gateways

GATEWAYS

OVERVIEW

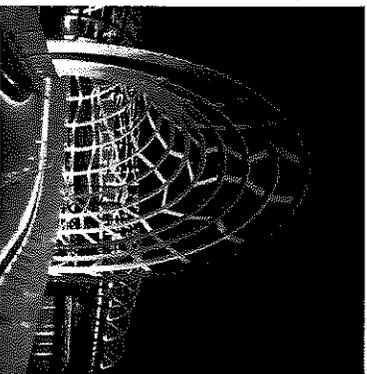
Definition

A Gateway is defined as a point, passage or landmark that marks the entrance to a region, city or a specially district. Depending on its design, a Gateway can serve a wayfinding function and create an appealing arrival experience for the multitude of users who pass through it. For the purposes of this study, Miami-Dade County Gateways are further divided into two categories: Vehicular and Pedestrian Gateways.

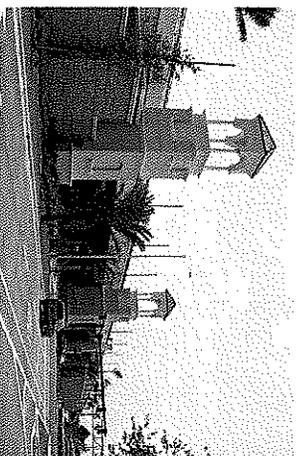
Vehicular Gateways are those that are traversed primarily by vehicles. Vehicular Gateway typically occur at the intersection of major roadways or at the point where a roadway crosses a man-made or artificial boundary. A principal consideration in designing a successful Vehicular Gateway is that it must be designed at a large enough scale to be viewed and experienced by people in vehicles moving at relatively high speed.

Pedestrian Gateway typically occur at the beginning or end of a major pedestrian route or at the point the route crosses a natural or man-made boundary. Since pedestrian routes often follow roadways, a gateway may need to be carefully designed to target both pedestrian and vehicular users. Ideally separate pedestrian routes and greenways require a somewhat different approach.

Both Vehicular and Pedestrian Gateways can provide a pleasing sense of arrival and enhance the identity of Miami-Dade County and its cities. They should complement and relate to the region's natural resources, scenic views and local cultural heritage. An inventory of Vehicular and Pedestrian Gateways is located on the Proposed Classifications - Gateways diagram.



Melbourne, Australia



Orlando, Florida

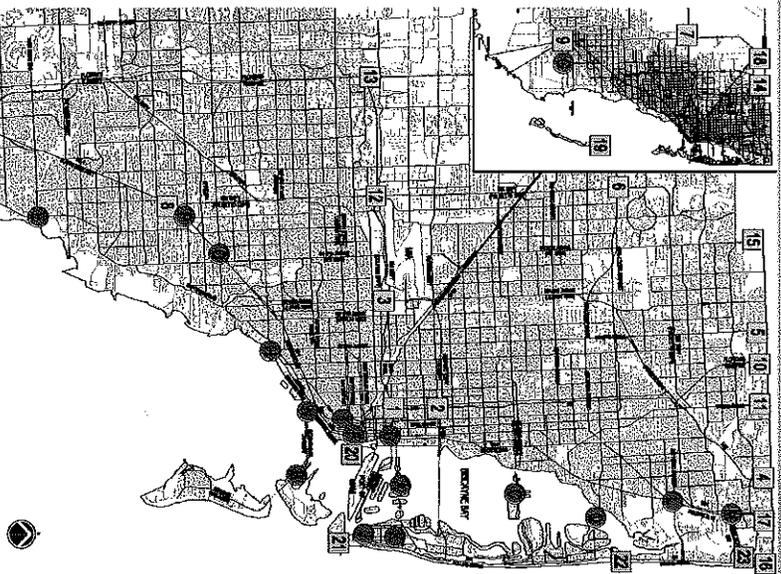
Goals And Objectives

- Mark the passage from neighboring Counties by providing a symbolic entry into Miami-Dade County.
- Implement gateway designs that take an abstract architectural approach and convey the overall aesthetic of the County.
- Emphasize a sequence of arrival characterized by structures and materials that are integrated with natural landmarks.
- Soften the hardedge aspect of the urban fabric by extensively utilizing shade trees, native plant communities, street trees, and other appropriate landscaping.
- Welcome regional visitors arriving from Broward, Monroe and Collier Counties by employing scenic views, architectural thresholds, and other natural and man-made elements.
- Create community-scale gateways that frame scenic views and display local artwork into retail areas, public greenways and park systems.
- Create neighborhood-scale gateways that give residents a sense of identity and belonging with entries for both pedestrian and vehicular traffic.

