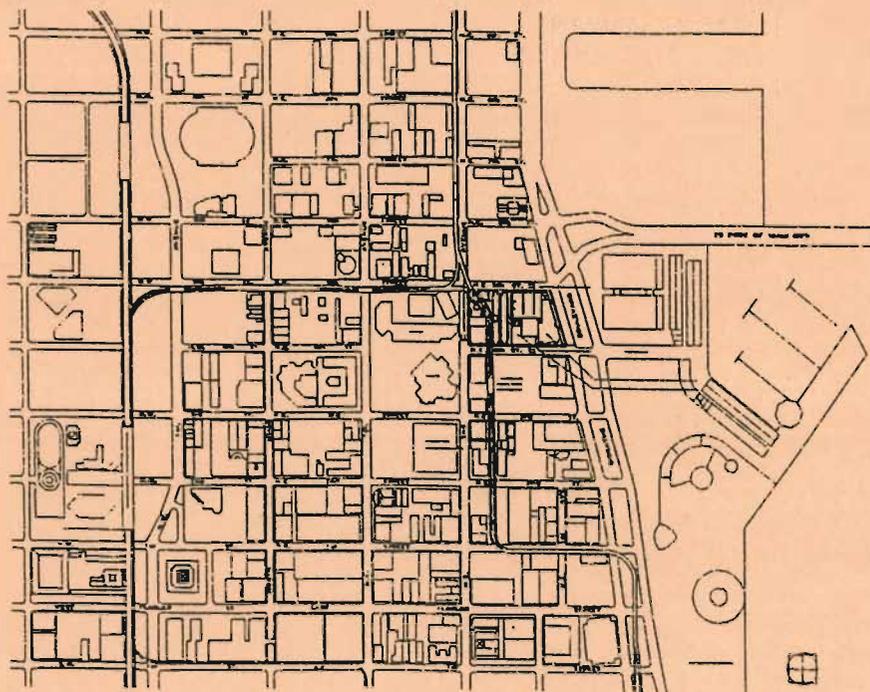


METROMOVER-BAYSIDE PEDESTRIAN PROMENADE CONCEPT MASTER PLAN

TECHNICAL MEMORANDUM NO. 1

REVIEW OF EXISTING STUDIES & IMPACTS
OF PLANNED AND ONGOING PROJECTS



Prepared By:

BERMELLO, AJAMIL & PARTNERS, INC.

ARCHITECTS, ENGINEERS, PLANNERS, INTERIORS

TECHNICAL MEMORANDUM NO.1

Technical Memorandum No. 1 is a review of existing studies and analysis of the impacts of planned and ongoing projects on the proposed Metromover Bayside Pedestrian Promenade Concept Master Plan.

Technical Memorandum No. 1
March, 1993

SUMMARY OF FINDINGS

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In general, the findings of our investigations can be summarized as follows:

- Planning documents such as the Downtown Miami Master Plan and College Park Study establish N.E. 4th Street as an important east-west pedestrian connection in the overall pedestrian circulation system of Downtown Miami. Maintaining pedestrian circulation on the ground plane and strictly limiting the use of pedestrian overpasses is emphasized.
- A series of proposed new projects along the Biscayne Bay waterfront, such as the Maritime Park, will bring added activities to this area with the subsequent increase in pedestrian circulation.
- Improvement to the regional transportation system, the Airport-Seaport Connection and expansion of more localized systems such as the Metromover, will bring areas of the City and Region, not previously served, in direct contact with the Bayfront and its activities, thereby increasing pedestrian circulation to this area.

A detailed description of the existing studies and analysis of planned and ongoing projects, as well as a map locating these, are provided in the following pages.

Technical Memorandum No. 1
March, 1993

PROPOSED AND ON-GOING PROJECTS

PROPOSED AND ON-GOING PROJECTS

I. MIAMI INTERNATIONAL AIRPORT-PORT OF MIAMI SEAPORT RAIL CONNECTION AND AIRPORT MULTIMODAL FACILITY, STATUS REPORT Metropolitan Dade County Planning Organization, January 1992.

