

MIAMI INTERNATIONAL AIRPORT



# ***Central Boulevard Landscaping***

***Presented by:***

**Jeffrey Dawson**

Landscape Architect - Facilities Maintenance Division

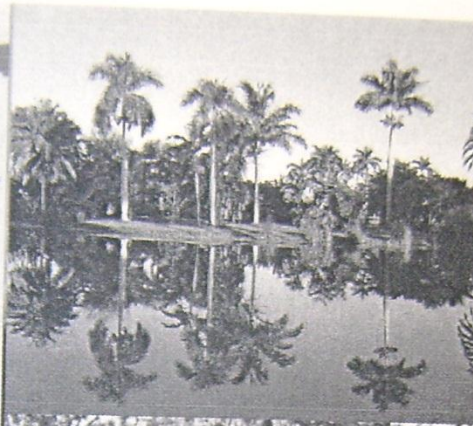
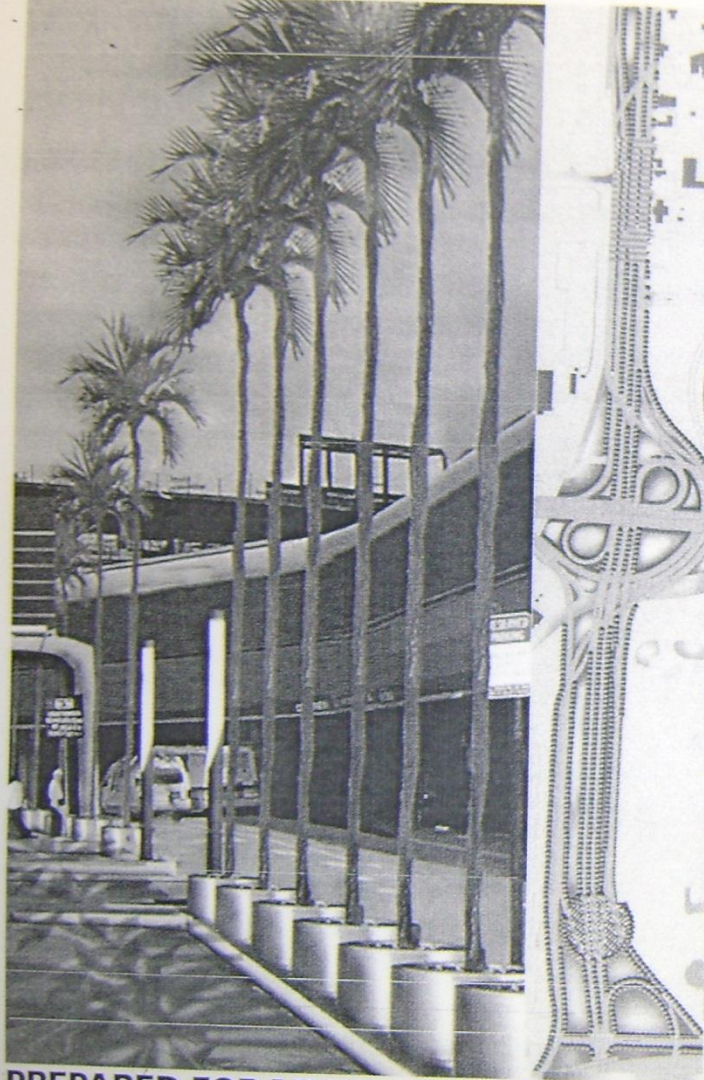
Miami – Dade Aviation Department



**September 2012**



# LANDSCAPE MASTER PLAN FOR MIAMI INTERNATIONAL AIRPORT MIAMI FLORIDA



PREPARED FOR MIAMI - DADE AVIATION DEPARTMENT  
FEBRUARY 2005



**LANDSCAPE MASTER PLAN**

MIAMI-DADE AVIATION DEPARTMENT



2.0 LANDSCAPE MASTER PLAN

2.1 DESIGN DEVELOPMENT FRAMEWORK

In response to the speed of movement through the landscape a hierarchy of complexity was established. Vehicular and pedestrian zones – Vehicular (fast movement) are simple and Pedestrian (slow movement) are more complex

Roadway and entryway hierarchy is based on Public use: Wayfinding, Terminals, Identification and Entryway nodes

Future gateways for public art opportunities

Definition of community and airport edges

Established zones:

