downtown government center

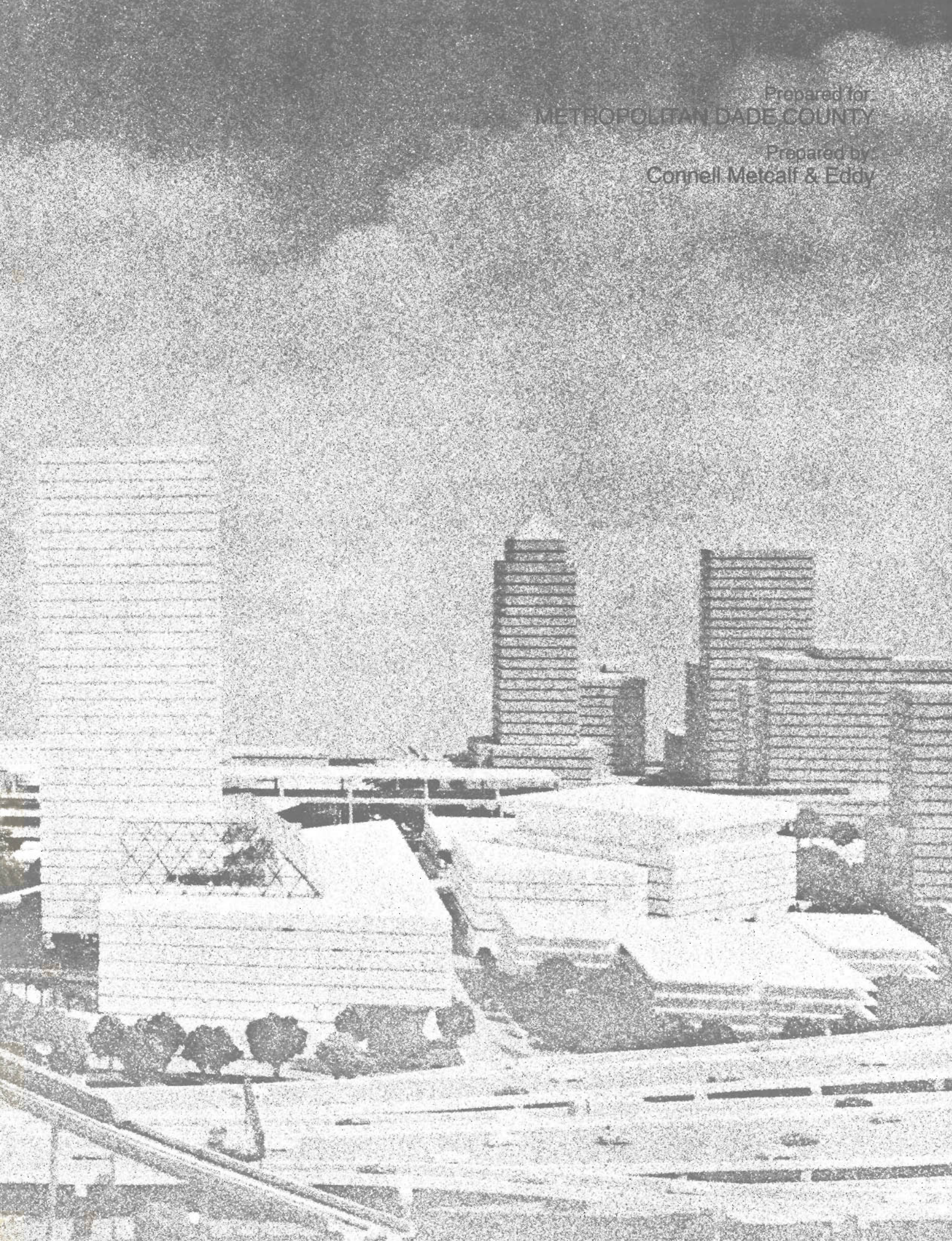
master plan

DOWNTOWN GOVERNMENT CENTER

MASTER PLAN

Prepared for:
METROPOLITAN DADE COUNTY

Prepared by:
Connell Metcalf & Eddy



METROPOLITAN DADE COUNTY

Stephen P. Clark	Mayor
Neal F. Adams	County Commissioner
Harry P. Cain	County Commissioner
Sidney Levin	County Commissioner
Clara Oesterle	County Commissioner
Beverly Phillips	County Commissioner
James F. Redford	County Commissioner
Sandy Rubenstein	County Commissioner
Harvey Ruvin	County Commissioner
R. Ray Goode	County Manager

May 17, 1976

Mr. Alf O. Barth
Chief Architect
Metropolitan Dade County
140 West Flagler Street
Miami, Florida 33130

Dear Mr. Barth:

We take pleasure in submitting this Master Plan for Dade County's Downtown Government Center. The Master Plan has been prepared for us by Connell Metcalf & Eddy and is submitted in accordance with our contract.

This report is the last of three Milestone Reports and presents the DGC Program, its physical Design Plan, an Implementation Process and the Manual of Planning and Design Criteria. It is the blueprint for the next 25 years of development for this essential project which is already under construction.

As part of our contract, a model of the DGC Design Plan has been built. We urge everyone who has not yet seen it, to make a point of doing so, for the model best illustrates the essential concepts of the Design Plan.

Several actions by Dade County are recommended to bring the DGC Design Plan into being. These actions are presented in Section 6.0 dealing with the Implementation Process.

This assignment could not have been completed without the cooperation and assistance of many County, City and other public officials who have provided valued guidance.

Respectfully submitted,

CONNELL, PIERCE
GARLAND AND FRIEDMAN

Stephen C. Little, AIA
Partner

CONNELL METCALF & EDDY, INC.
1320 SOUTH DIXIE HIGHWAY
CORAL GABLES, FLA. 33134

Stephen Roth, AIA

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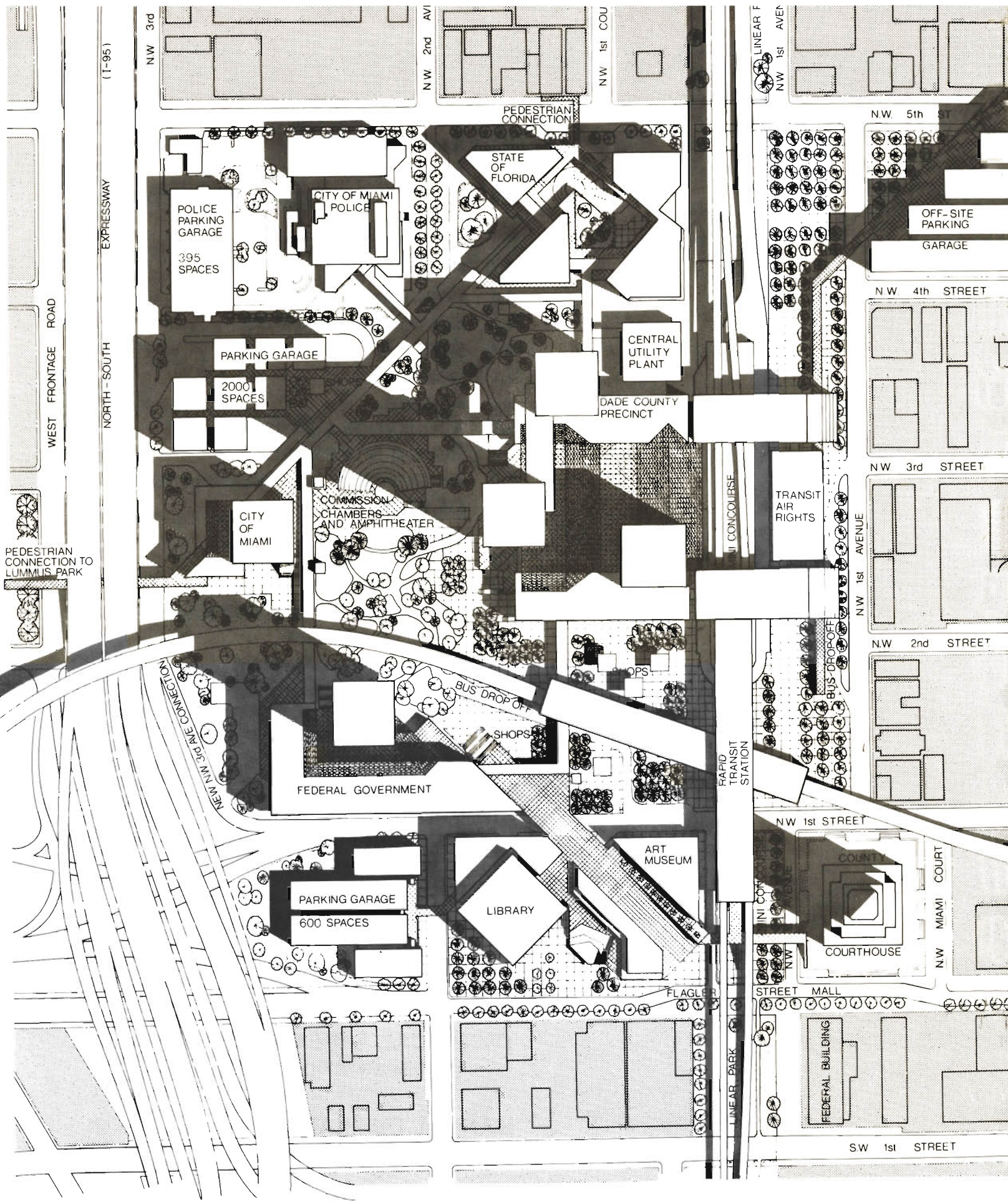


ILLUSTRATIVE SITE PLAN
year 2000

0 50 100 150 200 250 300

1.0 EXECUTIVE SUMMARY

This document contains the Master Plan for the proposed Downtown Government Center in Miami, Florida.

