

Miami-Dade County Aesthetics Master Plan

for Miami-Dade County Gateways, Corridors, and Facilities
COMMUNITY IMAGE ADVISORY BOARD

MIAMI-DADE COUNTY
BOARD OF COUNTY
COMMISSIONERS' MEETING
NOVEMBER 2009



Introduction



Resolution Directive

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

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.

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.

Introduction

Process + Methodology 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 Expressway (MDX) Authority Hardscape & Landscape Guidelines (MDX) – adopted
Miami-Dade Water Use Efficiency Standards (P&Z) – adopted
Gateway Maintenance Standards (CIAB) – draft
Gateway Landscape Standards (CIAB) – draft

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.



Introduction



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 Department specific plans and related business plans, performance evaluation criteria, annual budgets, policies and regulations.

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



Overview

Gateways

GATEWAYS

OVERVIEW

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Definition

A Gateway is defined as a point, passage or landmark that marks the entrance to a region, city or a specialty 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 Gateways 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 Gateways 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. Wholly 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 landforms.
- Soften the hardscape 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.

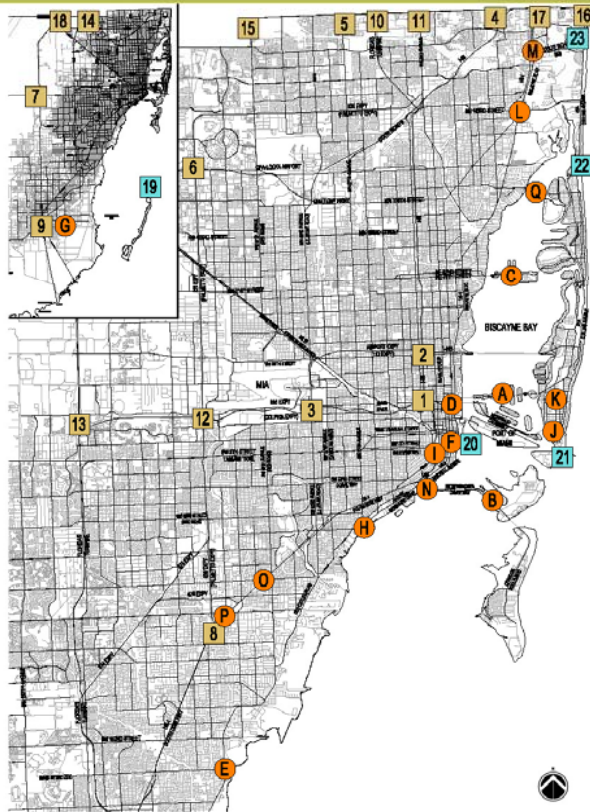
Miami-Dade County Aesthetic Master Plan

Proposed Classifications

Gateways

Gateways: Proposed Classifications I

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LEGEND:

GATEWAYS: VEHICULAR

- 1 I-95 AT I-395 INTERCHANGE
- 2 I-95 AT I-195 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-75 AT 826 EXPY INTERCHANGE
- 7 8TH ST AT KROME 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
- 12 826 EXPY AT 836 EXPY INTERCHANGE
- 13 836 EXPY AT FLORIDA TURNPIKE INTERCHANGE
- 14 I-75 AT FLORIDA TURNPIKE INTERCHANGE
- 15 57TH AVE AT MIAMI-DADE COUNTY LINE
- 16 A1A AT NORTH MIAMI-DADE COUNTY LINE
- 17 BISCAYNE BLVD AT NORTH MIAMI-DADE COUNTY LINE
- 18 US-27 AT KROME AVE