This report outlines the plan for a rail link between the Miami International Airport and the Port of Miami.

Alternative Rail Alignments

Two alternative rail alignments for the Airport-Seaport Connection are proposed for consideration:

1. The rail line via SR 836 extends from the Miami International Airport Terminal through the airport multimodal facility, along SR 836 and the Miami River to Downtown. Stations are located near the Orange Bowl, adjacent to the Government Center Metrorail Station, the State Plaza Metromover Station, and other points along the line. The alignment then continues across the seaport access bridge to the Port of Miami.
2. The other Airport Seaport Connection uses two branches of existing Metrorail line. The first branch extends from the Earlington Heights Metrorail Station west along the Airport Expressway (SR112), then south to the airport multimodal facility. The second branch extends from the Overtown Metrorail Station east along the Florida East Coast Railway (FEC) right-of-way to the seaport. Extensions of the Airport-Seaport Connection will extend west to the Florida International University Tamiami Campus to serve the West Dade area, and east to Miami Beach.

Project Impact

This rail connection will bring added pedestrian traffic to the project area given its interconnectivity with the Metromover stations. The possibility of a station at the Maritime Park project will increase pedestrian traffic. Given the right-of-way alignment, this station will most likely be located near the Bayside Specialty Retail Center, thus providing an opportunity to create a pedestrian connection from Bayside to the Maritime Park that is linked to a transportation facility.

II. DOWNTOWN DEVELOPMENT AUTHORITY, COLLEGE PARK PROJECT

The College Park project includes the neighborhood immediately surrounding Second Avenue which has been designated a Special Revitalization District. Second Avenue is the historic core of Downtown Miami, unifying the Central Business District, the Courthouse Complex, and the Miami Dade Community College.

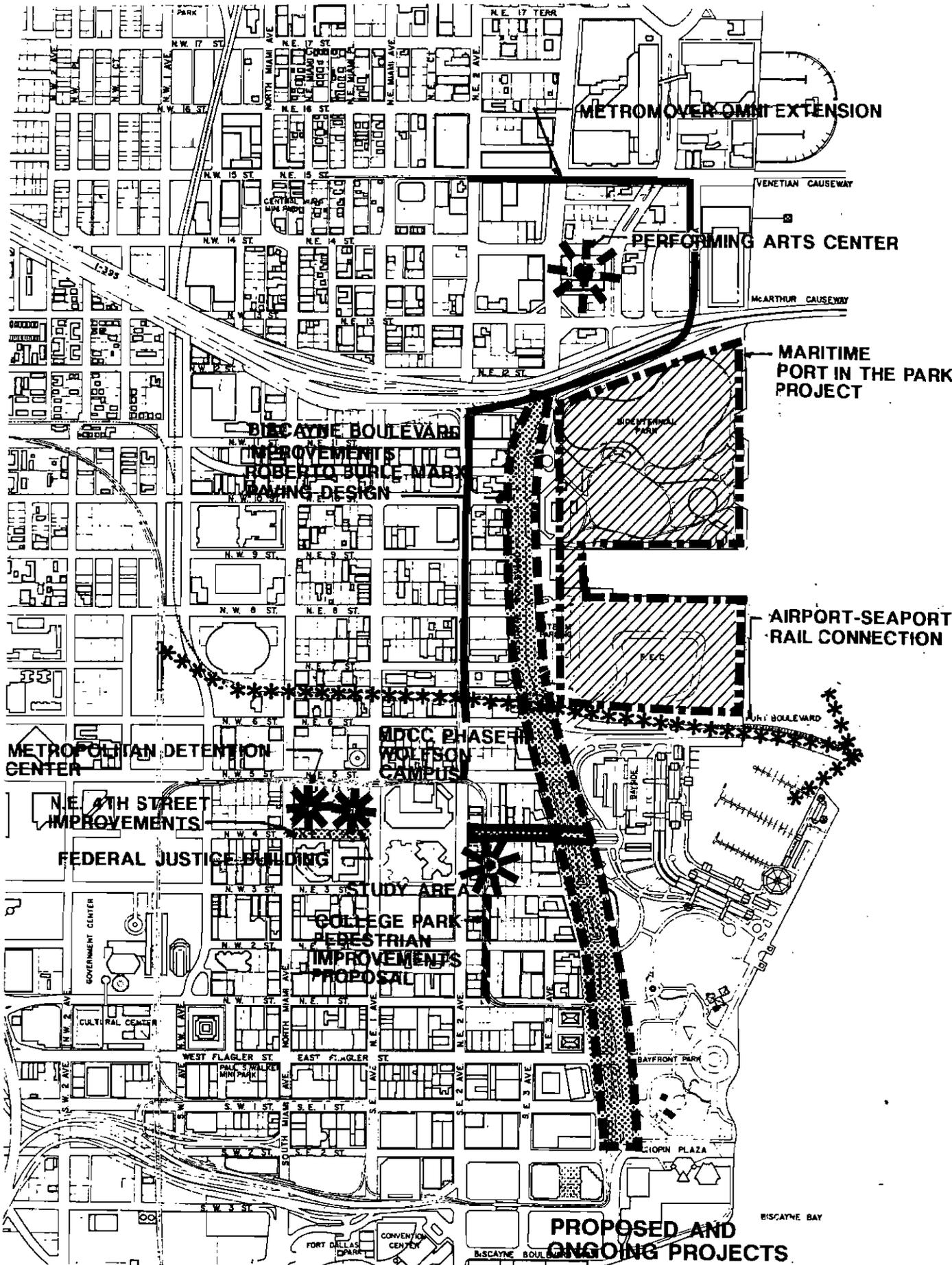
The document proposes N.E. 2nd Avenue as a main pedestrian link to Bayside with the use of N. E. 4th Street as the main east west link to Bayside and the Courthouse complex.