The Master Plan for the Downtown Government Center consists of the following basic elements:

- Program of proposed tenants and their projected space requirements.
- Design Plan
- Implementation Strategy
- Manual of Planning and Design Criteria

The DGC site consists of approximately 30 acres of land in downtown Miami, which is presently being acquired by Metropolitan Dade County. The site is bounded on the south by Flagler Street, on the west by N.W. Third Avenue and Interstate-95, on the north by N.W. Fifth Street and on the east by the Florida East Coast Railroad.

Program

The DGC Program consists of a compilation and analysis of current and projected space needs for participating governments through the year 2000. Government Center tenants are planned to include the following:

- City of Miami Legislative and Administrative Facilities
- City of Miami Police Headquarters
- Dade County Legislative and Administrative Facilities
- Dade County Courts
- State of Florida Regional Service Center
- Federal Government
- Miscellaneous Community Agencies
- Dade County Library
- Dade County Museum for the Visual Arts
- Proposed Rapid Transit facilities
- Supporting Commercial facilities

Objectives

The DGC Master Plan seeks to accomplish the following general objectives:

- Create a consolidated Governmental Seat for the various public agencies in one central area.
- Create a unified organization of components so as to effectuate a harmonious and well-functioning plan.
- Create a public-use environment true to the principle of democratic government.
- Create a symbolic public center in downtown Miami.
- Create a Plan that will be a catalyst to enhance the quality of downtown Miami.
- Develop a Plan that is integral with the overall development plans for downtown Miami.
- Develop a Plan that encourages the use of mass transit and modes of transportation other than the private automobile.
- Develop a Plan that has flexibility and allows for modification if the spatial requirements change.
- Develop a Plan that provides economies by efficiently combining common facilities and functions.

Design Plan

To achieve these objectives, a Design Plan has been prepared which physically assigns projected space needs to buildings and facilities on the DGC site.

The DGC Design Plan will produce a unique Government Center environment in downtown Miami by providing efficient circulation to and between government functions while incorporating the visual and physical amenities of a natural tropical landscape combined with open spaces.

The major concepts of the Design Plan include the following:

- All government tenants are located between N.W. First and Fifth Streets and are linked by an elevated People Mover system which connects these facilities with one another, the proposed transit station and DGC parking garages.
- The new County Library and Art Museum are situated on the blocks between Flagler Street and N.W. First Street to form a unified downtown cultural center, linking the unique characteristics of Flagler Street with the Government Center administrative functions.
- A major downtown park is proposed at grade level in the heart of the DGC to introduce extensive natural landscape into an otherwise urban setting.
- Existing east-west streets between N.W. First and Fifth Streets through the Government Center are proposed to be closed for private vehicles in order to provide the major auto-free pedestrian zone within the site.
- The proposed Miami-Dade Commission Chambers, where the citizen directly participates in his government, is situated near the center of the government administrative functions. The Commission Chambers is planned

to be the ground level focal point for the government complex.

- A raised people mover system links and unifies the various government tenants with one another, the proposed transit station and the parking garages. The people mover structure will also be utilized to house certain necessary Government Center utility systems.

Manual of Planning and Design Criteria

As an integral component of the Master Plan, this Manual will assist in guiding the final design and implementation of the various facilities and buildings in the DGC.

Recommended County Actions

Proposals for an orderly implementation of the Design Plan are part of the essential process to bring the DGC to fruition. Certain necessary actions are required by Dade County to implement the Plan. They are listed below:

1. Initiate a continuing program of public information and participation to encourage and obtain public acceptance of the project.

2. Take formal action endorsing the DGC Master Plan.

3. Initiate a commitment by the City of Miami to accept the DGC Master Plan.

4. Appoint a fulltime DGC Project Coordinator who would report directly to the County Manager and who would devote full time on implementing the project.

5. Select a General Consultant to coordinate the implementation of the Design Plan.

2.0 INTRODUCTION

2.1 GENERAL

Dade County, in cooperation with the City of Miami, the State of Florida and the Federal Government plans to build a Government Center on the western edge of downtown Miami, near the existing Dade County Courthouse. The need for this combined facility, which has been proposed since 1960 is well documented.

2.2 HISTORY OF GOVERNMENT SPACE NEEDS

Dade County government has continuously expanded since the late 1800's, when the County seat was moved south from Juno to Miami. Paralleling this growth, the need for additional building space has similarly kept pace and remained a foremost problem for the last 75 years.

The first government offices in Dade County were housed in a warehouse on the north side of the Miami River at South Miami Avenue, where they remained until 1904. In that year, a 2-story domed courthouse was erected on the same Flagler Street site as the present courthouse. County operations continued to expand and in 1925 the present 28-story courthouse was built around the old courthouse, leaving government operations virtually uninterrupted during the construction period. When completed, the new courthouse was the tallest building south of Baltimore. The courthouse appeared to have plenty of room for expansion; so much room, that space was leased to the City of Miami for its office needs. By 1954, however, County expansion had outstripped available facilities. To alleviate the situation, the City of Miami moved its offices to quarters at Dinner Key. Only two years later, lack of space for County government was again critical.

A new County office building at the Miami Civic Center was planned. The Justice Building, which was to be the central government building in the new complex was financed out of proceeds of a $15.5 million bond issue which received approval in 1956. Issued under the "courthouse statute", the law allows the County to construct facilities for judicial use without holding a public referendum. However, it is stipulated that the building must be used only for courts, and only judicial functions were planned in the building. The County Attorney, however, ruled that until all space is required by the courts, the County Commission has the authority to assign space on a temporary basis to any County department or agency.

By the time the building was opened, in 1962, space and its use was once again an issue in County government, and the Metro Justice Building became a matter of controversy. The building had cost $8.5 million, and the public had never voted on it. Judges actively fought over space allocation and courtrooms, and parking became a problem when employees began to rope off parking areas, leaving the public no place to park. Also, it was noted that space needs were not properly accommodated in the County Courthouse, even though some judicial functions were moved to the Metro Justice Building and the new County Jail.

The acute lack of space and continued dissatisfaction with the inadequacies and inefficiencies of the old courthouse prompted the County to try to build a new courthouse. Officials tried to use the provision of Florida's old 1898 constitution to levy $15-$19 million in property taxes to build a new courthouse without submitting the proposal to county voters. However, this use of the provision still must be approved by the Circuit Court of Florida and the Florida Supreme Court. After Florida's new constitution was approved in 1968, an attempt to use it to finance a new Youth Hall failed. A new courthouse was included in a $70.9 million bond issue for public buildings, which voters rejected in November 1972.

The City of Miami government has experienced growing pains similar to those of County government. When first incorporated as a City in 1896, Miami's offices were casually scattered on 2nd floors of buildings, in back storerooms, and in merchant quarters. The first City Hall was not erected until 1908. Containing the police station, it was a 3-story high rock building that remained in use until 1928, when City officials moved their offices to the County Courthouse. City government was situated there until 1954, when the Dinner Key facility became the home for City government.

Dinner Key was chosen as a temporary site for City offices until better arrangements could be made. There was talk of buying an existing downtown structure, or building a new City Hall, which taxpayers rejected on a proposed bond issue. Built originally as Pan American Airways terminal for flying boats in 1934, the facility was abandoned in 1945. Since then, three tenants have tried operating restaurants in the facility, and failed. It became a "white elephant" for the City. However, its appearance in a marine setting was thought to be representative of the area. What was originally viewed as temporary housing in 1954 is today the City government offices, for in 1956 voters defeated a proposed bond

issue of $3.5 million for a new City Hall. In 1970, the voters said no again to a $10.5 million City Hall included in a bond proposal; in 1974 when effort was made to give the mayor and commissioners better offices, the cost was found prohibitive and the idea was again dropped.

Historically, there is a seemingly endless problem of public space needs outstripping intended facilities. Government growth in Dade County is no exception. For the past two decades, Dade County has experienced one of the largest population increases in the Country. Because Metro government is committed to provide essential public services for its growing population, the acute growth and space problems are a result of public demands and expectations for government services.