GATEWAYS: PEDESTRIAN

- A VENETIAN CSWY AT EAST & WEST ENTRANCE
- B RICKENBACKER CSWY AT EAST & WEST ENTRANCE
- C JOHN F. KENNEDY CSWY AT EAST & WEST ENTRANCE
- D BISCAYNE BLVD AT I-395 / MACARTHUR CSWY
- E OLD CUTLER RD AT DEERING ESTATE / 152ND ST
- F MIAMI RIVER BRIDGE AT BRICKELL AVE
- G PALM DRIVE AT FLORIDA CITY
- H 27TH AVE AT BAYSHORE DRIVE
- I 8TH ST (TAMiami TRAIL) AT BRICKELL AVE
- J 5TH ST AT WASHINGTON AVE
- K LINCOLN RD AT EAST & WEST ENTRANCE
- L 163RD ST AT BISCAYNE BLVD
- M WILLIAM LEHMAN CSWY AT BISCAYNE BLVD
- N US-1 AT MIAMI MUSEUM OF SCIENCE & SPACE TRANSIT PLANETARIUM
- O US-1 AT 72ND ST (SUNSET DRIVE)
- P US-1 AT 88TH ST (KENDALL DRIVE)
- Q BROAD CSWY AT EAST & WEST ENTRANCE

GATEWAYS: WATERWAY

- 19 ELLIOT KEY
- 20 MIAMI RIVER
- 21 GOVERNMENT CUT
- 22 HAULOVER CUT
- 23 FLORIDA'S INTRACOASTAL WATERWAY

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MIAMI-DADE COUNTY, FLORIDA

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Section Overview

Gateways

GATEWAYS: Vehicular

SECTION OVERVIEW

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Definition

Vehicular Gateways are points or passages typically occurring at the intersection of major roadways or at the point where a roadway crosses a man-made or artificial boundary. A Vehicular Gateway can serve as a wayfinding function as well as a community identity function. The principal consideration in designing a successful Vehicular 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 hammocks or clusters of native trees and vegetation are a particularly effective solution for highway interchanges and entrances.

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

I-75 at State Road SR-826 Interchange (pictured)

I-95 at northern boundary of Miami-Dade County

Airport Expressway at I-95

SW 8th Street at Krome Avenue

US-27 at North County Line

US-1 at Card Sound Road



Existing Conditions on I-75 Interchange at SR-826 Expressway



Enhance Wayfinding - Miami, FL



Incorporate Xeriscape Practice - Miami, FL



Utilize Sustainable Stormwater Options - Canada



Create Unique Lighting Experience - Pasadena, CA



Emphasize Sense of Arrival - Melbourne, Australia

Goals And Objectives

- Identity: 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 viewsheds.
- 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 power and green materials, as feasible.

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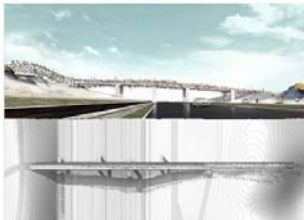
Design Recommendations

Gateways

GATEWAYS: Vehicular

DESIGN RECOMMENDATIONS

ARCHITECTURAL ELEMENTS



Bridge Gateway Concept - Wenduine, Belgium



Craigieburn Bypass - Melbourne, Australia



Arizona Highway Sound Wall



Centennial Olympic Park - Atlanta, GA

Bridges & Overpasses

Bridges and overpasses provide an exceptional opportunity to create clearly perceived and impressive Vehicular Gateways. Iconic bridge designs can generate identity for neighborhoods, cities or entire regions.

- Convey a discernible design intent rather than developing strictly utilitarian structures.
- Utilize overpasses to mount gateway signage or to function as gateways themselves through innovative architectural design.
- Utilize consistent bridge design principles with a simple sub-structure and support features, as well as a visually light rail structure to maximize views.
- Blend earthwork with existing slope conditions.
- Avoid creating steep slopes. Ensure all constructed slopes are vegetated.

Source: MDX Landscape & Landscape Guidelines, Sections: Landscape Guidelines, Chapters: Columns / Concrete Accent Finishes

Retaining Walls

- Grade carefully to minimize the height of retaining walls.
- Provide landscape planting along the base of walls to minimize visual impacts.
- Visually anchor retaining walls to the earth.
- Select a simple design palette.
- Choose an appropriate visual design subject.
- Utilize neutral colors that help minimize the visual impact of retaining walls.