The College Park project proposes mixed-use, smaller pedestrian scale, civic and public spaces sequences and pocket parks. Residential uses above commercial/ retail facilities concept are encouraged.

The proposal is based on retrofitting existing properties and infilling structures on empty lots. There are a number of projects that have been identified as part of this proposal.

These projects are:

- Rehabilitation of the Alfred I. Dupont Building into a mixed use development.
- Rehabilitation of the Congress building to housing for downtown workers and students.
- Conversion of convert the vacant property of Reebok Park, owned by Dade County, into a ground level retail facility. Funds from these projects would be used to relocate basketball courts.
- Development of the Metromover Paseo and Colon Plaza under the Metromover into a landscaped, outdoor urban pocket park for people to relax and read.
- Creation of retail opportunities on the ground floor of the Offstreet Parking Building to include a cafe/deli restaurant with outdoor seating.



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- Expansion of the Historic Central Baptist Church/ Miami Christian College, a four year institution that has grown 30% in students since moving to Downtown from its suburban campus.
- The Everglades Hotel Complex site has been assembled to accommodate commercial development focusing on uses that take advantage of international tourism.

The Urban Design goals of the College Park project are:

- 1) To unify and enhance visual imagery.
- 2) Increase pedestrian activity.
- 3) Provide an urban public sequence and secure civic space which creates an urban identity for the district.

Project Impact

Of these proposed projects the Metromover Paseo and Colon Plaza proposal makes a strong emphasis in creating a pedestrian circulation path under the present Metromover guideway right-of-way from N.E. 1st Street to N.E. 4th street. While at present, there is a landscaped path where one can circulate from N.E. 3rd Street to N.E. 4th Street under the existing guideway, this pedestrian circulation system is interrupted from N. E. 3rd Street to N.E. 1st Street. A chain link fence forbids access to this area. There is also no landscape or pedestrian circulation paths.