At present, with over a million public dollars being spent each year on County leased space, and with City, County, State and Federal office buildings spread all over, government housing needs within Dade County can well be termed acute.

2.3 HISTORY OF PROJECT

In 1960, the "Magic City Center Plan" documented the dramatic population growth in Dade County, the consequent growth of governmental services and the serious inefficiencies of operation and inconvenience to the public of overcrowded and widely scattered governmental offices. The "Magic City Center Plan", which was developed by the City of Miami and Dade County, proposed that a government center be located in the general area of the courthouse. The plan presented several reasons for bringing various governmental units (which included City, County, school district, State, and Federal) together centrally. First, it pointed out the advantage of daily contact between government personnel of various levels; second, citizen convenience was shown to be maximized with most government buildings in the same locale; third, such a center would foster citizen pride in the community and government; and lastly, a Downtown Government Center purportedly would strengthen an already failing Miami CBD. A similar plan was revitalized in 1968 when Doxiades Associates, contracted by the Downtown Development Authority, recommended a downtown government center complex to be located in the CBD of Miami. The merits of the two proposals prompted the Dade County Manager to appoint a Government Center Advisory Staff Committee to "recommend program approaches and qualified consultants for the planning and programming of the proposed City, County, State and Federal government complex to be located in downtown Miami".

The Committee retained the firm of Cresap, McCormick and Paget, Inc. to assist with overall management of ensuing studies and by 1969 four other consultants were also working on study components concerning transportation and parking requirements, space requirements, estimated construction costs, site analysis, and financial planning. Foreseeing the need for a more formal policy-making body, the Downtown Miami-Dade Government Center Policy Committee was formed in 1969 by the City, County and State, with the responsibility of "guiding staff and consultants in their work and providing policy decisions on all aspects of the government center, of evaluating and approving the work of consultants".

By 1970, the consultants' work was completed. Evaluation by the

consultants of the Doxiades proposed site for the government center raised many questions. Specifically, the Doxiades site was located in Downtown Miami along the FEC railroad right-of-way west and north of the existing County Courthouse and Federal Building. However, following evaluation of alternative sites, a new site for the center was selected and approved by the Policy Committee. This site was evaluated and approved by the City of Miami and Dade County at a meeting held on May 4, 1970. The site selected, consisting of 30 acres is bounded by the FEC railroad on the east, Flagler Street on the south, I-95 Expressway on the west, and 5th Street on the north. The Policy Committee then recommended that the City and County create a 5-member Center Board, which first met in August, 1971.

Dade County started to acquire land within the selected site area, while the Center Board concerned itself with alternative methods of financing the center. During this period, the Board resolved to have the Government Center Master Plan updated, and contracted Connell, Pierce, Garland and Friedman in 1972 for this assignment.

In November 1972 a bond issue containing $70.9 million for government buildings was placed before voters, who rejected it. A financing alternative then suggested was the establishment of a non-profit corporation which would construct the building with tax-free bonds and lease space to the governments on a lease-purchase approach.

In 1973 Connell, Pierce, Garland, and Friedman completed an Interim Master Plan for the Downtown Government Center. This plan which was based on the concept of single ownership, is now obsolete. The current plans of County, City and State are for each government to build and operate its own buildings in the government center. In fact, the City of Miami's Modern Police Station is already under construction in the northwest corner of the site and a State Regional Service Center comprising more than 670,000 square feet of offices is being designed for the northeast corner of the site.

In March 1975, the County's agreement with Connell, Pierce, Garland and Friedman was modified and development of the Master Plan for Dade County's Downtown Government Center had been completed by the consultants and their companion firm Connell Metcalf & Eddy. The consultant prepared three reports for the Downtown Government Center.

Milestone Report One

Completed in June, 1975, Milestone Report One contained a verification, elaboration and revision of space requirements, an analysis of the Downtown Government Center site, an analysis of the previous Government Center plan, completed in 1973, known as the Interim Master Plan.

A draft manual of planning and design criteria to serve as guidelines and design parameters was also developed in Milestone One. The purpose of the manual is to direct the master site planning in a unified way to help evaluate the formulation of the Master Plan and the design of individual buildings. This draft Manual has been revised and expanded in Milestone Report Two and is included in the Master Plan.

Milestone Report Two

Completed in January, 1976, Milestone Report Two contained a recommended Preliminary design Plan for

the Downtown Government Center which synthesized various conceptual design alternatives.

The most important design concepts of the Preliminary Design Plan included the following:

- All government tenants are located between N.W. First and Fifth Streets and are linked by an elevated People Mover which connects these facilities with one another, the proposed transit station and DGC parking garages.

- The new County Library and Art Museum are situated on the blocks between Flagler Street and N.W. First Street to form a unified downtown cultural center, linking the features of Flagler Street with the Government Center administrative functions.

- A major downtown park is proposed at grade level in the heart of the DGC to introduce extensive natural landscape into an otherwise urban setting.

- Existing east-west streets between N.W. First and Fifth Streets through the Government Center are proposed to be closed to private vehicles in order to provide the major auto-free pedestrian zone within the site.

- The Miami-Dade Commission Chambers, where the citizen directly participates in his government, is situated in the center of the proposed park; the Commission Chambers is planned to be the ground level focal point for the government complex.

- A raised People Mover System links and unifies the various government tenants with one another as well as with the proposed transit station and the parking garage; the people mover structure will also be utilized to house certain necessary DGC utility systems.

Master Plan

This report is the last of the three Government Center Milestone reports. It contains the DGC Design Plans including appropriate drawings, photographs of the design model, the Manual of Planning and Design Criteria and recommendations for an orderly implementation of the Plan.

During the course of Milestone Three, the Preliminary Design Plan has been briefly described and presented to the Dade County and City of Miami Commissions and has been modified, improved and further elaborated. Modifications to the Preliminary Plan include the following:

- The Commission Chambers has been redesigned so it is better integrated into the design of the DGC park. Existing grades around the Commission Chambers are planned to be raised, so the naturally landscaped park will become a more important element in the Plan. The roof of the Commission Chambers is planned as an outdoor amphitheater, to further encourage weekend and evening site events.

- The shape of Parking Garage C, located between Fifth and Fourth Streets, has been modified to allow a better view into the planned DGC Park from the Police Headquarters building.

- The City of Miami administrative facilities have been modified to provide more "high public access" space on the lower levels.

- Commercial facilities have been relocated for better site distribution.

- The shape of the proposed Art Museum has been simplified to facilitate greater final design flexibility.

- Expansion plans have been incorporated for the Library and Police Headquarters.

Several essential recommendations have been developed dealing with implementation. These recommendations appear both in the Executive Summary and Section 6.0, Implementation.

This report is organized to present the DGC Program first (Section 3.0); then a description of the site and many of the physical factors affecting the physical design of the DGC are presented (Section 4.0); next, the Physical Plan is described in Section 5.0. All of the Design Plans and Sections are contained at the end of this section. Section 6.0 deals with the essential implementation strategy and recommendations. This is followed by the Technical Appendix on Traffic and Transportation and the Manual of Planning and Design Criteria.

3.0 PROGRAM

3.1 PROGRAM SUMMARY

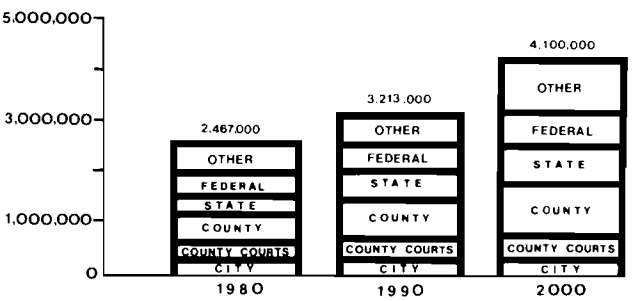
A listing of proposed Downtown Government Center tenants follows:

- City of Miami Legislative and Administrative Facilities
- City of Miami Police Headquarters
- Dade County Legislative and Administrative Facilities
- Dade County Courts
- State of Florida Federal Government
- Miscellaneous Community Agencies
- Dade County Library
- Dade County Musuem for the Visual Arts
- Commercial Facilities

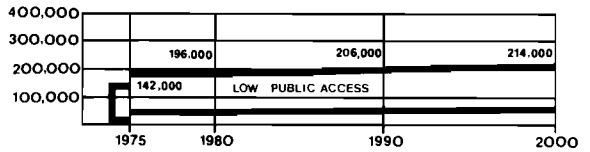
A summary of current and projected space needs for DGC tenants, including visitor and employee requirements, is provided on the next pages.

A unique facility planned in the DGC is the Miami-Dade Commission Chambers. This is a new facility that combines the legislative space requirements for both the City and County. Although part of original program, it is proposed that this facility be owned jointly by both the City of Miami and Dade County governments. A description of the proposed Commission Chambers is provided in the section of the report that describes the preliminary Master Site Plan.