Source: MDX Landscape & Landscape Guidelines, Sections: Landscape Guidelines, Chapter: Retaining Walls; Source: Landscape Manual, Sections: Landscape Details, Chapter: Retaining Walls

Sound Walls

- Grade carefully to minimize the height of sound walls.
- Provide landscape planting and setback space between vehicle recovery zone and wall.
- Separate sound walls from other highway structures and set back from travel lanes.
- Integrate walls into existing concrete barrier rail when there is no space between the two.
- Select a simple design palette with neutral colors and an appropriate visual design subject.
- Create variation in sound wall geometry, material, color, texture and pattern to eliminate monotony.
- Utilize public art as part of sound walls or other transportation structures as appropriate.

Source: MDX Landscape & Landscape Guidelines, Sections: Landscape Guidelines, Chapter: Noise Walls; Source: Landscape Manual, Section: Buffer

Shelters or Canopies

Shelters or canopies at Vehicular Gateways might include public transportation stops or shade structures.

- Minimize the use of shelters and canopies along freeways and expressways, as they have little functional use.

Source: Urban Design Manual, Sections: Public Realm by Design; Source: The Miami-Dade County Parks & Open Space System Master Plan; Section 4: Visions, Chapter: Great Public Spaces

Design Recommendations

Gateways

GATEWAYS: Vehicular

DESIGN RECOMMENDATIONS

HARDSCAPE ELEMENTS



LAX Airport Entry - Los Angeles, CA



Omaha Gateway - Omaha, Nebraska



Daytona Beach Gateway - Daytona Beach, Florida



Pedestrian Bridge Over Highway - Craigieburn, Victoria

Signage

- Signage associated with gateways should focus on identity, orientation and wayfinding.
- Use metal, vinyl surfaces, or a durable, powder-coated finish for signage of a color that is consistent with other structures and the surrounding landscape.
- Avoid reflecting surfaces that cause glare.

Source: MDX Hardscape & Landscape Guidelines, Section: Hardscape Guidelines, Chapter: Signage Structure. Source: Miami-Dade County Typical Roadway Section & Zoned ROW Update Study, Section 2.1, Typical Section and Design Guidelines, Chapter: Components of a Roadway.

Source: The Miami-Dade County Parks & Open Space System Master Plan, Section 2.2, Guiding Principles

Lighting

- Adjust current standards, if necessary, and use a minimum height, illumination, and number of light masts required.
- Avoid high-mast lighting.
- Use lighting fixtures that minimize light pollution and provide even light dispersion.
- Employ context-sensitive design in fixtures and poles where appropriate, in areas such as historic sites.
- Eliminate lighting where unnecessary.
- Use a durable, powder-coated finish for light poles of a color that matches other structures and the surrounding landscape.

Source: MDX Hardscape & Landscape Guidelines, Section: Hardscape Guidelines, Chapter: Lighting

Street Furnishing

- Limit street furnishing at Vehicular Gateways except where there is a public transportation use.
- Limit furniture to that required by functional needs and utilize a consistent palette.

Source: Miami-Dade County Typical Roadway Section & Zoned ROW Update Study, Section 2.1, Typical Section and Design Guidelines, Chapter: Components of a Roadway

Sidewalks

- Promote safe opportunities for pedestrians that are separated from vehicular uses.
- Provide a green buffer between the highway and sidewalks to create a safe, more comfortable walking environment.

Source: Miami-Dade County Typical Roadway Section & Zoned ROW Update Study, Section 4.1, Roadside Guidelines

Design Recommendations

Gateways

GATEWAYS: Vehicular

DESIGN RECOMMENDATIONS

LANDSCAPE ELEMENTS

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Fence With Artistic Elements - Doncaster 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, colored, galvanized fencing that visually blends into the surrounding landscape.

Source: MDX Hardscape & Landscape Guidelines, Section: Landscape Guidelines, Chapter: Fencing and Gates; Source: Landscape Manual, Section: Buffers; Source: The Miami-Dade County Parks & Open Space System Master Plan, Section 4: Vision, Chapter 5: Great Streets



Grading Alternatives - Royal Bank of Scotland

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 cut/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) wherever possible.
- Drainage detention basins should be re-vegetated or covered with appropriate ground treatment.