The proposed pedestrian improvements will be an important element of the pedestrian circulation system in Downtown Miami. N.E. 4th Street from N. E. 2nd Avenue to Bicyane Boulevard is an important link as a connection to the waterfront and the Bayside Specialty Retail Center.

III. MARITIME PARK PROJECT

This project, presently in the design concept phase includes the proposal of four cruise ship terminals as an expansion to the Port of Miami cruise facilities. This expansion is tied to the redevelopment and expansion of Bicentennial Park and will include cultural attractions, restaurants, and a parking facility.

An above ground pedestrian link to Bayside is proposed, opening the waterfront to pedestrian use from the southern tip of Biscayne Boulevard at the Miami River to the site presently occupied by Bicentennial Park.

Project Impact

This new development will make the waterfront accessible to the public and generate activities and provide an attraction to the north section of the bayfront.

Once it becomes a reality, a pedestrian circulation pattern will be established from the south end of Bayfront Park to Bicentennial Park and I-395. The combination of the Maritime Park Project, Bayside, as well as the transportation improvements being proposed for Downtown Miami, will make the Downtown waterfront accessible to the public by creating a major activity hub. This will increase the need for pedestrian access to the Metromover Stations. N.E. 4th Street will play an increasingly important role as a main pedestrian access to the new activities in the waterfront.

IV. PERFORMING ARTS CENTER

The proposed Performing Arts Center would encompass an opera house, symphony hall together with a drama/dance theater. The Board of County Commission approved on March 2, 1993 the proposed location of this facility center in the area of the Herald Plaza, more precisely, the land parcels at Biscayne Boulevard and N.E. 15th Street.

Project Impact

When the performing Arts Center becomes a reality increased pedestrian traffic can be expected at the Metromover Bayside Station to access the MDCC Facilities and the Bayside Market Place. Pedestrian traffic will also be enhanced along the waterfront as the Maritime Park project and the Performing arts Center create a pedestrian loop from South Bayfront Park to the Omni Commercial Center. The Omni Metromover Station will serve the future Performing Arts Center.

V. BISCAYNE BOULEVARD IMPROVEMENTS
Roberto Burle Marx Project

This landscape and street improvement project, in the design implementation stage, will expand the existing median at Biscayne Boulevard (it presently ends at N.E. 6th Street) to the I-395 bridge at Bicentennial Park.

The Boulevard will be widened, expanding towards its eastern edge and part of the boat basin at the FEC property. The new median, approximately 70' in width, will be, unlike the existing median, devoted only to pedestrian use.

A paving design by the world renowned Brazilian Landscape Architect, Roberto Burle Marx, will complement this median and the sidewalks along Biscayne Boulevard from S. E. 2nd street to the I-395 bridge at Bicentennial Park.

Proposed Project Impact.