- Primary and Secondary Roadways
- Primary and Secondary Entry Nodes
- Central Blvd.
- Public Terminal
- Working Campus
- Miami Moment

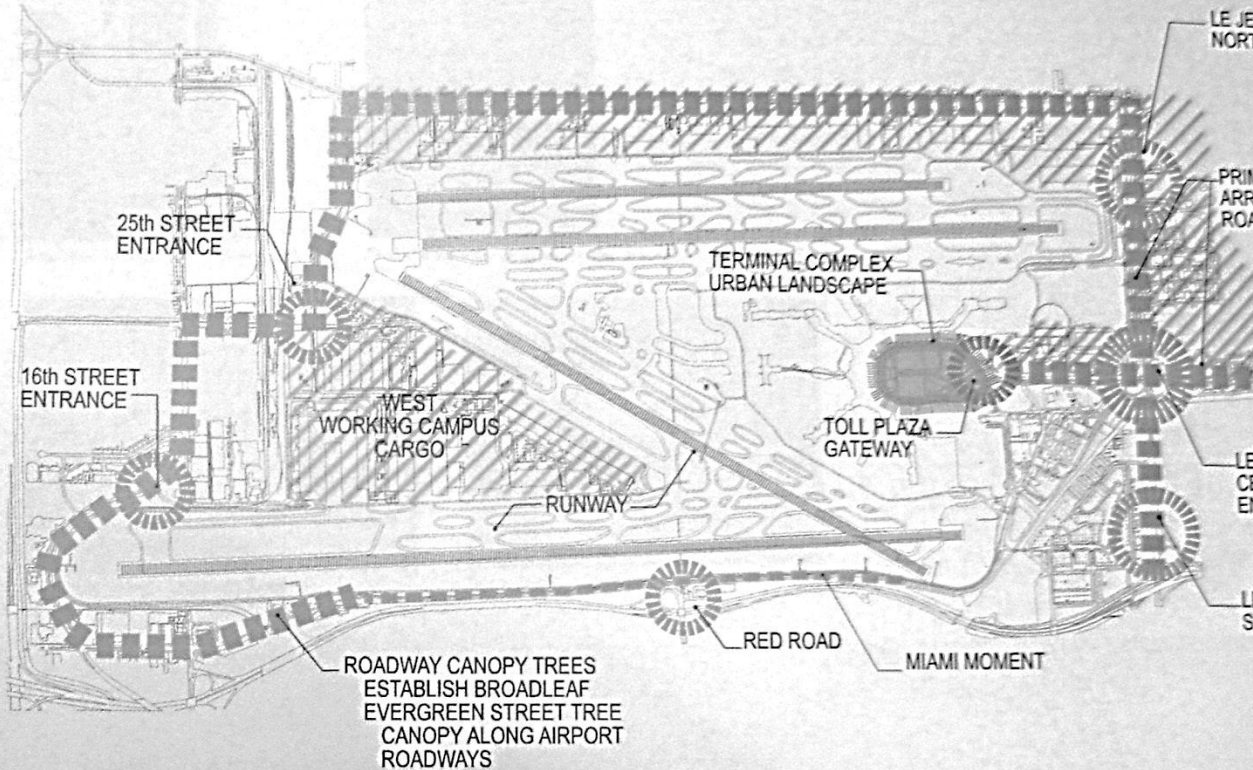
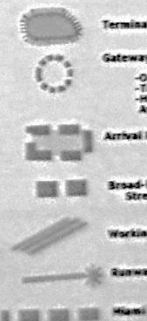


Figure 1: Landscape Framework Plan





# CONCEPT

## Primary / Secondary Roadways and Entry Nodes

### Roadways

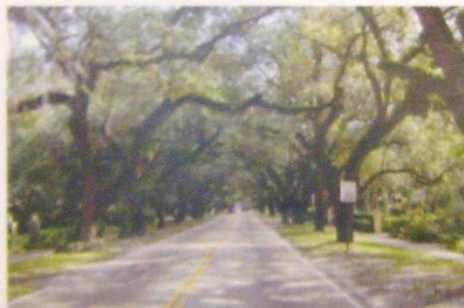
Primary roadways set the tone that identifies the entrances and exits of the airport. The roadways' landscape consists of Live Oaks placed 30 feet apart, creating distinct entry nodes consisting of bosques of Royal Palms, grass, and ground covers and signature paving. The contrast between the Live Oaks and palms creates a gateway experience and signals to people that they have arrived at the airport.