Proposed Classifications

Gateways

Gateways: Proposed Classifications 1



- 8
PAGE 1
- LEGEND:**
- GATEWAYS: VEHICULAR**
- 1 I-95 AT I-95 INTERCHANGE
 - 2 I-95 AT I-95 INTERCHANGE / AIRPORT EXPY
 - 3 42ND AVE AT NW 21ST ST
 - 4 I-95 AT NORTH MIAMI-DADE COUNTY LINE
 - 5 27TH AVE AT NORTH MIAMI-DADE COUNTY LINE
 - 6 I-95 AT 806 EXPY INTERCHANGE
 - 7 6TH ST AT IRLOUE AVE
 - 8 826 EXPY AT US-1
 - 9 US-1 AT CARD SOUND RD
 - 10 FLORIDA TURNPIKE AT NORTH MIAMI-DADE COUNTY LINE
 - 11 441 (2ND AVE) AT NORTH MIAMI-DADE COUNTY LINE
 - 12 808 EXPY AT 808 EXPY INTERCHANGE
 - 13 808 EXPY AT
 - 14 FLORIDA TURNPIKE INTERCHANGE
 - 15 I-95 AT FLORIDA TURNPIKE INTERCHANGE
 - 16 5TH AVE AT MIAMI-DADE COUNTY LINE
 - 17 A1A AT NORTH MIAMI-DADE COUNTY LINE
 - 18 BISCAWNE BLVD AT NORTH MIAMI-DADE COUNTY LINE
 - 19 US-27 AT IRLOUE AVE
- GATEWAYS: PEDESTRIAN**
- 20 VENETIAN CSMY AT EAST & WEST ENTRANCE
 - 21 RICKENBACKER CSMY AT EAST & WEST ENTRANCE
 - 22 JOHN F. KENNEDY CSMY AT EAST & WEST ENTRANCE
 - 23 BISCAWNE BLVD AT I-95 / MACARTHUR CSMY OLD CUTLER RD AT DEERING ESTATE / 162ND ST
 - 24 MIAMI RIVER BRIDGE AT BRICKELL AVE
 - 25 PALM DRIVE AT FLORIDA CITY
 - 26 27TH AVE AT BAYSHORE DRIVE
 - 27 8TH ST (TANJAHN TRAIL) AT BRICKELL AVE
 - 28 5TH ST AT WASHINGTON AVE
 - 29 LINCOLN RD AT EAST & WEST ENTRANCE
 - 30 163RD ST AT BISCAWNE BLVD
 - 31 US-1 AT MIAMI CSMY AT BISCAWNE BLVD
 - 32 US-1 AT MIAMI MUSEUM OF SCIENCE & SPACE TRANSIT PLAZA ENTRANCE
 - 33 US-1 AT 2ND ST (SUNSET DRIVE)
 - 34 US-1 AT 80TH ST (KENDALL DRIVE)
 - 35 BROAD CSMY AT EAST & WEST ENTRANCE
- GATEWAYS: WATERWAY**
- 36 ELIOT KEY
 - 37 MIAMI RIVER
 - 38 GOVERNMENT CUT
 - 39 HALLOWER CUT
 - 40 FLORIDA'S INTRACASTAL WATERWAY