Stormwater Options - Edinburgh, Scotland

- 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: MDX Hardscape & Landscape Guidelines, Section: Landscape Guidelines, Chapter: Suburban and Urban ROW; Source: Miami-Dade County Typical Roadway Section & Zoned ROW Update Study, Section 2: Typical Sections and Design Guidelines, Chapter: Highway Drive and Road; Source: Landscape Manual, Section: Parking Lot Landscape



Landscape Gateway - Seattle Tacoma Airport

Barriers

- Incorporate barriers into roadway corridors per Florida Department of Transportation (FDOT) requirements.
- Provide sufficient setback from edge or roadway to minimize visual impact.
- Provide alternate barrier styles that incorporates the use of plant materials and sculptural elements.

Source: MDX Hardscape & Landscape Guidelines, Section: Hardscape Guidelines, Chapter: Garden Wall

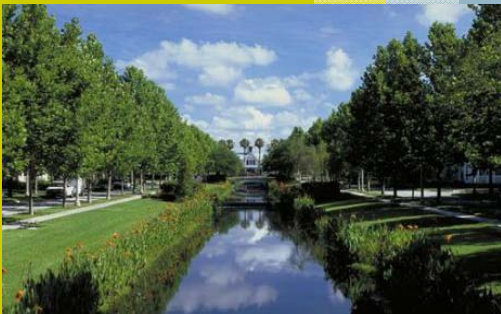
Miami-Dade County Aesthetic Master Plan

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:

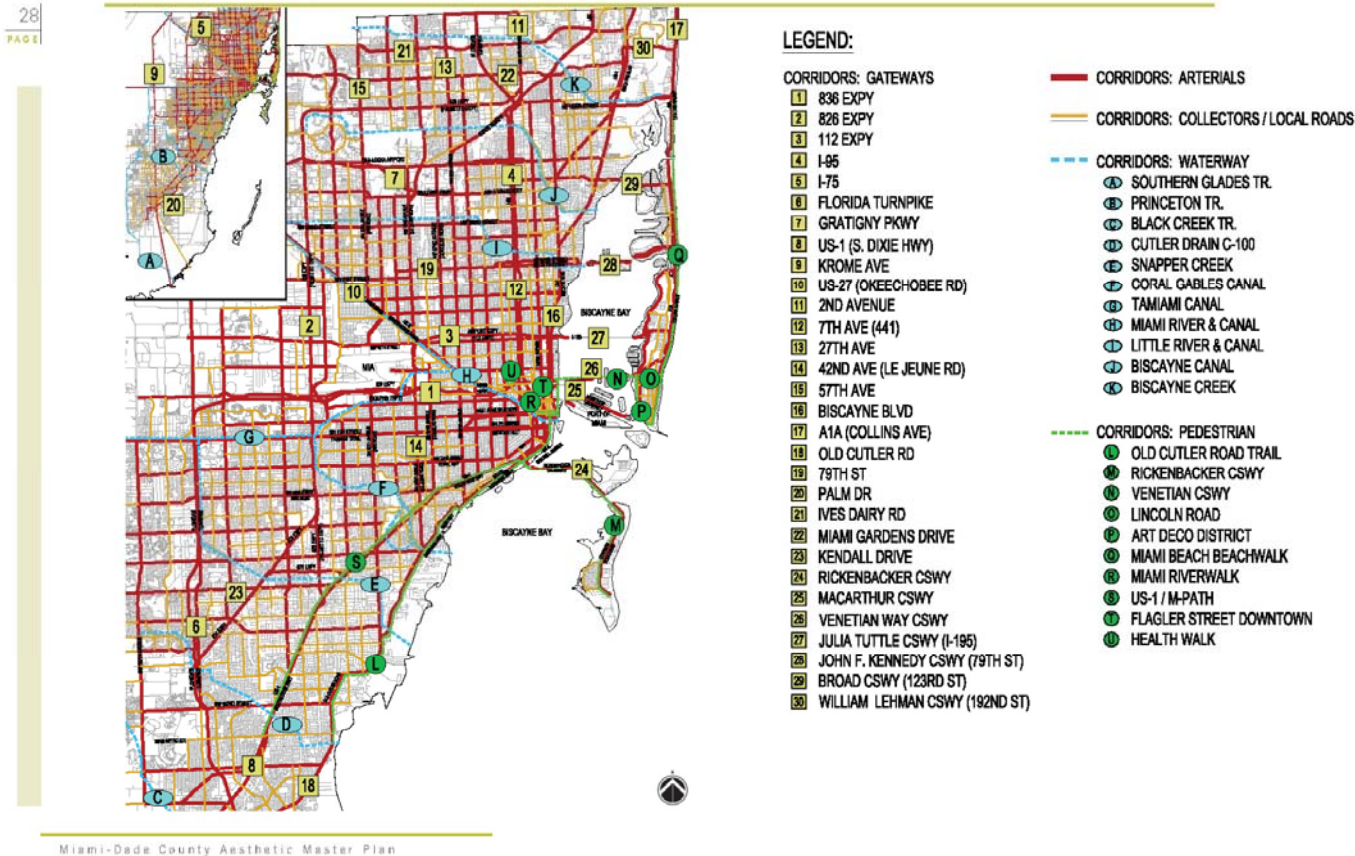
Carry pedestrian traffic within and between cities, districts and neighborhoods.