Bosque of Palms- Anaheim California



Linear grove of palms - Anaheim California



Live Oaks at Coral Way- Miami Florida



Palms and singular specie of ground cover - Anaheim California



Palm grove and paving - Anaheim California

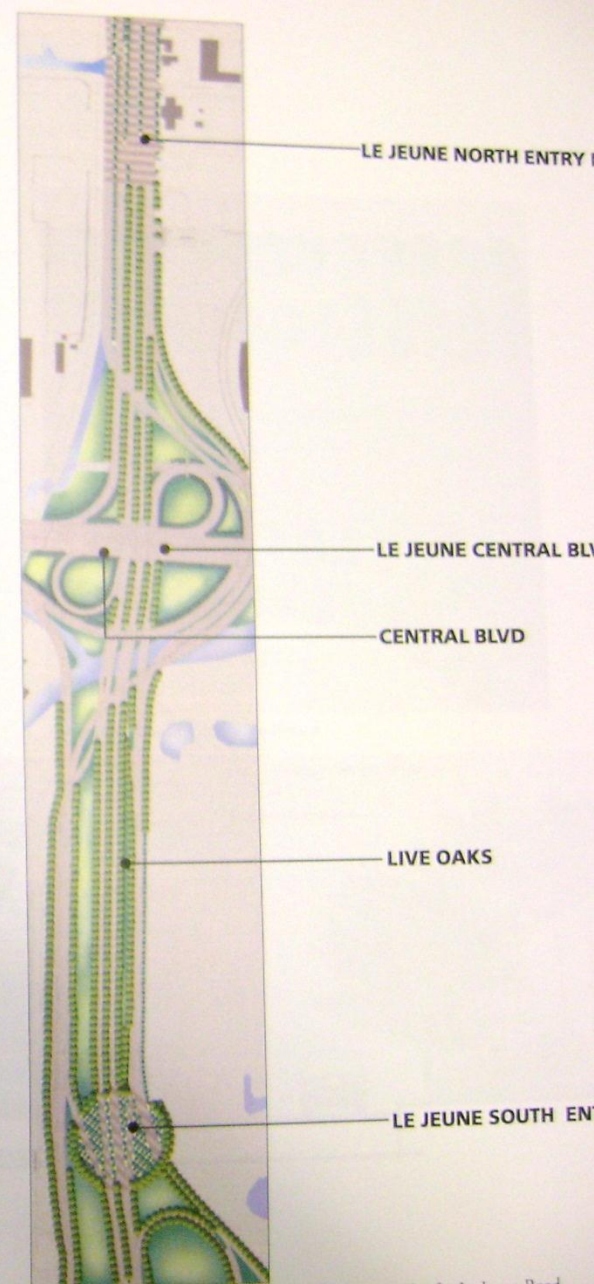


Figure 11: Plan of Primary Roadway and Entry Nodes for Le Jeune Road



C. Primary / Secondary Roadways and Entry Nodes

*Le Jeune and Central Blvd Interchange*

This cloverleaf interchange is located on one of the highest elevations surrounding the airport vicinity. The landscape design consists of a double row of Washington Palms around the cloverleaf that provides a focal point and describes the three-dimensional character of the interchange that can be seen from great distances. The site is also a potential area for an Art in Public Spaces project, the "MIA Gateway."