Miami-Dade County Aesthetic Master Plan

Section Overview

Gateways

GATEWAYS: VEHICLE

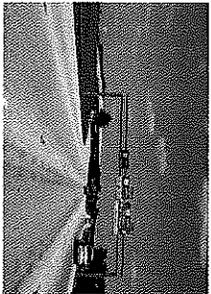
SECTION OVERVIEW

Definition

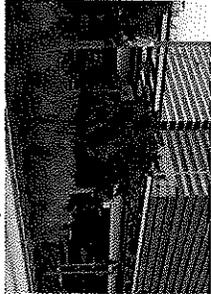
Vehicle Gateways are points of passages typically occurring at the intersection of major roadways or at the point where a roadway crosses a man-made or artificial boundary. A Vehicle Gateway can serve as a wayfinding function as well as a community identity function. The principal consideration in designing a successful Vehicle Gateway is that it must be large enough to be viewed and experienced by people in vehicles moving at relatively high speeds. Large-scale landscape elements that utilize the full volume of space available with landmarks or clusters of native trees and vegetation are a particularly effective solution for highway interchanges and entrances.

Some of the most recognized Primary Vehicle Gateways include the following:

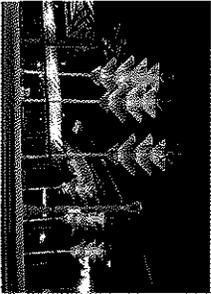
- I-75 at State Road 56-826 Interchange (pictured)
- I-95 at northern boundary of Miami-Dade County
- Airport Expressway at I-95
- 594 8th Street at Home Avenue
- US-27 at North County Line
- US-1 at Card Sound Road



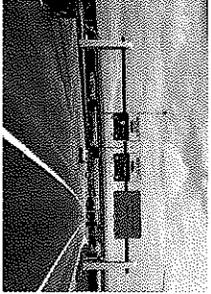
Expressway Interchange at I-75 Interchange at 2012 proposed



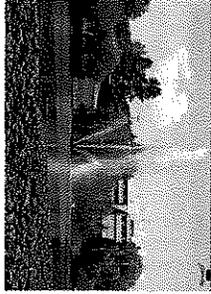
Interchange at Airport Expressway at Home Ave.



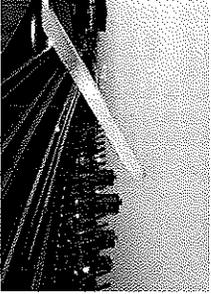
Overpass at US-27 at North County Line



Interchange at US-1 at Card Sound Road



Interchange at I-95 at northern boundary of Miami-Dade County



Interchange at I-75 at State Road 56-826 Interchange

Goals And Objectives

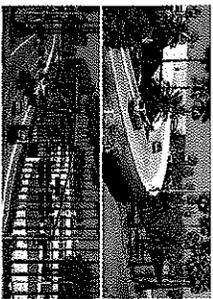
- Identify enhance the character and identity of Miami-Dade County as a whole with a focus on its cities and neighborhoods.
- Wayfinding: create wayfinding by establishing dramatic, easily recognized landmarks.
- Appearance: improve the overall physical appearance at key points in the urban landscape.
- Create a clear, consistent and bold design that is easily perceived in the day or at night.
- Utilize the full vertical and horizontal volume of space available.
- Utilize a combination of hardscape, landscape, and structural elements while emphasizing vegetative elements to soften the urban landscape.
- Utilize, protect and enhance existing scenic viewpoints.
- Incorporate existing historical or natural features or materials that can reinforce community character and identity.
- Enhance arrival experience by spreading gateway elements over a significant distance.
- Create designs that can be effectively and efficiently maintained or operated.
- Include artwork that is designed at a meaningful scale.
- Incorporate sustainable elements including native plants, stormwater treatment, solar cover and green materials, as feasible.

Design Recommendations

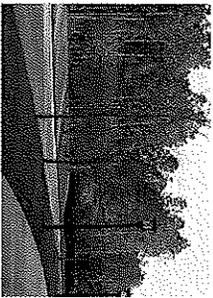
Gateways

GATEWAYS, VEHICLES

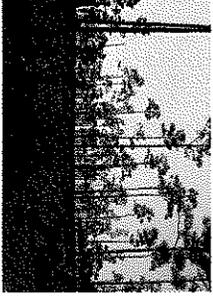
DESIGN RECOMMENDATIONS



University of Miami - Miami, Florida, 2014



Palm Jumeirah Golf Course - Dubai, 2014



New York City City Hall - New York, 2014



New York City City Hall - New York, 2014

Plant Palette

As one of the most pervasive elements of the gateway plans, an important component of place-making and can be utilized to create landscape gateways.