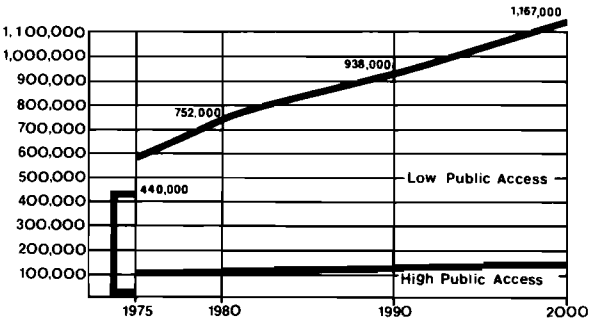
TOTAL SPACE REQUIREMENTS
in square feet



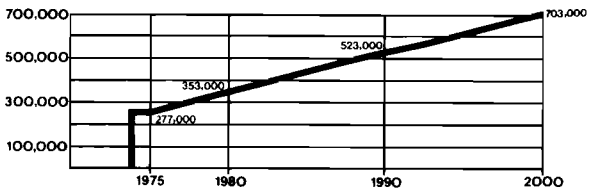
CITY OF MIAMI
Space Requirements in square feet



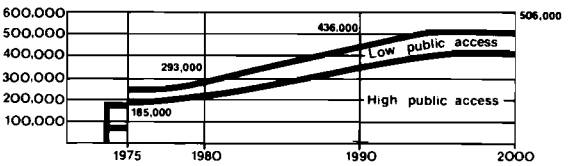
DADE COUNTY
Space Requirements in square feet



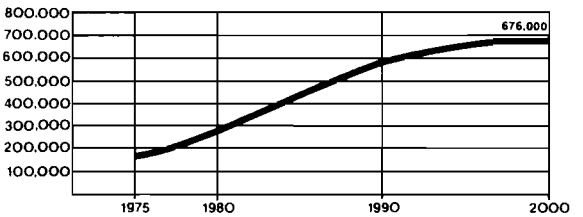
FEDERAL GOVERNMENT
Space Requirements in square feet



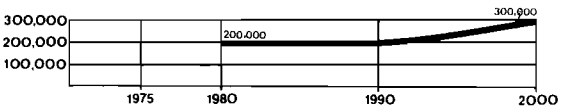
DADE COUNTY COURTS
Space Requirements in square feet



STATE OF FLORIDA
Space Requirements in square feet

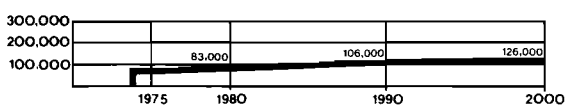


DADE COUNTY LIBRARY
Space Requirements in square feet

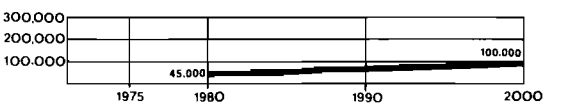


MISCELLANEOUS GOVERNMENT & COMMUNITY AGENCIES
Space Requirements in square feet

UNITED WAY
DOWNTOWN DEVELOPMENT AUTHORITY
CHAMBER OF COMMERCE
HEALTH PLANNING COUNCIL



ART MUSEUM
Space Requirements in square feet



PROJECTED SPACE REQUIREMENTS 1980-2000
IN SQUARE FEET

FACILITY	1980	1990	2000
City of Miami (Administration)			
Probability I	139,000	149,000	157,000
Probability II	196,000	206,000	214,000
City of Miami Police Headquarters[1]	140,000	140,000	200,000
Dade County (Administration)			
Probability I	681,000	862,000	1,085,000
Probability II	752,000	938,000	1,167,000
Miami-Dade Commission Chambers	28,000	28,000	28,000
Dade County Courts	293,000	436,000	506,000
State of Florida[2]	337,000	531,000	676,000
Federal Government	353,000	523,000	703,000
Miscellaneous Agencies	83,000	106,000	126,000
Library	200,000	200,000	300,000
Art Museum	45,000	45,000	100,000
Commercial Facilities	40,000	60,000	80,000
Total A[3]	2,339,000	3,080,000	3,961,000
Total A[4]	2,396,000	3,137,000	4,018,000
Total A[5]	2,410,000	3,156,000	4,043,000
Total A[6]	2,467,000	3,213,000	4,100,000

1 Under Construction
2 167,000 Sq. Ft. will be completed in 1976
3 Incl. City of Miami and Dade County Probability I only
4 Incl. City of Miami Probability II and Dade County Probability I
5 Incl. City of Miami Probability I and Dade County Probability II
6 Incl. City of Miami and Dade County Probability II only

DAYTIME EMPLOYEE POPULATION
1980-2000

FACILITY	1980	1990	2000
City of Miami (Administration)			
Probability I	519	554	581
Probability II	709	746	777
City of Miami Police Headquarters[1]	350	400	450
Dade County (Administration)			
Probability I	2,665	3,255	3,756
Probability II	2,739	3,342	3,867
Miami-Dade Commission Chambers	42	42	42
Dade County Courts	367	417	467
State of Florida [2]	1,176	1,769	2,215
Federal Government	1,176	1,743	2,343
Miscellaneous Agencies	347	443	529
Library	300	300	400
Art Museum	50	50	75
Commercial Facilities	40	60	80
Total A[3]	7,032	9,033	10,938
Total B[4]	7,222	9,225	11,134
Total C[5]	7,106	9,120	11,049
Total D[6]	7,296	9,312	11,245

1 Under Construction
2 613 Employees in 1976
3 Incl. City of Miami and Dade County Probability I only
4 Incl. City of Miami Probability II and Dade County Probability I
5 Incl. City of Miami Probability I and Dade County Probability II
6 Incl. City of Miami and Dade County Probability II only

DAYTIME VISITOR POPULATION
1980-2000

FACILITY	1980	1990	2000
City of Miami (Administration)			
Probability I	650	700	750
Probability II	725	800	850
City of Miami Police Headquarters[1]	200	225	250
Dade County (Administration)			
Probability I	3,175	3,900	4,600
Probability II	3,225	3,975	4,675
Miami-Dade Commission Chambers	400	450	500
Dade County Courts	900	1,025	1,450
State of Florida[2]	3,200	4,500	5,200
Federal Government	1,175	1,750	2,350
Miscellaneous Agencies	225	300	375
Library	2,400	2,750	3,600
Art Museum	1,000	1,200	2,000
Commercial Facilities	-	-	-
Total A[3]	13,325	16,800	21,075
Total B[4]	13,400	16,900	21,175
Total C[5]	13,375	16,875	21,150
Total D[6]	13,450	16,975	21,250

1 Under Construction
2 1700 Visitors in 1976
4 Incl. City of Miami and Dade County Probability I only
4 Incl. City of Miami Probability II and Dade County Probability I
5 Incl. City of Miami Probability I and Dade County Probability II
6 Incl. City of Miami and Dade County Probability II only

3.2 SPACE PROGRAM

A more detailed list of current and projected space requirements for each DGC tenant by individual agency and department is presented on the following pages. See Milestone Report One and Milestone Report One Addendum for data sources and spatial projection methodology.

DOWNTOWN GOVERNMENT CENTER
SPACE PROJECTION
IN SQUARE FEET

	1975	1980	1990	2000
CITY OF MIAMI PROBABILITY I				
DEPARTMENT				
City Manager	4,200	5,750	7,000	8,250
City Manager-Budget	1,200	1,800	1,800	1,800
City Manager-Employee Services	2,000	2,000	2,000	2,000
Department of Administration				
Planning and Zoning	2,500	4,400	4,400	4,400
Building and Zoning	10,864	21,250	22,250	23,250
City Clerk	1,600	1,600	1,600	1,600
Computer Facility	-	1,000	1,000	1,000
Finance	11,757	16,200	16,200	16,200
Fire				
Administration	3,189	4,000	4,600	5,200
Prevention	5,809	8,000	9,000	9,600
Fire College	280	280	280	280
Rescue	225	400	400	400
Internal Audit	1,320	1,320	1,320	1,320
Law	6,475	6,600	7,200	7,600
Parks and Recreation	-	1,800	2,800	3,600
Planning	3,200	8,750	11,250	12,500
Public Works	17,500	25,800	26,000	26,200
Net Total I	72,119	110,950	119,100	125,200
X 1.25 = Gross Total I	90,148	139,000[1]	149,000[1]	157,000[1]
Commission Offices	3,500	4,250	4,250	4,250
X 1.25 = Gross Total	4,375	5,300[2]	5,300[2]	5,300[2]
Commission Chambers	3,700	9,000	9,000	9,000
Chamber Total	8,075	14,300[2]	14,300[2]	14,300[2]

[1]Rounded off to nearest thousand.
[2]Rounded off to nearest hundred.

