Miami Beach Intermodal Feasibility Study

Submitted to
CITY OF MIAMI BEACH

Prepared By
CORRADINO
LAMBERT ADVISORY
Parsons Brinckerhoff
Quade Douglas
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Project Descriptions & Design Issues:

The two schemes proposed in the feasibility study address important civic and urban issues relating to public space. The main terminal’s open floor plan will create a destination where passengers become as much of an attraction as the terminal itself. As a result, the terminal will serve dual roles as a public gathering space and an intermodal transfer station to eventually become an identifiable point of reference and landmark in Miami Beach.

The Intermodal Center program will include a light maintenance component, storage for 15 buses, and passenger amenities, as well as a dispatch room, employee restrooms, common rooms and changing areas. Heavy maintenance will occur at the Dade / Pinetree site which currently functions as the city’s maintenance yard.

17th Street and Washington Avenue Site
The 17th Street and Washington Avenue is bound on the north by 17th Street; on the east by Washington Avenue; on the west by Pennsylvania Avenue and on the south by Lincoln Lane. The site accommodates a variety of different uses in addition to the Intermodal Center. These uses include ground level retail along Washington Avenue and 17th Street, and parking for 1600 cars. The north-south orientation of the terminal building reinforces the pedestrian connection between 17th Street and Lincoln Road. The link is created by enhancing Drexel Avenue as a pedestrian-friendly through street that addresses both the main terminal to the east and a linear mixed-use building to the west.

Convention Center Site
The Convention Center / City Hall site is bound on the north by the current Convention Center parking lot; on the west by a row of residential buildings; on the east by the Convention Center and on the south by City Hall and its parking lot. The main terminal is located between Meridian Avenue and Convention Center Drive. This east-west orientation will create a public street to directly link the intermodal facility and City Hall. This newly reclaimed public thoroughfare will enhance both the pedestrian and vehicular experience of what could be an emerging civic center. The project also includes parking spaces for 1000 cars and accommodates the City Hall expansion.
THE WISE TRAVELLER HAS FRIENDS EVERYWHERE
TRANSPORTATION AND PUBLIC THEATRE

THE MAIN TERMINAL AT THE TURN OF THE CENTURY

A SCENE FROM INDISCRETION OF AN AMERICAN WIFE, 1958 WITH MONTGOMERY CLIFT AND JENNIFER JONES SHOT IN TERMINI STATION ROME
A SENSE OF ATMOSPHERE

CHICAGO UNION STATION, 1916-25

STUTTGART STATION, 1911

CORRADINO
INTERMODAL CENTER AS AN EXAMPLE OF LOCAL ARCHITECTURAL TRENDS AND TRADITIONS

UNION STATION CINCINNATI, 1928
- ART DECO INSPIRED
- MONUMENTAL SCALE

UNION STATION LOS ANGELES, 1934
- ARCHITECTURAL IDIOM BASED ON LOCAL TRADITIONS
- HUMAN SCALE
THE FRONT DOOR TO THE CITY

HELSINKI STATION, 1910

SANTA JUSTA STATION, SEVILLE, 1992

CORRADINO
CONTRIBUTION TO PUBLIC LIFE

PENN STATION, NYC, 1910
- CENTER OF CIVIC PRIDE

AMSTEL STATION, AMSTERDAM, 1940
- USE OF PUBLIC ART

CORRADINO
MONUMENTAL SCALE

MILAN STATION, MAIN TERMINAL
- MONUMENTAL SCALE
- QUALITY OF LIGHT

COLOGNE STATION, REBUILT 1925
- EXPRESSION OF STRUCTURAL ELEMENTS

CORRADINO
THE PUBLIC ROOM

GARE DU NORD TERMINAL, 1857-66
- THR MAIN TERMINAL AS A PUBLIC ROOM WITHIN THE CITY

ATOCHA TERMINAL, MADRID
17TH STREET AND WASHINGTON

SECOND FLOOR
17th STREET AND WASHINGTON

VIEW OF MAIN TERMINAL LOOKING SOUTH

CORRADINO
17th STREET AND WASHINGTON

WASHINGTON AVENUE VIEW LOOKING NORTH WEST
17th STREET AND WASHINGTON

VIEW WITHIN MAIN TERMINAL LOOKING NORTH

CORRADINO
CITY HALL SITE

VIEW FROM MERIDIAN AVENUE LOOKING EAST

CORRADINO
CITY HALL SITE

VIEW FROM CONVENTION CENTER DRIVE
LOOKING WEST

CORRADINO
CITY HALL SITE

VIEW OF CITY HALL ANNEX LOOKING SOUTH

CORRADINO
CITY HALL SITE

VIEW WITHIN 18th STREET LOGGIA LOOKING WEST
CITY HALL SITE

AERIAL VIEW ALONG MERIDIAN AVENUE
LOOKING SOUTH EAST