OVERALL

- Add specimen plants to the plant palette to increase visual interest.
- Explore opportunities for reducing setbacks and increasing more planting and green infrastructure.
- Utilize a variety of shrubs to provide an assortment of colors, textures and forms for improved aesthetics.
- Use native or regionally adapted species to reduce maintenance and engender a sense of place.
- Preserve shrubs and other vegetation within the right-of-way while taking the opportunity to remove prohibited or invasive species.

Preserve native vegetation, an important public resource that enhances quality-of-life.

- Provide context specific planting, particularly adjacent to environmentally sensitive areas or other natural resources (e.g. using native species selection currently found on site).
- Provide sufficient distance along roadways as per applicable standards.

WATER EFFICIENCY

- Implement measures that conserve water and help create a healthier, more sustainable environment including retaining water, utilizing drought-tolerant plants, especially native species, minimizing the use of long-term irrigation, utilizing mulch to help retain soil moisture, and improving soil conditions.
- Grade slopes to provide for water harvesting (reclaimed surface runoff) whenever possible.

TREES

- Create a tree inventory plan listing all protected trees in the gateway area. The inventory should include a list of species, size and condition of each tree. Trees to be removed, trees to preserve and tree maintenance requirements.
- Select and locate trees to avoid conflicts with overhead power lines and other utilities. Use smaller trees where overhead power lines are a concern in order to prevent topping of trees.
- Make efforts to remove overhead power lines at major gateways.
- Preserve trees with greater than 3" trunk caliper.

Design Recommendations

Gateways

GATEWAYS VENTILATION

DESIGN RECOMMENDATIONS

15
PART



Fence with top rail element - Chestnut Hill

Fences & Gates

Fencing and gates are likely to occur at gateways to protect a crossing at an overpass bridge. Additional fencing guidelines can be found in the corridors section.

- Integrate fencing with sound walls or other structural elements as appropriate.
- Ensure fencing and gates visually fit the surrounding landscape and the character of the gateway.
- Where fencing is required in urban areas, use powder-coated or stained, coated, galvanized fencing that visually blends into the surrounding landscape.

Source: 1601 Manual of Landscape Guidelines, Section: Landscape Guidelines, Chapter: Fencing and Gates, Volume: Landscape Guidelines, Edition: 2011, The Miami-Dade County Office of Urban Planning and Design, 1000 North Bay Street, Miami, FL 33132



Grading alternatives - Road Side of road

Grading and Drainage

Grading and drainage at gateways should be attractive as well as functional.

- Create artful earthwork.
- Create landforms that respond to the uniqueness of the site, the surrounding landscape, and the roadway travel experience.
- Contour grades to create effective planting embankments, as well as shadow patterns.
- Place top soil salvaged from construction sites on out-fill slopes.
- Ensure all constructed slopes are re-vegetated.
- Stabilize soils and ensure successful re-vegetation to control erosion.
- Grade slopes to provide for water harvesting (reclaimed surface runoff) whenever possible.
- Drainage detention basins should be re-vegetated or covered with appropriate ground treatment.



Retention basin - Fairburn, Georgia

Barriers

Blend earthwork with existing slope conditions. Avoid creating steep slopes. Ensure all constructed slopes are re-vegetated.

- Flattened fill slopes can assist in slowing down the erosion process.

Source: 1601 Manual of Landscape Guidelines, Section: Landscape Guidelines, Chapter: Earthwork and Retention, Volume: Landscape Guidelines, Edition: 2011, The Miami-Dade County Office of Urban Planning and Design, 1000 North Bay Street, Miami, FL 33132



Landscaped barrier - Seminole, Florida

Incorporate barriers into roadway corridor per Florida Department of Transportation (FDOT) requirements.