DOWNTOWN GOVERNMENT CENTER
SPACE PROJECTIONS
IN SQUARE FEET
(continued)

	1975	1980	1990	2000
CITY OF MIAMI PROBABILITY II				
DEPARTMENT				
Civil Service	4,238	6,038	6,050	6,050
Communications	9,145	10,000	10,000	10,000
Medical	3,000	3,000	3,000	3,000
Public Facilities	1,800	1,800	1,800	1,800
Public Properties	9,000	9,000	9,000	9,000
Publicity and Tourism	3,500	10,000	10,000	10,000
Sanitation	2,600	5,600	5,775	5,950
Net Subtotal	33,283	45,438	45,625	45,800
X 1.25 = Gross Subtotal	41,604	57,000[1]	57,000[1]	57,000[1]
Gross Total I	90,148	139,000[1]	149,000[1]	157,000[1]
Gross Total II (excl. Chambers)	131,752	196,000[1]	206,000[1]	214,000[1]
CITY OF MIAMI POLICE HEADQUARTERS	-	140,000	140,000	200,000
DADE COUNTY PROBABILITY I				
DEPARTMENT				
County Manager				
County Manager's Office	4,600	5,250	6,250	7,250
Affirmative Action Program	225	2,000	2,400	2,800
Consumer Protection	2,676	8,000	10,000	12,000
Consumer Services-Citizen Information	2,000	4,500	4,500	4,500
Criminal Justice Planning Unit	2,600	3,600	4,400	5,200
Latin Affairs	2,450	2,400	4,000	5,200
Manpower Planning Council	5,717	22,000	26,000	30,000

[1]Rounded off to nearest thousand.

DOWNTOWN GOVERNMENT CENTER
SPACE PROJECTIONS
IN SQUARE FEET
(continued)

	1975	1980	1990	2000
DADE COUNTY PROBABILITY I (continued)				
DEPARTMENT				
Office of Transportation Coordinator	7,000	40,000	40,000	42,000
Building and Zoning	22,400	50,000	60,000	70,000
Community Relations Board	2,100	3,000	4,200	5,400
Fair Housing and Employment Commission	1,439	3,000	4,000	5,000
Credit Union	2,598	3,600	4,800	6,000
Elections-Administration	10,408	16,000	18,000	22,000
Environmental Resources	5,608	10,000	11,400	12,800
Finance				
Accounting	20,700	23,000	28,600	34,200
Administration	2,750	2,500	4,500	6,500
Tax Collection	18,461	28,400	36,800	45,200
General Services Administration				
Office of Director	-	1,200	1,600	2,000
Architecture	5,000	6,000	7,600	9,200
Telecommunications	2,800	1,000	1,800	2,600
Insurance Mgt.	-	3,400	3,600	3,800
Purchasing	4,700	5,600	6,800	8,000
Energy Office	300	800	1,200	1,600
Human Resources				
Office of Director	1,480	14,000	24,000	30,000
Addiction Treatment Div.	16,977	15,000	15,400	15,800
Child Development Div.	4,892	3,800	5,000	6,200
Community Action	10,473	18,000	22,000	26,000
Comprehensive Offender Rehab.	840	2,400	3,600	4,800
Elderly Services	2,300	2,400	4,400	6,400
Health Services	2,800	7,600	10,400	13,200
Manpower Administration	5,723	4,250	5,250	6,250
Model Cities	9,900	11,400	12,600	13,800
Veterans Services	1,500	1,600	2,400	3,200

DOWNTOWN GOVERNMENT CENTER
SPACE PROJECTIONS
IN SQUARE FEET
(continued)

	1975	1980	1990	2000
DADE COUNTY PROBABILITY I (continued)				
DEPARTMENT				
Internal Auditing	1,645	4,500	6,000	7,500
Law	4,500	5,000	6,000	7,000
Management and Budget				
Aid to Victims of Crime	2,078	2,000	2,400	2,800
Budget (Capital Improvements, Labor Relations, Municipal Liaison)	4,700	7,000	8,600	10,200
Community Analysis	3,450	4,600	5,000	5,400
Office of Economic Devel.	1,200	3,000	4,000	5,000
Personnel Division	17,900	16,500	19,500	22,500
Planning Department	12,500	20,000	26,000	32,000
Pre-trial Services Intervention Program	4,725	8,000	9,200	10,800
Property Appraisal	25,000	54,250	54,600	55,300
Public Works Department	34,238	43,800	68,000	76,000
Waste Administration	4,380	9,000	11,000	13,000
Rape Awareness-Public Education	1,138	1,600	2,000	2,400
Traffic and Transportation	11,800	21,000	23,000	25,000
Water and Sewer Board	1,060	1,600	2,000	2,400
Youth Services	8,500	7,000	9,500	12,000
Future Departments	-	-	25,000	100,000
Cafeteria	-	10,000	10,000	10,000
Net Total I	322,231	544,550	689,300	868,200
X 1.25 = Gross Total I	402,789	681,000[1]	862,000[1]	1,085,000[1]
Commission Offices	5,000	7,875	7,875	7,875
X 1.25 - Gross Total	6,250	9,800[2]	9,800[2]	9,800[2]
Commission Chambers	4,500	7,000	7,000	7,000
Chamber Total	10,750	16,800[2]	16,800[2]	16,800[2]

[1]Rounded off to nearest thousand.

[2]Rounded off to nearest hundred.

DOWNTOWN GOVERNMENT CENTER
SPACE PROJECTIONS
IN SQUARE FEET
(continued)

	1975	1980	1990	2000
DADE COUNTY PROBABILITY II				
DEPARTMENT				
Cooperative Extension Program	5,124	5,600	6,600	7,400
Microfilm, Records	28,919	50,000	54,000	58,000
Net Total	34,043	56,600	60,600	65,400
X 1.25 = Gross Subtotal	42,554	71,000[1]	76,000[1]	82,000[1]
Gross Total I	402,789	681,000	862,000	1,085,000
Gross Total II (excl. Chambers)	445,343	752,000	938,000	1,167,000
MIAMI-DADE COMMISSION CHAMBERS				
City of Miami Commission Offices	-	5,300	5,300	5,300
Dade County Commission Offices	-	9,900	9,900	9,900
Miami-Dade Commission[1]	-	12,800	12,800	12,800
Gross Total	-	28,000	28,000	28,000
DADE COUNTY COURTS				
FUNCTION				
Judge's Chamber (Office)	14,850	22,950	36,315	40,500
Judge's Chamber Separate from Office for Probate Judges	-	2,250	2,925	3,600
Judge's Secretary's Office	6,600	9,100	13,700	15,750
Judge's Bailiff's Area	-	1,950	2,663	3,375
Judge's Waiting Room	1,650	5,200	8,500	9,000
Court Reporter's Room	720	3,000	4,800	5,400
Courtroom 6-Man Jury Box	15,000	46,000	70,000	82,000
Courtroom 12-Man Jury Box	6,750	11,250	17,000	22,500
Court Lobby	5,400	16,800	23,000	30,000
Jury Room 6-Man	3,080	12,750	20,000	22,500
Jury Room 12-Man	900	1,850	3,200	3,700
1 Holding Cell	450	2,400	3,100	3,600

[1]Rounded off to nearest thousand.
[2]Rounded off to nearest hundred.

DOWNTOWN GOVERNMENT CENTER
SPACE PROJECTIONS
IN SQUARE FEET
(continued)

	1975	1980	1990	2000
DADE COUNTY COURTS (continued)				
FUNCTION				
1 Prisoner Circulation Area	200	2,800	3,800	4,200
Public Men's Toilet Rooms	800	4,500	5,900	6,750
Public Women's Toilet Rooms	800	5,000	6,600	7,500
Juror's Compound	-	4,800	7,200	9,600
Public Eating Facilities	-	1,600	2,400	3,200
Cafeteria	-	-	8,000	9,150
Press Room	-	2,400	3,000	3,600
Grand Jury - Courtroom	900	2,250	2,250	2,250
Grand Jury - Office Space	1,350	1,500	2,100	3,000
Attorney's Conference Room	-	1,600	2,000	2,400
Employee Lounges	400	1,800	2,500	3,000
Records Room	400	2,000	3,600	4,000
Storage Room	600	3,000	3,900	4,500
Subtotal	60,850	168,750	258,453	305,075
Court Clerks (Inc. Chief Deputies)	675	1,500	1,500	1,500
Circuit - General Offices	24,112	34,000	46,000	50,000
Civil - General Offices	2,640	3,750	5,100	6,250
Small Claims - General Offices	1,300	6,000	9,000	10,000
County Judges	5,714	6,000	9,000	10,000
Lounges (Employee)	900	2,000	2,700	3,000
Subtotal	35,341	53,250	73,300	80,750
Civil Processing Bureau-Public Safety	4,062	8,000	11,000	12,000
State Attorney's Non-Support Div.	2,160	3,000	4,300	5,000
Records (Interim Storage) Center	-	1,000	1,500	2,000
Subtotal	6,222	12,000	16,800	19,000
Net Total	102,413	234,000	348,553	404,825
X 1.25 = Gross Total	128,016	293,000[1]	436,000[1]	506,000[1]

[1]Rounded off to nearest thousand.