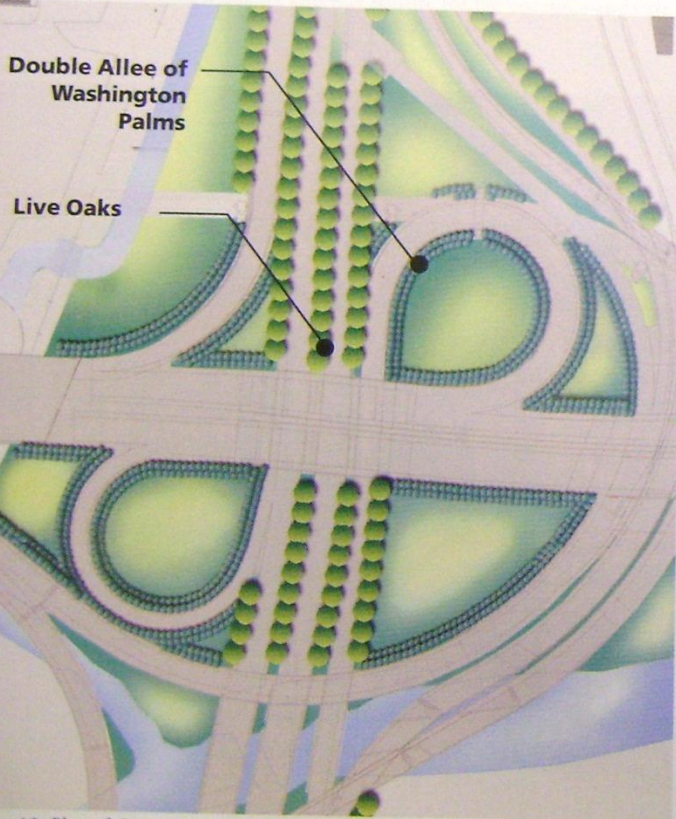


Figure 12: Plan of Central Boulevard Interchange

*Central Blvd.*

Plantings on this primary arrival road consist of live oaks placed 30 feet apart on the north and south edges and formal palm trees in the median. The simple arrangement simplifies the visual approach to the airport and coordinates with wayfinding signage.