- Provide sufficient setback from edge of roadway to minimize visual impact.
- Provide alternate barrier styles that incorporate the use of plant materials and sculptural elements.

Source: 1601 Manual of Landscape Guidelines, Section: Landscape Guidelines, Chapter: Open Space

Overview

Corridors

The major physical routes that channel vehicular, pedestrian and boat traffic into and within Miami-Dade County.

Gateway:

Serve as gateways to communities, the City and the County.

Arterial:

County's large multi-lane, higher speed roadways connecting various communities to each other.

Collectors / Local:

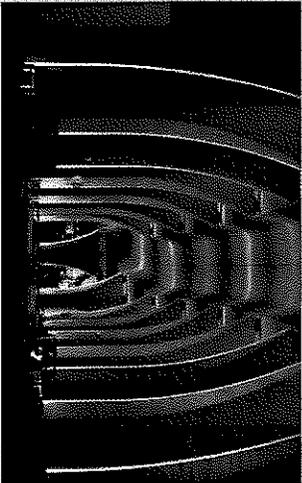
Use for connecting cities and neighborhoods.

Waterways:

Unique feature visible from both the public and private realms, and include iconic elements such as bridges and gateways.

Pedestrian:

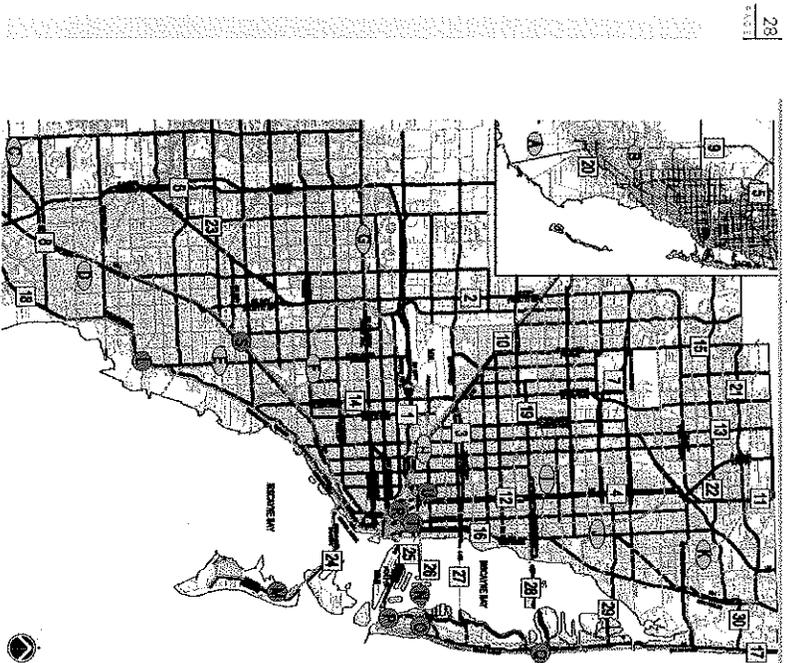
Carry pedestrian traffic within and between cities, districts and neighborhoods.



Proposed Classifications

Corridors

Corridors: Proposed Classifications II



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LEGEND:

- CORRIDORS: GATEWAYS**
 - 1 88 EBPY
 - 2 828 EBPY
 - 3 112 EBPY
 - 4 145
 - 5 175
 - 6 FLORIDA TURNPIKE
 - 7 GRANTWAY PKWY
 - 8 US-1 (S. DIXIE HWY)
 - 9 KROWE AVE
 - 10 US-27 (GNEECHOBEE RD)
 - 11 2ND AVENUE
 - 12 7TH AVE (441)
 - 13 27TH AVE
 - 14 42ND AVE (LE MERNE RD)
 - 15 5TH AVE
 - 16 BISCAYNE BLVD
 - 17 AIA (DOLLINS AVE)
 - 18 OLD CUTLER RD
 - 19 79TH ST
 - 20 PALM DR
 - 21 VES DAVY RD
 - 22 MIAMI GARDENS DRIVE
 - 23 KENDALL DRIVE
 - 24 RICKENBACKER CSWY
 - 25 WASHINGTON CSWY
 - 26 VENETIAN WAY CSWY
 - 27 JULIA TUTTLE CSWY (438)
 - 28 JOHN F. KENNEDY CSWY (78TH ST)
 - 29 BROAD CSWY (25RD ST)
 - 30 WILLIAM LEHMAN CSWY (192ND ST)
- CORRIDORS: ARTERIALS**
- CORRIDORS: COLLECTORS/LOCAL ROADS**
- CORRIDORS: WATERWAY**
 - 31 SOUTHERN GLADES TR
 - 32 PRINCETON TR
 - 33 BLACK CREEK TR
 - 34 CUTLER DRAIN C-100
 - 35 SNAPPER CREEK
 - 36 CORRAL GABLES CANAL
 - 37 TAMPAI CANAL
 - 38 MIAMI RIVER & CANAL
 - 39 LITTLE RIVER & CANAL
 - 40 BISCAYNE CANAL
 - 41 BISCAYNE CREEK
- CORRIDORS: PEDESTRIAN**
 - 42 OLD CUTLER ROAD TRAIL
 - 43 RICKENBACKER CSWY
 - 44 VENETIAN CSWY
 - 45 LINCOLN ROAD
 - 46 ART DECO DISTRICT
 - 47 MIAMI BEACH BEACHWALK
 - 48 MIAMI RIVERWALK
 - 49 US-1 / AYPATH
 - 50 FLAGLER STREET DOWNTOWN
 - 51 HEALTH WALK

Overview

Facilities

A building or place that provides a specific service or is used by a particular industry or government entity.

Civic

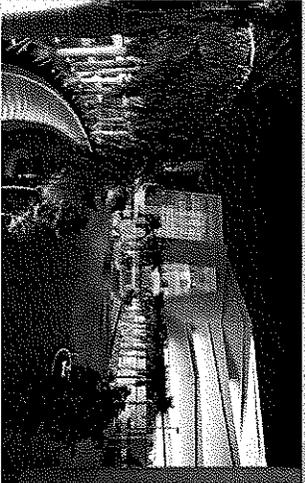
A county-owned or operated building, park, auditorium, classroom, sports field, or other similar physical place or building that is regularly accessed by the public or county employees.

Operations

A county-owned or operated building, open space, yard or other similar site that primarily fulfills an operations or maintenance support function.

Gateway

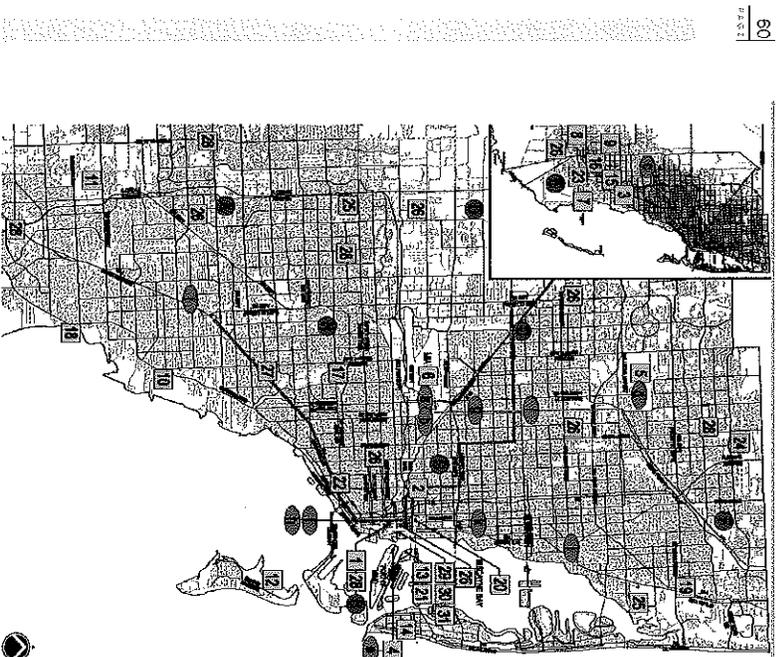
A point of interconnection, arrival or departure between an international, national and local user.