Proposed Classifications

Corridors

Corridors: Proposed Classifications II



Design Recommendations

Corridors Arterials

CORRIDORS: Arterials

DESIGN RECOMMENDATIONS

HARDSCAPE ELEMENTS



Area Signage - Blackpool, England



Typical Arterial Light Fixtures - Omaha, NE



Typical Street Furnishing - Omaha, NE



Typical Sidewalk - Macon, GA

Signage

- Signage associated with Arterial Corridors should focus on orientation and wayfinding.
- Use metal, vinyl surfaces, or a durable, powder-coated finish for signage of a color that is consistent with other structures and the surrounding landscape.
- Signage should be consistent with the adjacent community or district character.
- Avoid reflecting surfaces that cause glare.
- In most locations, signage structures should be black, grey or another neutral color.

Source: MDX Hardscape & Landscape Guidelines; **Section:** Hardscape Guidelines, Chapter: Signage Structure; **Source:** Miami-Dade County Typical Roadway Section & Zoned ROW Update Study; **Section:** Typical Section and Design Guidelines, Chapter: Components of a Roadway; **Source:** The Miami-Dade County Parks & Open Space System Master Plan; **Section:** Guiding Principles

Lighting

- Adjust current standards, if necessary, and use a minimum height, illumination and number of light masts required.
- Use lighting fixtures that minimize light pollution and provide even light dispersion.
- Allow for context-sensitive design in fixtures and poles, where appropriate, in areas such as historic sites.
- Use a durable, powder-coated finish for light poles of a color that matches other structures and the surrounding landscape.
- Avoid reflecting surfaces that cause glare.

Source: MDX Hardscape & Landscape Guidelines; **Section:** Hardscape Guideline, Chapter Lighting; **Source:** Miami-Dade County Typical Roadway Section & Zoned ROW Update Study; **Section:** Roadside Guidelines

Street Furnishings

- Provide a consistent palette of street furnishings that addresses functional needs.
- Limit street furnishings along expressways and freeways.
- Use a durable finish for street furnishings that are consistent with adjacent structures.
- Utilize materials that are vandal-proof and require minimum maintenance.

Source: Miami-Dade County Typical Roadway Section & Zoned ROW Update Study; **Section:** Typical Section and Design Guidelines, Chapter: Components of a Roadway; **Source:** The Miami-Dade County Parks & Open Space System Master Plan; **Section:** Vision, Chapter 2: Great Public Spaces

Sidewalks

- Promote safe opportunities for pedestrians that are separated from vehicular uses.
- Do not utilize sidewalks along freeways and expressways.
- Incorporate sidewalks into parks and plazas, and encourage pedestrian movement as much as possible by linking with other pedestrian nodes.
- Create variations in sidewalk with patterns and materials.
- Promote the use of a sustainable urban sidewalk environment.