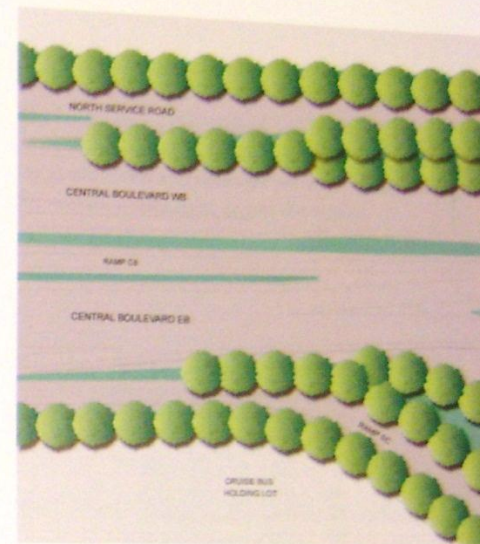


Figure 14: Plan of Central Boulevard

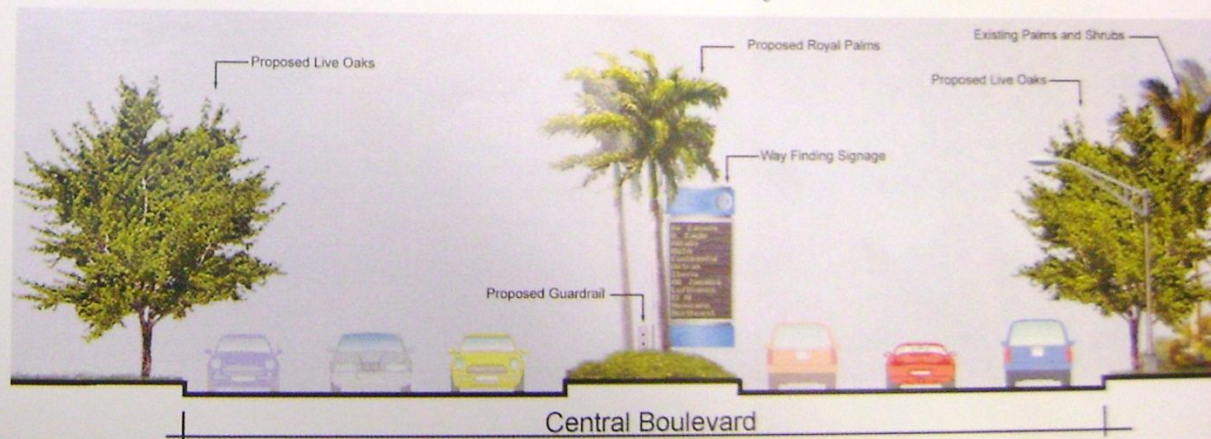


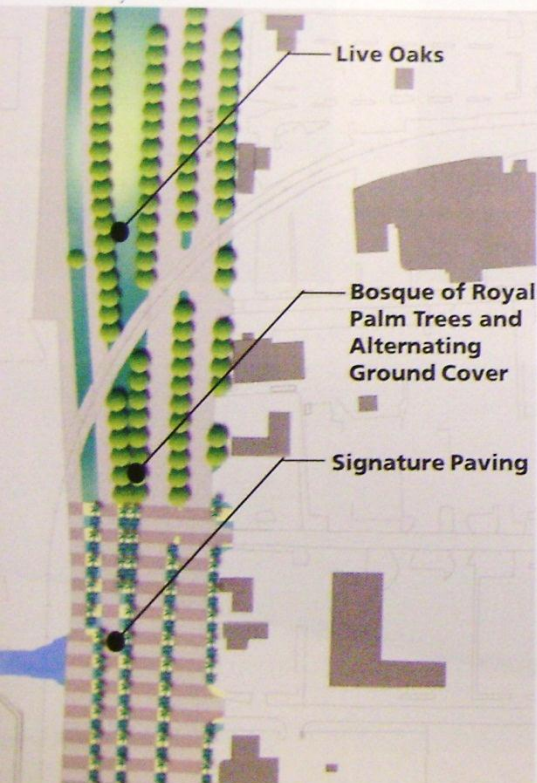
Figure 13: Section of Central Boulevard



Entry Node

Identify the entrance and exit of the airport from both Le  
112, The landscape will allow views of Wayfinding  
the vehicular speeds. The alignment and spacing of the  
the road and signs, making signs easier to see. Signature  
concrete, concrete pavers, painted concrete or stamped  
change in surface which helps in decreasing vehicular  
high quality gateway feature for the entrance and exit of

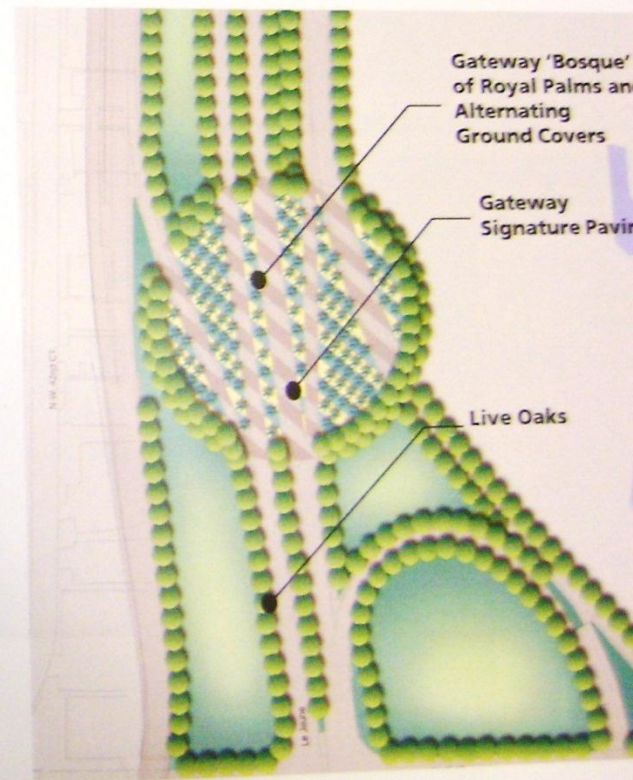
LeJeune North Entry Node



Le Jeune South Entry Node

The landscape on this primary arrival road consists of live oaks placed 30  
apart which is interrupted by a circular bosque of royal palms with alternat-  
ing groundcover and signature paving. This creates a gateway and focal point  
for visitors as they enter or exit the airport.

Figure 16: Plan of LeJeune South Entry Node





# Central Boulevard Landscaping



## MASTER PLAN



### PLANT KEY

	ROYAL PALM		LIVE OAK CANOPY
	DATE PALM		LIGUSTRUM
	WASHINGTON PALM		BALD CYPRESS TREE
	EXISTING CANOPY TREE		NATIVE GRASSES
			FLOWER POINTS

### SIGNAGE

	OVERHEAD SIGNAGE
	CANTILEVER SIGNAGE
	DIRECTIONAL SIGNAGE












# Central Boulevard Landscaping






## MASTER PLAN



### PLANT KEY

	ROYAL PALM		LIVE OAK CANOPY
	DATE PALM		LIGUSTRUM
	WASHINGTON PALM		BALD CYPRESS TREE
	EXISTING CANOPY TREE		NATIVE GRASSES
			FLOWER POINTS