Proposed Classifications

Facilities

Facilities: Proposed Classifications III



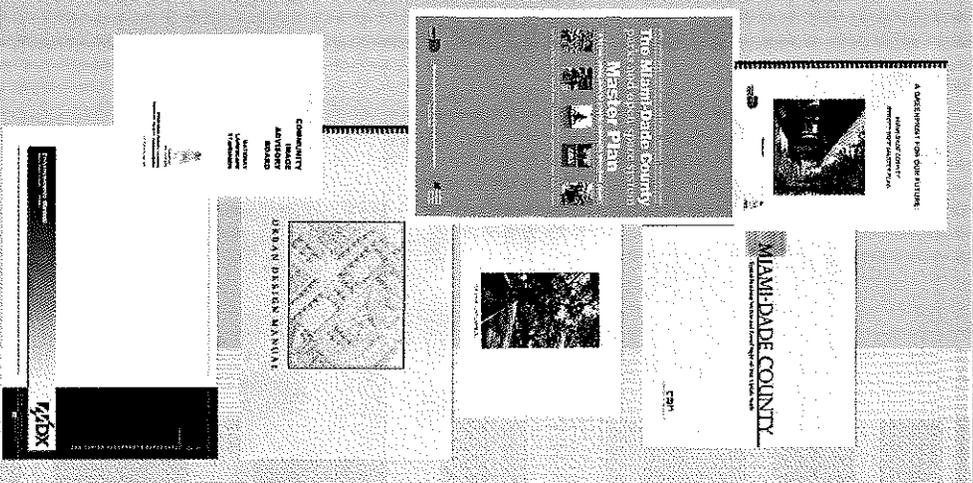
Miami-Dade County Aesthetic Master Plan

- LEGEND:**
- | | |
|--------------------------------------|--------------------------------------|
| FACILITIES: OMC | FACILITIES: OPERATIONS |
| 1 GOVERNMENT CENTER | 1 MAINGADE PARK AND RECREATION |
| 2 JACKSON MEMORIAL HOSPITAL | 2 MAINTENANCE FACILITY |
| 3 SOUTH-DADE GOV'T CENTER | 3 DOWNTOWN SERVICE STATION |
| 4 PORT OF MIAMI | 4 TRANSIT MAINTENANCE FACILITY |
| 5 OPA-LOCKA EXECUTIVE AIRPORT | 5 NORTH DADE LANDFILL |
| 6 MIAMI INTERNATIONAL AIRPORT | 6 SOUTH DADE LANDFILL |
| 7 BISCAYNE NATIONAL PARK | 7 NORTHEAST TRANSFER STATION |
| 8 EVERGLADES NATIONAL PARK | 8 CENTRAL TRANSFER STATION |
| 9 FRUIT & SPICE PARK | 9 WEST TRANSFER STATION |
| 10 PARROTT TROPICAL BOTANIC GARDEN | |
| 11 MIAMI METRO ZOO | FACILITIES: GATEWAYS |
| 12 MIAMI SEQUOYARUM | 1 MIAMI INTERNATIONAL AIRPORT |
| 13 JUNGLE ISLAND | 2 MIAMI METROPOLITAN CENTER |
| 14 ART DECO HISTORIC DISTRICT | 3 KENDALL-TAMPAWAT EXECUTIVE AIRPORT |
| 15 CALLEY SQUARE HISTORIC VILLAGE | 4 OPA-LOCKA EXECUTIVE AIRPORT |
| 16 CORAL CASTLE | 5 PORT OF MIAMI |
| 17 CORAL GABLES MERRICK HOUSE | 6 METROPOLITAN STATIONS |
| 18 DEERING ESTATE AT CUTLER | 7 TRAIL STATIONS |
| 19 ANCIENT SPANISH MONASTERY | 8 METROCOVER STATIONS |
| 20 PERFORMING ARTS CENTER | 9 METRAK STATIONS |
| 21 MIAMI CHILDREN'S MUSEUM | 10 SOUTH MIAMI-DADE BUSWAY |
| 22 VICZAYA / MIAMI MUSEUM OF SCIENCE | 11 CSX RAIL LINE |
| 23 HOMESTEAD-MIAMI SPEEDWAY | 12 FEE RAIL LINE |
| 24 MIAMI DELPHIN STADIUM | |
| 25 FLORIDA INTERNATIONAL UNIVERSITY | METROPOL ALIGNMENT |
| 26 MIAMI-DADE COLLEGE | METROCOVER ALIGNMENT |
| 27 UNIVERSITY OF MIAMI | TRAIL ALIGNMENT |
| 28 REGIONAL LIBRARIES | |
| 29 BAY FRONT PARK | |
| 30 BICENTENNIAL PARK | |
| 31 AMERICAN AIRLINES ARENA | |