Source: Miami-Dade County Typical Roadway Section & Zoned ROW Update Study; **Section:** Roadside Guidelines; **Source:** Urban Design Manual; **Section:** Streets Section, Chapter: Creation of Public Space; **Source:** The Miami-Dade County Parks & Open Space System Master Plan; **Section:** Vision, Chapter 5: Great Streets

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

LEGEND:

FACILITIES: CIVIC

- 1 GOVERNMENT CENTER
- 2 JACKSON MEMORIAL HOSPITAL
- 3 SOUTH-DADE GOVT CENTER
- 4 PORT OF MIAMI
- 5 OPA-LOCKA EXECUTIVE AIRPORT
- 6 MIAMI INTERNATIONAL AIRPORT
- 7 BISCAYNE NATIONAL PARK
- 8 EVERGLADES NATIONAL PARK
- 9 FRUIT & SPICE PARK
- 10 FAIRCHILD TROPICAL BOTANIC GARDEN
- 11 MIAMI METRO ZOO
- 12 MIAMI SEAQUARIUM
- 13 JUNGLE ISLAND
- 14 ART DECO HISTORIC DISTRICT
- 15 CAULEY SQUARE HISTORIC VILLAGE
- 16 CORAL CASTLE
- 17 CORAL GABLES MERRICK HOUSE
- 18 DEERING ESTATE AT CUTLER
- 19 ANCIENT SPANISH MONASTERY
- 20 PERFORMING ARTS CENTER
- 21 MIAMI CHILDREN'S MUSEUM
- 22 VIZCAYA / MIAMI MUSEUM OF SCIENCE
- 23 HOMESTEAD-MIAMI SPEEDWAY
- 24 MIAMI DOLPHIN STADIUM
- 25 FLORIDA INTERNATIONAL UNIVERSITY
- 26 MIAMI-DADE COLLEGE
- 27 UNIVERSITY OF MIAMI
- 28 REGIONAL LIBRARIES
- 29 BAY FRONT PARK
- 30 BICENTENNIAL PARK
- 31 AMERICAN AIRLINES ARENA

FACILITIES: OPERATIONS

- A MIAMI-DADE PARK AND RECREATION MAINTENANCE FACILITY
- B DOWNTOWN SERVICE STATION
- C TRANSIT MAINTENANCE FACILITY
- D NORTH DADE LANDFILL
- E SOUTH DADE LANDFILL
- F NORTHEAST TRANSFER STATION
- G CENTRAL TRANSFER STATION
- H WEST TRANSFER STATION