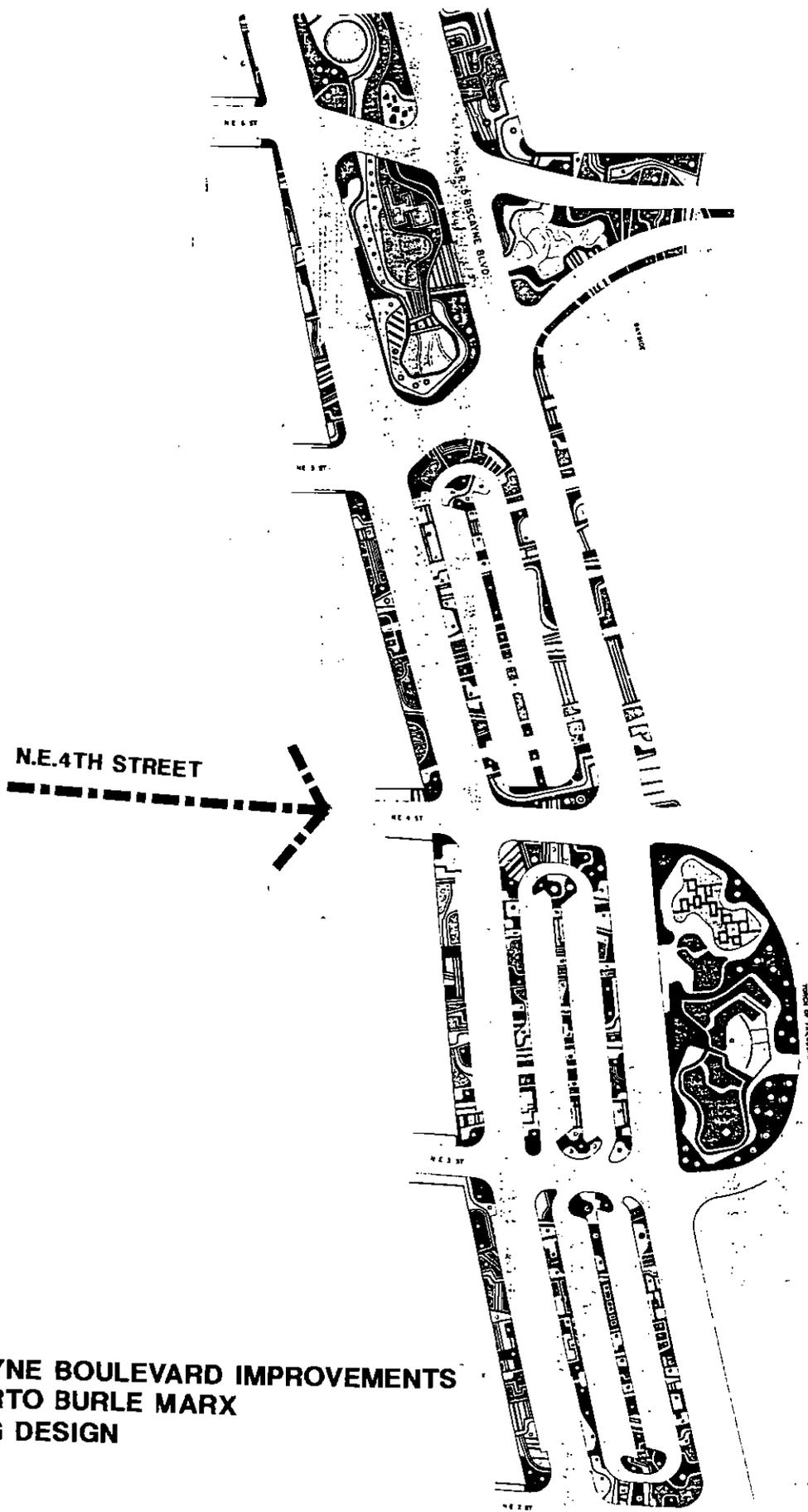
The new Burle Marx design for Biscayne Boulevard will compliment the improved pedestrian connection of N.E. 4th Street and offers the possibility of bringing this design to the intersection of N.E. 4th Street and N.E. 2nd Avenue, thereby visually emphasizing the Metromover-Bayside Pedestrian connection.

VI. OMNI AND BRICKELL METROMOVER EXTENSIONS

This project will be operational in the next 18 months. It will provide access to the North to the Park West Redevelopment district and the Omni Commercial and residential developments. To the South it will link the Brickell banking and residential districts with Downtown and the Omni Center. These extensions will be linked to the Government Center and the Metrorail system.

Project Impact

Increased ridership from the Brickell business area and the OMNI commercial area will attract more trips to the Bayside Retail Commercial Center and the educational facilities of the Miami Dade Community College.



BISCAYNE BOULEVARD IMPROVEMENTS
ROBERTO BURLE MARX
PAVING DESIGN

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VII. I-395 TUNNEL TO THE PORT OF MIAMI

Proposal to construct a tunnel access to the Port of Miami from I-395 would handle most of the heavy truck traffic and buses into the Port of Miami. It would link the Port of Miami transportation system with the interstate transportation system.