### SIGNAGE

	OVERHEAD SIGNAGE
	CANTILEVER SIGNAGE
	DIRECTIONAL SIGNAGE







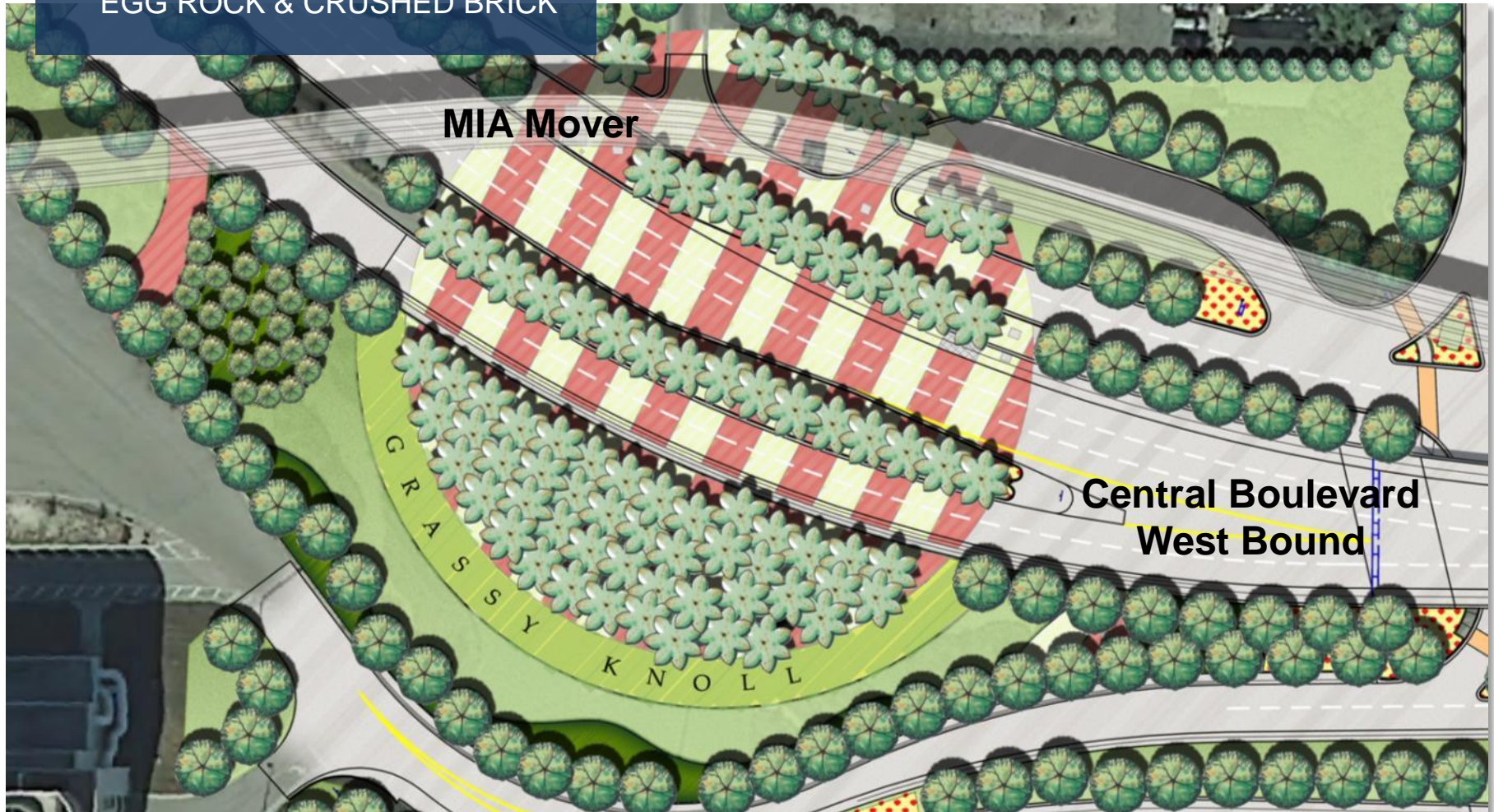




# Central Boulevard Landscaping

## GATEWAY NODE

SIGNATURE ROYAL PALMS WITH  
ALTERNATING BANDS OF WHITE  
EGG ROCK & CRUSHED BRICK









# Central Boulevard Landscaping

## RETENTION AREAS

MIX OF CYPRESS & FLORIDA NATIVE GRASSES, SOD, WHITE EGG ROCK & CRUSHED BRICK