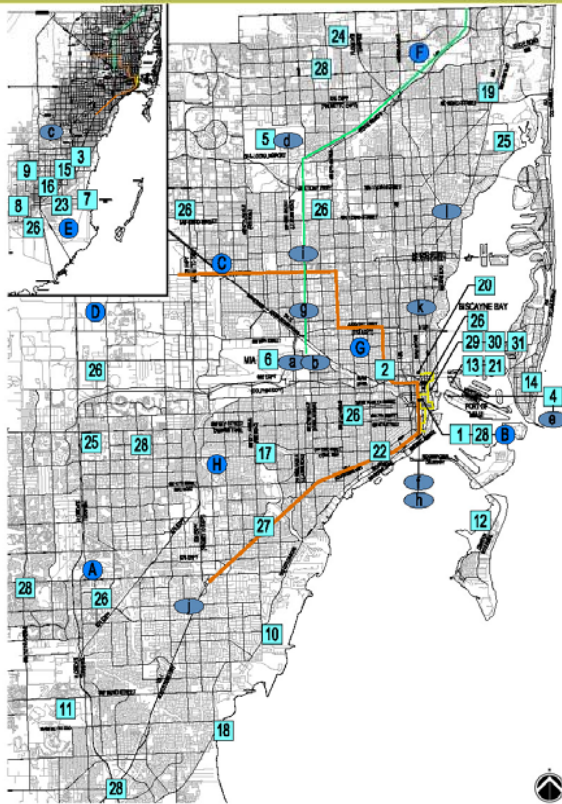
FACILITIES: GATEWAYS

- I MIAMI INTERNATIONAL AIRPORT
- J MIAMI INTERMODAL CENTER
- K KENDALL-TAMIAMI EXECUTIVE AIRPORT
- L OPA-LOCKA EXECUTIVE AIRPORT
- M PORT OF MIAMI
- N METRORAIL STATIONS
- O TRI-RAIL STATIONS
- P METROMOVER STATIONS
- Q AMTRAK STATIONS
- R SOUTH MIAMI-DADE BUSWAY
- S CSX RAIL LINE
- T FEC RAIL LINE

— METRORAIL ALIGNMENT

— METROMOVER ALIGNMENT

— TRI-RAIL ALIGNMENT



Miami-Dade County Aesthetic Master Plan

Design Recommendations

Facilities

FACILITIES: Civic

DESIGN RECOMMENDATIONS

HARDSCAPE ELEMENTS



Shanghai, China



Suzhou, China



Blackpool, England



Guangzhou, China

Signage

- Apply adequate signage to and throughout the facility for both motorists and pedestrians. Utilize community sign/wayfinding design guidelines, if available.
- Incorporate appropriate graphics into wayfinding and signage elements.
- Use metal, vinyl surfaces or a durable, powder-coated finish for signage of a color that is consistent with other structures and the surrounding landscape.
- Avoid reflecting surfaces that cause glare.
- Utilize finishes that are low-maintenance and resistant to graffiti and vandalism, but are also aesthetically pleasing.

Source: The Miami-Dade County Parks & Open Space System Master Plan, Section 4, Vision, Chapter 3: Great Natural and Cultural Heritage Areas; Source: Urban Design Manual, Section 3, Transitional Elements

Lighting

- Analyze lighting requirements and use the minimum height, illumination and number of light masts possible.
- Utilize architectural building and landscape lighting.
- Use light fixtures that minimize light pollution (i.e. meet 'dark skies' requirement) and provide even light dispersion (i.e. reduce 'hot spots').
- Use a consistent light fixture and pole that adds aesthetic quality and character to the public space.
- Allow for context-sensitive design in fixtures and poles, where appropriate, in areas such as historic sites and significant cultural heritage locations.
- Use a durable, vandal-proof powder-coated finish for light poles of a color that matches other structures and the surrounding landscape.

Source: The Miami-Dade County Parks & Open Space System Master Plan, Section 4, Vision, Chapter 2: Great Public Spaces; Source: Urban Design Manual, Section 3, Streets Section, Chapter: Human Scale

Street Furnishing

- Provide a consistent palette of street furnishings that addresses community standards and functional needs.
- Promote both formal and informal accessible seating opportunities for all ages within and around public facilities.
- Utilize materials with durable finishes that are vandal-proof and require minimum maintenance.
- Encourage the use of street furnishing as additional safety barriers where possible.

Source: The Miami-Dade County Parks & Open Space System Master Plan, Section 4, Vision, Chapter 2: Great Public Spaces; Source: Urban Design Manual, Section 3, Streets Section, Chapter: Public Realm by Design

Walkways and Plazas

- Promote safe opportunities for pedestrians by separating from vehicular use.
- Provide ample sidewalks to promote multiple-use opportunities.
- Where feasible, provide a green buffer between the vehicular travel lanes and pedestrian sidewalks.
- Connect sidewalks from the public right-of-way to pedestrian areas in parks and plazas.
- Encourage pedestrian movement as much as possible by linking with other pedestrian nodes.
- Introduce special paving treatment at pedestrian areas to public facilities.
- Promote the use of shade trees at public plazas for additional coverage.

Source: Urban Design Manual, Section 3, Streets Section, Chapter: Creation of Public Space; Source: The Miami-Dade County Parks & Open Space System Master Plan, Section 4, Vision



Thank you



MIAMI-DADE COUNTY AESTHETICS MASTER PLAN

PREPARED FOR:



COMMUNITY IMAGE ADVISORY BOARD
OFFICE OF COMMUNITY IMAGE
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EDAW/AECOM

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