DOWNTOWN GOVERNMENT CENTER
SPACE PROJECTIONS
IN SQUARE FEET
(continued)

	1975	1980	1990	2000
STATE OF FLORIDA	167,000[1]	337,000[1]	531,000[1]	676,000[1]
FEDERAL GOVERNMENT				
GENERAL PURPOSE LEASED SPACE				
AGENCY				
U.S. Attorney	10,161	-	-	-
IRS Regional Inspection Div.	1,860	-	-	-
Office of Minority Bus. Enterprise	600	-	-	-
Air Force-Veterinarian Food Inspection	536	-	-	-
Bureau of Prisons	352	-	-	-
Narcotics and Dangerous Drugs	800	-	-	-
Agency for International Develop.	3,500	-	-	-
Defense Investigation Service	1,408	-	-	-
Food and Drug Administration	1,552	-	-	-
APHIS-Veterinary Services	5,075	-	-	-
Interstate Commerce Comm.	750	-	-	-
Social Security Administration	186	-	-	-
Food and Nutrition	805	-	-	-
Railroad Retirement Board	655	-	-	-
Extension Service	5,124	-	-	-
Civil Aeronautics Board	363	-	-	-
Federal Highway Administration	165	-	-	-
Civil Service Commission	4,610	-	-	-
Commerce-District Office	2,000	-	-	-
DOD Recruiting	2,885	-	-	-
Coast Guard Recruiting	660	-	-	-
Coast Guard Marine Inspection Station Division	3,500	-	-	-
Defense	3,700	-	-	-
Navy Recruiting Main Station	5,958	-	-	-
Army Recruiting Main Station	4,550	-	-	-
Equal Employment Opportunity Comm.	4,475	-	-	-
Social Security Administration Hearings and Appeals	5,888	-	-	-
Social Security Administration	14,700	-	-	-
Federal Housing Administration	18,730	-	-	-
Geological Survey	10,563	-	-	-
Drug Enforcement Adm.-Task Force	9,460	-	-	-
Drug Enforcement Administration	14,385	-	-	-
Savings Bond Division	325	-	-	-

[1]Rounded off to nearest thousand.

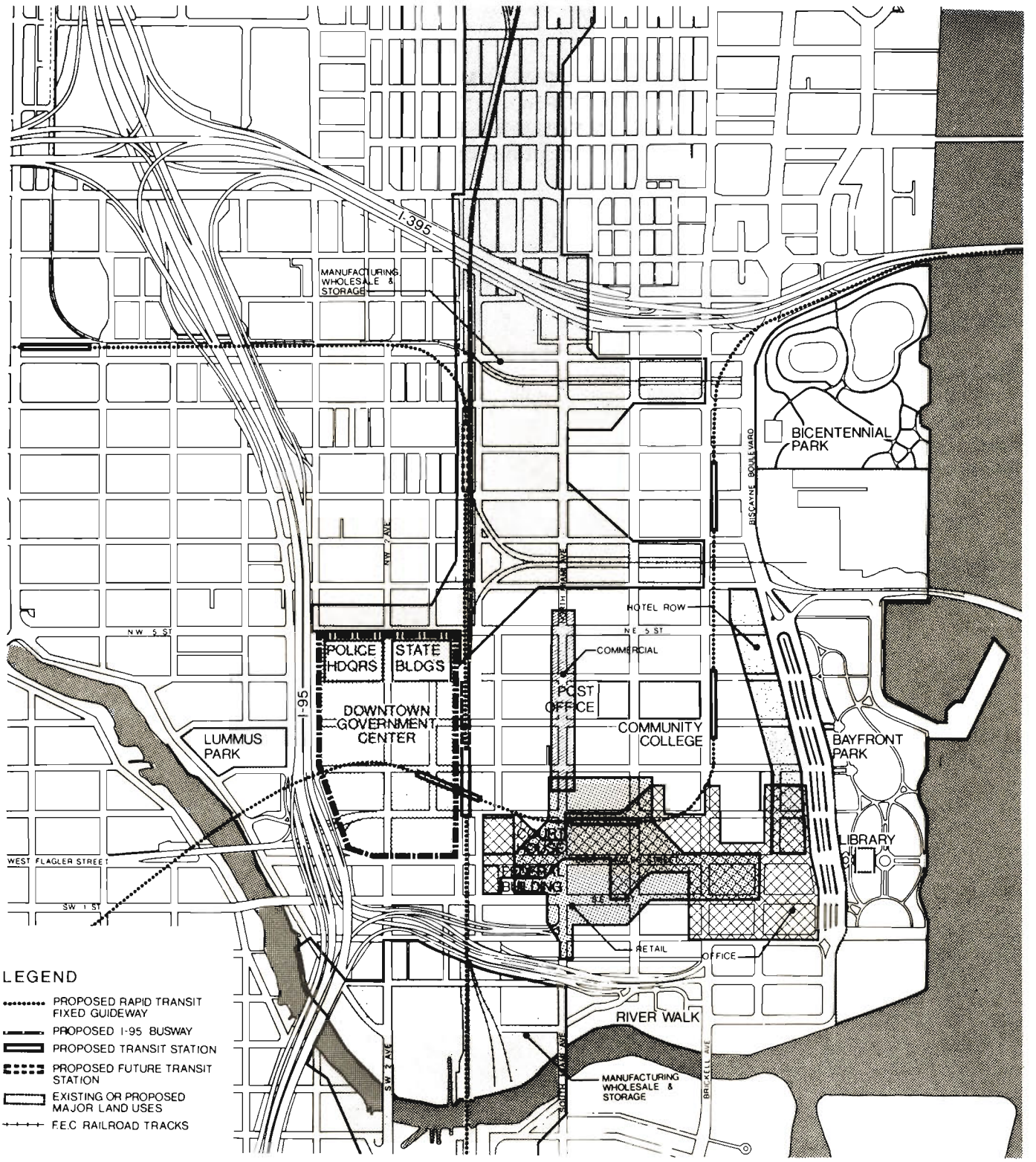
DOWNTOWN GOVERNMENT CENTER
SPACE PROJECTIONS
IN SQUARE FEET
(continued)

	1975	1980	1990	2000
FEDERAL GOVERNMENT (continued)				
GENERAL PURPOSE LEASED SPACE				
AGENCY				
Immigration and Naturalization Services Cuban Process Unit	6,800	-	-	-
Labor Management Service	4,100	-	-	-
National Labor Relations Board	3,491	-	-	-
Securities and Exchange Comm.	2,874	-	-	-
Small Business Administration	9,125	-	-	-
Bureau of Customs-District Office	21,966	-	-	-
Bureau of Customs-Regional Comm.	15,834	-	-	-
Bureau of Customs-Investigation	12,208	-	-	-
Bureau of Customs-Field Audit	3,320	-	-	-
Comptroller of the Currency	1,503	-	-	-
Net Total	221,502	-	-	-
X 1.25 = Gross Total	277,000[1]	353,000[1]	523,000[1]	703,000[1]
MISCELLANEOUS AGENCIES				
United Way of Dade County	40,000	54,000	68,000	80,000
Health Planning Council Commerce	4,000	5,845	9,185	12,525
Greater Miami Chamber of Commerce	5,510	5,460	6,450	7,200
Downtown Development Authority	1,000	1,000	1,000	1,000
Net Total	50,510	66,305	84,635	100,725
X 1.25 = Gross Total	63,138	83,000[1]	106,000[1]	126,000[1]
DADE COUNTY LIBRARY	-	200,000	200,000	300,000

[1]Rounded off to nearest thousand.