Central Boulevard  
East Bound

















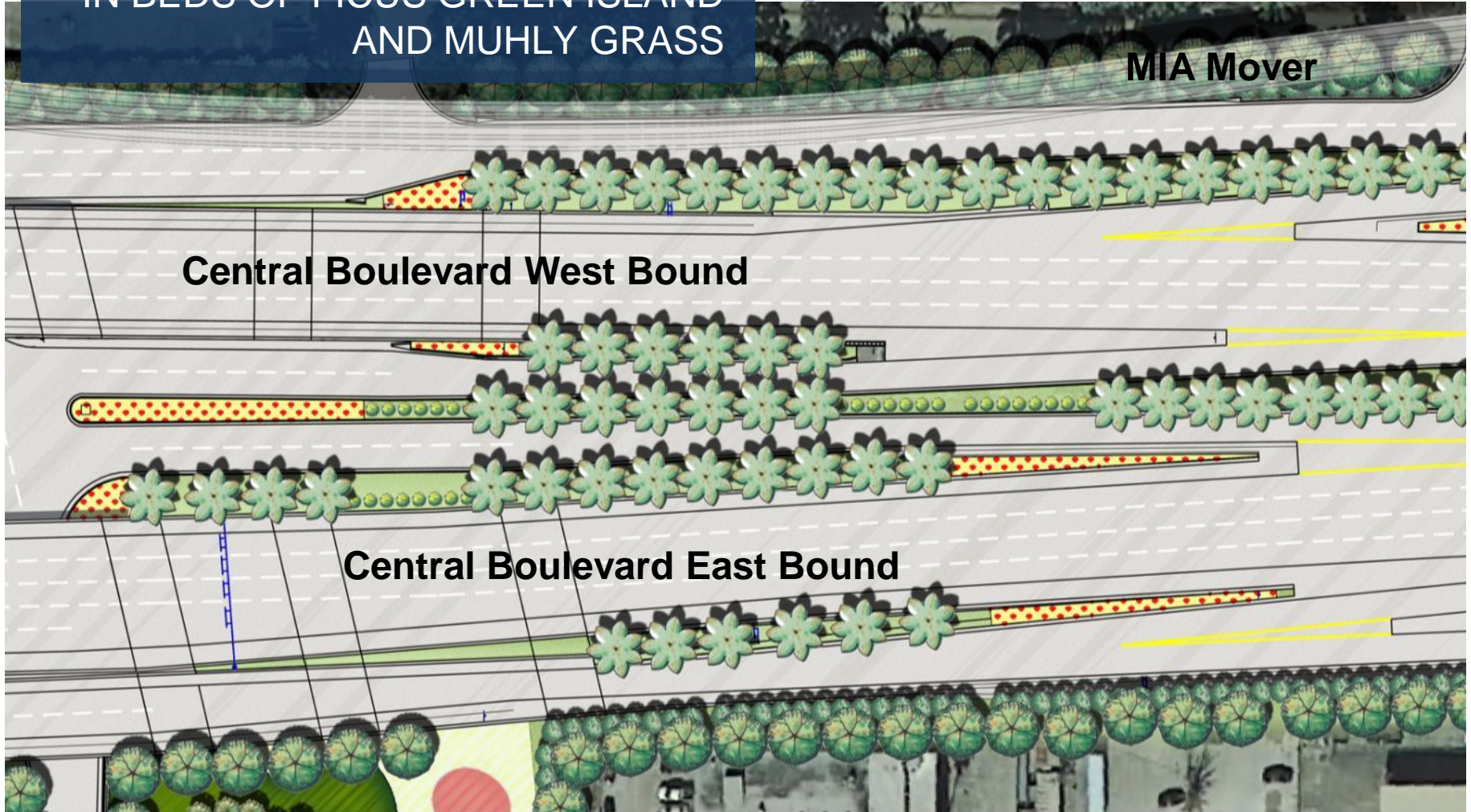
# Central Boulevard Landscaping

**CENTRAL BOULEVARD**  
CENTRAL SPINE OF ROYAL PALMS  
IN BEDS OF FICUS GREEN ISLAND  
AND MUHLY GRASS

**MIA Mover**

**Central Boulevard West Bound**

**Central Boulevard East Bound**





# Central Boulevard Landscaping

## PERIMETER OAK TREES

TREES WITH UNDERSTORY OF SHRUBS – 6' HIGH