Project Impact

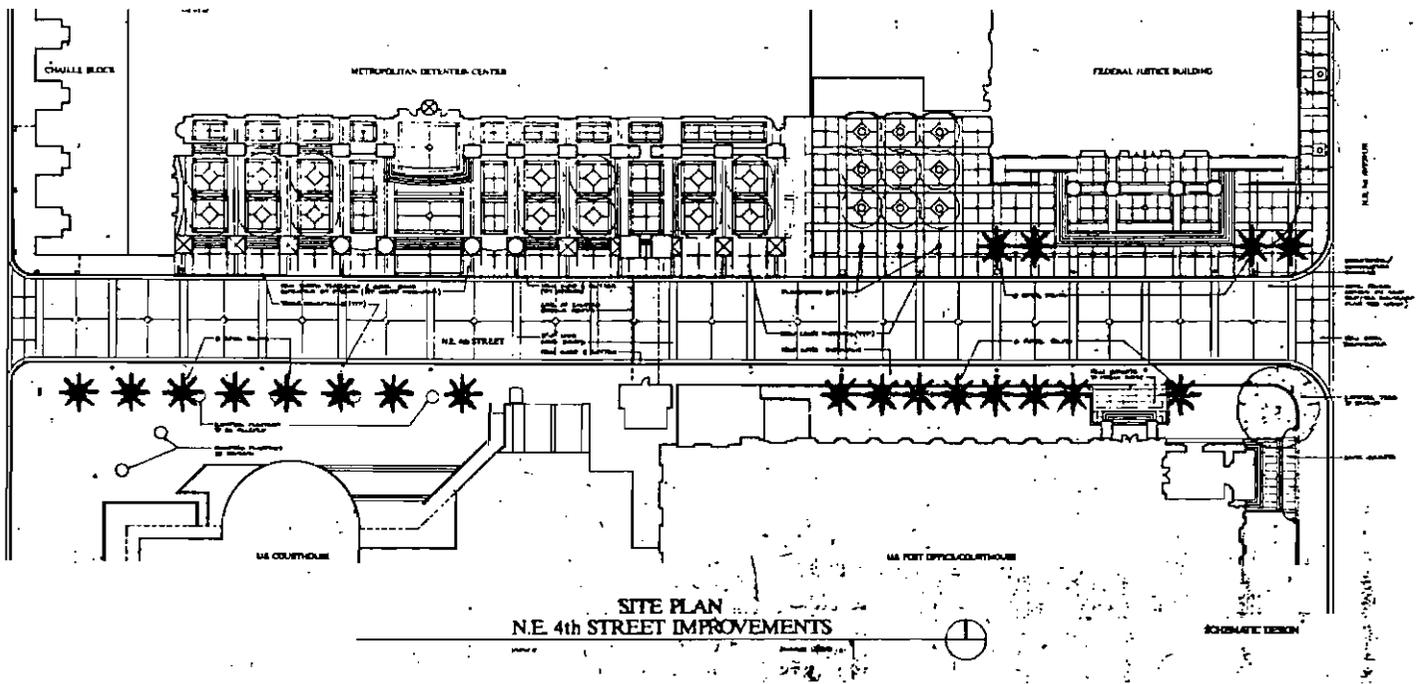
Rerouting truck traffic will have a beneficial impact on pedestrian circulation and land uses along these circulation routes. The tunnel not only would provide direct access for service traffic to the Port of Miami, but would remove it from the downtown streets. This would alleviate the existing level of noise, traffic and pollution in the Downtown area. N.E. 5th Street, would remain an important access street that would carry mainly car traffic. This project would make the parcels of land to the north of N.E. 5th Street more accessible to pedestrians and consequently develop a pedestrian access system.

VIII. STREET CLOSURE OF N. E. 4TH STREET, FROM N.E. 1ST AVENUE TO MIAMI AVENUE, THE NEW FEDERAL JUSTICE BUILDING, AND THE METROPOLITAN DETENTION CENTER.