DOWNTOWN GOVERNMENT CENTER
SPACE PROJECTIONS
IN SQUARE FEET
(continued)

	1975	1980	1990	2000
DADE COUNTY ART MUSEUM				
FUNCTION				
Gallery and Exhibit Areas	-	11,500	11,500	31,500
Public Non-Display Areas	-	4,500	4,500	9,500
Members Areas	-	1,500	1,500	1,500
Administration, Service & Maint.	-	6,000	6,000	21,000
Receiving, Preparation & Storage	-	21,500	21,500	36,500
Gross Total	-	45,000	45,000	100,000
COMMERCIAL FACILITIES		40,000	60,000	80,000



VICINITY MAP

0 200 400 600 800 1000 1200

4.0 SITE

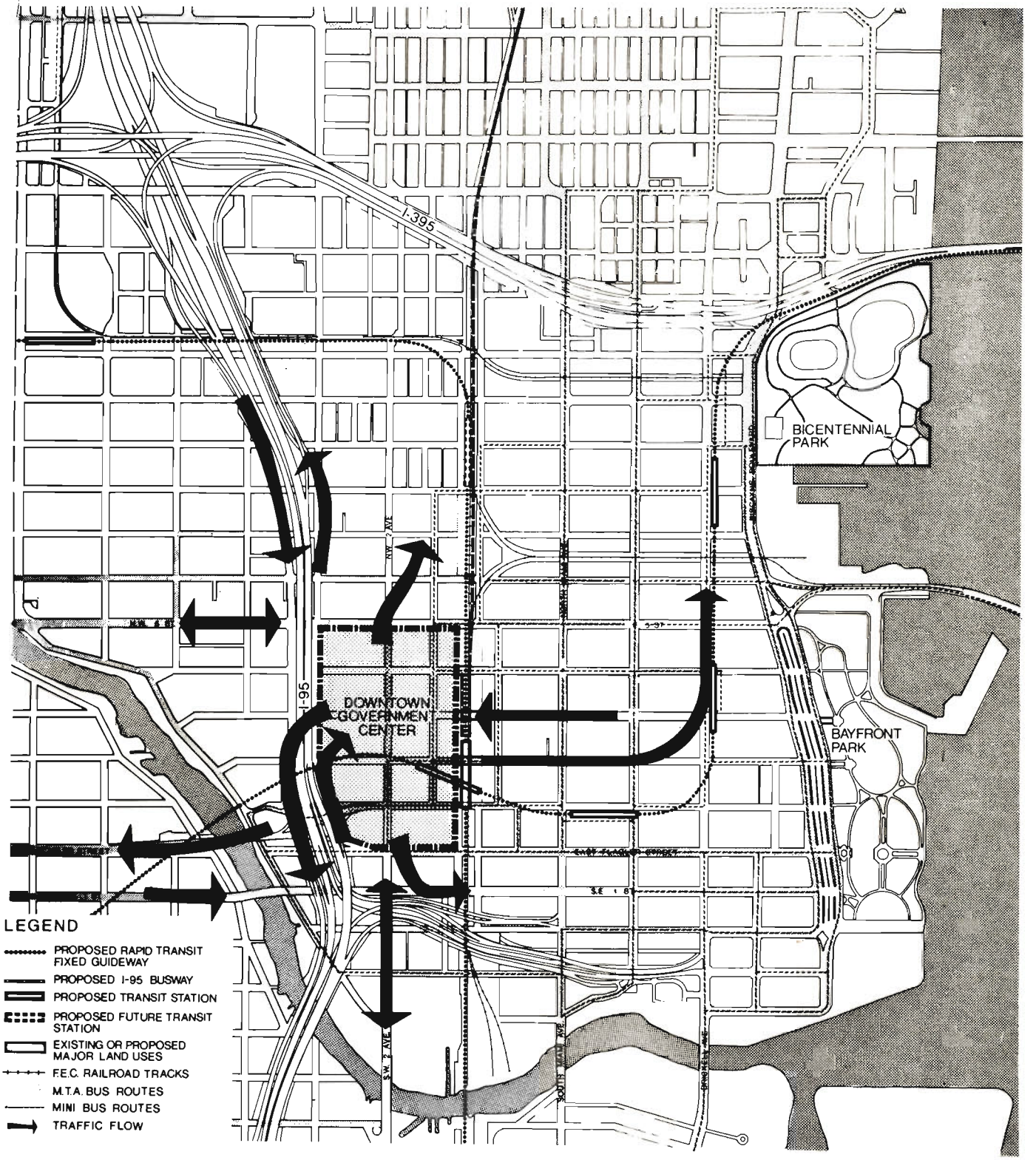
4.1 GENERAL DESCRIPTION

The Site for the Government Center is situated in downtown Miami, west and north of the existing Dade County Courthouse. It is bordered by I-95 and N.W. 3rd Avenue on the west, N.W. 5th Street on the north, the Florida East Coast Railroad Right-of-Way on the east, and Flagler Street to the South.

The site is in an area of downtown that has traditionally contained mixed land uses, including wholesaling, warehousing, light manufacturing and residential. At Flagler Street, on the southern perimeter, several retail outlets exist. These stores are immediately west of Flagler Street, downtown Miami's "Main Street", which extends from Biscayne Boulevard in the east, to the Courthouse in the West. Most of the DGC site presently consists of relatively small 2 and 3 story structures and surface parking lots.

The DGC site is traversed by two north-south streets, N.W. 2nd Avenue and N.W. 1st Court; each having right-of-way widths of 50 feet. N.W. 2nd Avenue, the more important of the two, crosses the Miami River to the south, and carries some through traffic. N.W. 1st Court does not traverse the entire Government Center Site, but stops at N.W. 1st Street. To the north the street ends at N.W. 8th Street. This street is a local street and does not carry through traffic.

Four east-west streets cross the site, N.W. 1st, 2nd, 3rd, and 4th Streets. All these streets extend eastward to Biscayne Boulevard, although the pavement for N.W. 4th Street doesn't cross the F.E.C. tracks. All east-west streets cross under I-95 and extend to North River Drive.


I-395
BICENTENNIAL PARK
I-95
DOWNTOWN GOVERNMENT CENTER
BAYFRONT PARK
S.W. 2 AVE.
LEGEND
PROPOSED RAPID TRANSIT FIXED GUIDEWAY
PROPOSED I-95 BUSWAY
PROPOSED TRANSIT STATION
PROPOSED FUTURE TRANSIT STATION
EXISTING OR PROPOSED MAJOR LAND USES
F.E.C. RAILROAD TRACKS
M.T.A. BUS ROUTES
MINI BUS ROUTES
TRAFFIC FLOW
0 200 400 600 800 1000 1200

SITE ACCESS

4.2 SITE ACCESS

Vehicular

There is generally good vehicular access and egress from the site to the north. For areas north of I-395 access and egress is provided via I-95. For the area south of I-395 and east of I-95 access is provided via N.W. 2nd Avenue, N.W. 1st Avenue and Miami Avenue. For the area south of I-395 and west of I-95 access is provided via the local street system.

Access and egress from the south are also relatively direct and can be made without much difficulty via I-95. Good site access is also available via N.W. 2nd Avenue.

Vehicular access and egress to the east is somewhat limited; however, demand for travel to and from this direction is not as great as from the north and south. Although good local street access is available, access from Miami Beach is provided via I-95, then Biscayne Boulevard, then the local street system, principally Flagler Street, N.W. 1st Street and N.W. 3rd Street. Going from the site to Miami Beach, one would use Flagler Street and other local streets north of the site. The major problem for access and egress to and from the east is inability of traffic using I-395 to connect to I-95 permitting east-bound traffic to get to the local street system in the vicinity of the site. The arrangement of the ramps at the existing interchange currently precludes these movements. Modification of the existing inter-change may be possible.

The same problems which hamper access and egress to the east also plague western movements. The problem to the west is considered less, however, because of the location of Flagler and 1st Streets which provide for relatively heavy east-west traffic movements to and from the site. The inability of traffic from western Dade County, using the East-West Expressway to interchange at I-95 to the ramps in the project vicinity, is again a problem. Vehicles seeking access or egress to or from the west may have to use the local street system to get to or from parking spaces.