Sources

Foundation Documents

1. A Green Print for Our Future. Miami-Dade County Street Tree Master Plan. Miami-Dade County Office of Community Image. February 2007
2. The Miami-Dade County Parks and Open Space System Master Plan. Miami-Dade County Park and Recreation Department. December 2007
3. The Landscape Manual. Miami-Dade County Department of Planning and Zoning. Seventh Edition. April 2002
4. Miami-Dade County Typical Roadway Section and Zoned Right-of-Way Update Study. Miami-Dade County Metropolitan Planning Organization & Department of Planning & Zoning. 2007
5. Urban Design Standards. Miami-Dade County Department of Planning and Zoning. February 1999. Reprinted – March 2007



Miami-Dade County Aesthetic Master Plan

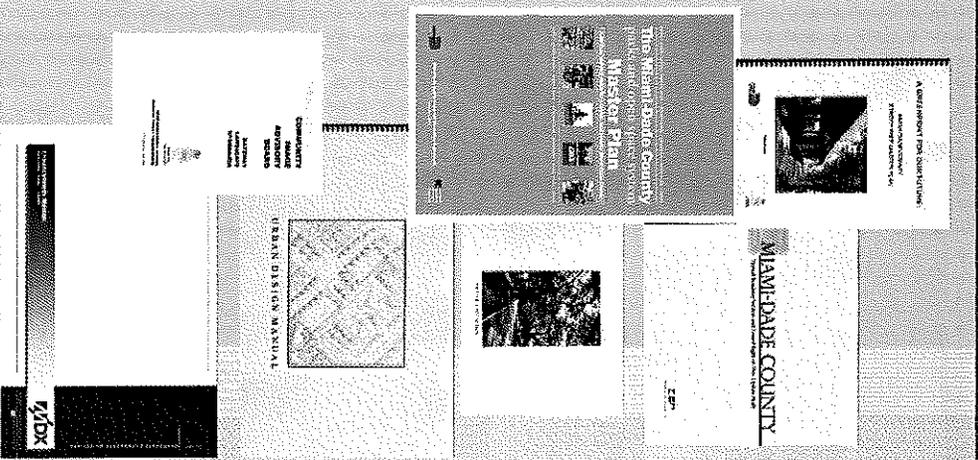
MIAMI-DADE COUNTY, FLORIDA

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Sources

Additional Foundation Documents

6. Miami-Dade Expressway (MDX) Authority Hardscape & Landscape Guidelines. Miami-Dade County Expressway Authority. July 2003
7. Miami-Dade Water Use Efficiency Standards. Miami-Dade County Department of Planning and Zoning. May 2008
8. Gateway Maintenance Standards. Miami-Dade County Office of Community Image. Draft
9. Gateway Landscape Standards. Miami-Dade County Office of Community Image. Draft



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Questions & Discussion

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MIAMI-DADE COUNTY
AESTHETICS MASTER PLAN

PREPARED FOR:



COMMUNITY IMAGE ADVISORY BOARD
OFFICE OF COMMUNITY IMAGE
111 NW 1ST STREET
MIAMI, FL 33128

PREPARED BY:
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