The New Federal Justice Building and the Metropolitan Detention Center under construction along with the U. S. Courthouse and the Post Office will create a hub of Federal Government activities in this section of N. E. 4th Street directly west of the MDCC Campus. This City of Miami has abandoned, in favor of the Federal Government, the right-of-way of this portion of N. E. 4th Street which will become a pedestrian street with limited vehicular access to the U.S Courthouse and other Federal facilities. Vehicular traffic will only be permitted to the U. S Courthouse underground parking.

Project Impact

These activities further enhance as support carry the pedestrianization of N. E. 4th Street further west in its path to It becomes a main pedestrian link of the Downtown Miami pedestrian circulation system.



N.E.4TH STREET IMPROVEMENTS

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**IX. MIAMI, THE DOWNTOWN MASTER PLAN, A VISION FOR THE FUTURE,
City of Miami Department of Planning and Zoning and the Downtown Development
Authority, October 1989**

The Downtown Miami Master Plan "presents a vision for the future of Downtown Miami. It contains the goals, objective, policies and actions that will direct the City's development into the next century. The Downtown Miami Master plan is designed to view the entire downtown as one study area."

The City of Miami Department of Planning, Building and Zoning prepared this Plan in collaboration with the staff of the Downtown Development Authority. A Citizens Advisory Committee provided a major influence throughout the planning process. The Miami City Commission adopted the Downtown Miami Master Plan in principle by Resolution Number 89-990 on October 26, 1989. Among the Mater Plan recommendations which are pertinent to the Metromover-Bayside Pedestrian Promenade study are:

DEVELOPING COMMERCE

The plan identifies, locates and interconnects the next generation of public facilities, institutions and regional services needed to create a true metropolitan center by:

- 1) Extending the MDCC complex to the north and east to encompass a higher education center with a four year university presence, graduate school programs, research and student housing.

CREATING A MARKETPLACE

The plan emphasizes ground level storefront retailing along public sidewalks as a principal component of a healthy retail marketplace by:

- 1) Requiring new development along "primary pedestrian pathways" to design the ground floor space with externally oriented doors and windows.
- 2) Limits the use of pedestrian overpasses spanning public streets in order to prevent segregation of pedestrians and the subsequent internalization of retailing at upper floor levels, to the detriment of sidewalk shops and street life; and
- 3) Recommends the creation of specific design standards for the improvement of public sidewalks and private building setback areas in a unifies, continuous pedestrian space of high quality and amenity.

MAKING CONNECTIONS

The plan promotes improved vehicular access to and movement within downtown by:

- 1) Constructing a four lane tunnel connection from the seaport to I-395.
- 2) Relocating streets that disrupt the regular street grid system and revising local street operations to better serve changing development patterns.

The plan emphasizes a walkable pedestrian oriented downtown by:

- 1) Defining most areas of downtown as "urban pedestrian zones" wherein planning and design priorities for future street improvements should place first priority on maintaining adequate space and convenience for the pedestrian; and
- 2) Assigning the role of "urban street promenade" to planned or existing high volume pedestrian streets (Flagler, Park West Mall, Brickell Promenade, etc.) to implement optimum design standards for pedestrian use.

The plan gives priority to public mass transportation services and facilities as the primary means of improving downtown's access and circulation needs by:

- 1) Strongly advocating Phase II of Metrorail to link north and west Dade to downtown, and recommending optimal alignments through downtown;
- 2) Proposing multi-modal transfer terminals linking Metrobus, Metrorail, Metromover, intercity bus, jitney, and taxi/limo services, in the vicinity of the Government Center Metrorail Station and the Omni;
- 3) Supporting increased bus service particularly to inner-city neighborhoods and suburban locations that need better connections to Metrorail;
- 4) Supporting a light rail system spanning MacArthur Causeway linking the Metromover leg in the Omni Area with Miami Beach; and
- 5) Reducing employer subsidies of employee automobile parking costs through incentives to subsidize monthly public transit passes.