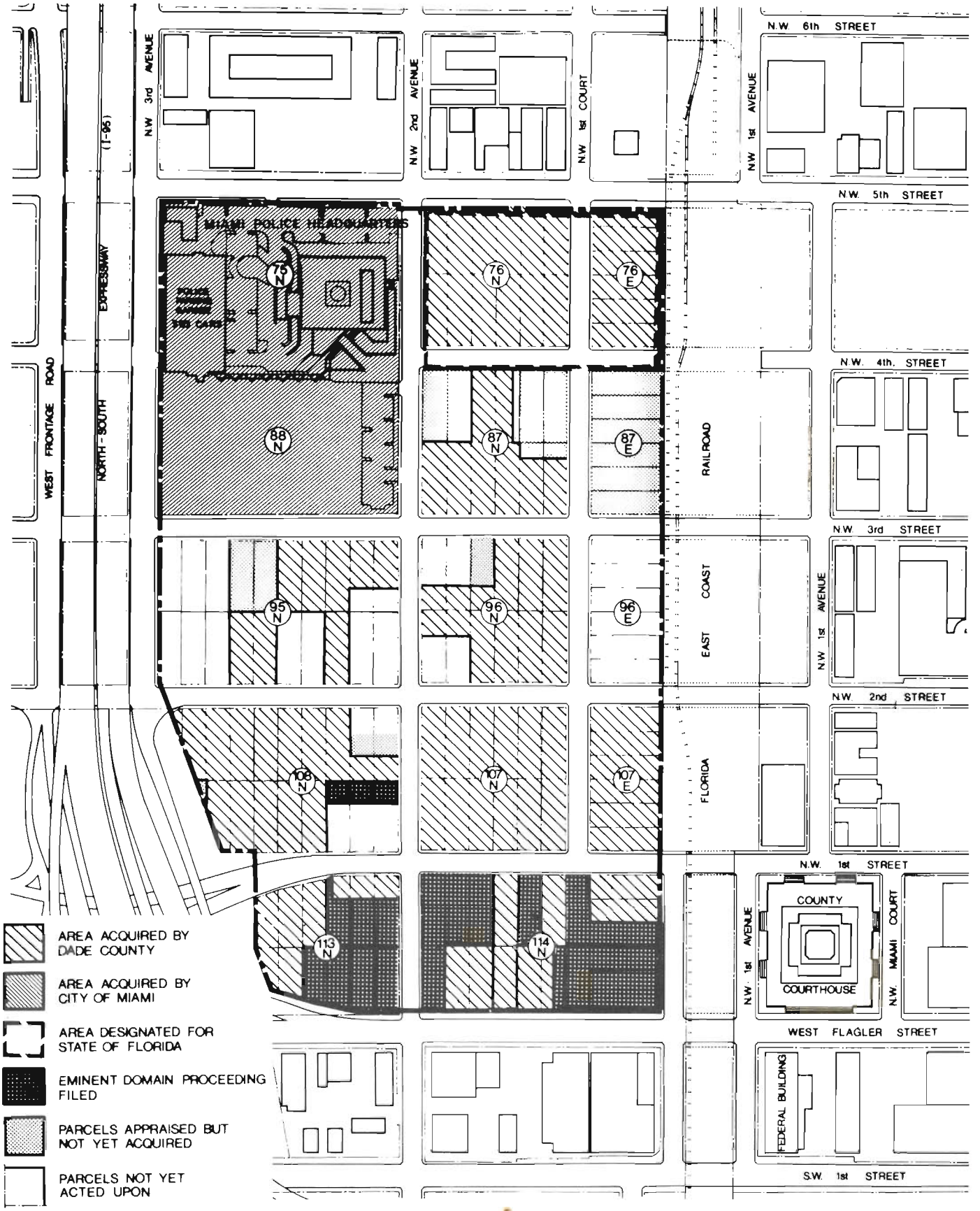
Existing Public Transit:

Miami's Central Business District is well served by existing MTA bus routes. The Downtown Government Center site is, however, not presently well served. Service to the DGC will have to be improved once the project supports a large number of employees and visitors. This should not create a problem because the site is situated close to existing routes.

The new rapid transit system which has been proposed for Dade County, will, on the other hand, make the DGC site one of the most accessible sites in the region since these major transit lines are planned to interface adjacent to the DGC site. A general description of the rapid transit system and DGC station is presented in Section 4.4.

Pedestrian

The main existing pedestrian route between the DGC and the remainder of downtown Miami is to and from Flagler Street and the Flagler Street syndrome to the south-east of the site. Other important existing pedestrian routes are along many of the sidewalk continua-tions of the existing street grid. The more important of these are from First, Second, Third and Fourth Streets in the east, Second Avenue in the north and Lummus Park in the west.



ACQUISITION STATUS 9/4/75

0 50 100 150 200 250 300

When the proposed DGC transit station is built, (see Recent Proposals Section 4.4) the points at which the pedestrian enters and leaves the station are expected to be the sources of greatest pedestrian access and egress.

4.3 ACQUISITION STATUS

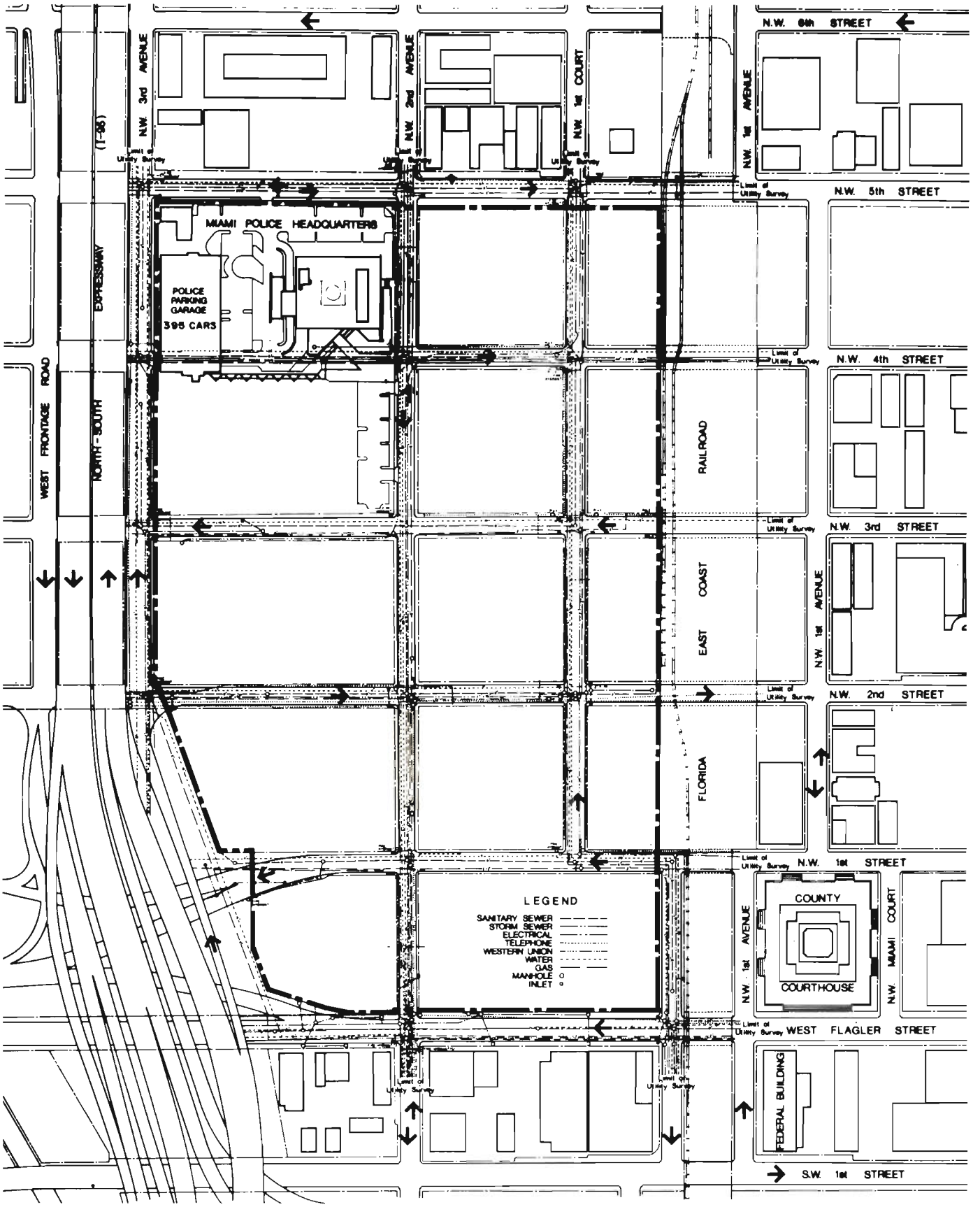
In 1974 Dade County began acquiring land within the boundaries of the site. More than two-thirds of the property within the Downtown Government Center site is already in public ownership. It is not known, at this time, when acquisition will be completed.

Two blocks, in the northwest corner of the site (75N&88N) were sold to the City of Miami. The modern Miami Police Headquarters and its parking garage are presently under construction on one of them. The State of Florida has acquired two blocks in the northeast corner of the site (76N&76E) from Dade County. The State will construct its regional service center on this property.

DOWNTOWN GOVERNMENT CENTER SITE AREA

BLOCK NO.	SQ.FT.	ACRES
75N	146,000	3.35
88N	150,000	3.44
76N	87,000	2.00
76E	43,500	1.00
87N	90,000	2.07
87E	45,000	1.03
95N	150,000	3.44
96N	90,000	2.07
96E	45,000	1.03
107E	45,000	1.03
107N	90,000	2.07
114N	145,000	3.33
113N	75,495	1.73
108N	126,000	2.89
	1,327,995 TOTAL (SQ.FT.)	30.48 TOTAL ACRES

Street Areas = 335,795 Sq. Ft.
7.71 Acres



EXISTING SITE

0 50 100 150 200 250 300

4.4 RECENT SITE PROPOSALS

Several important proposals have recently been made within or adjacent to the Downtown Government Center. Many of these proposals affect the design of the site. A summary is provided below:

Dade County Rapid Transit System

In 1972 the voters in Dade County approved a bond issue authorizing an integrated transportation system for the County. Since that time, plans for the Dade County Rapid Transit System have been progressing rapidly. Horizontal and vertical alignments for most of the grade separated structures have been completed for specific routes. Tentative property acquisition maps have also been prepared.

The major components of the system are the fixed guideway rail routes and the exclusive busway routes. Both of the major rail routes (north-south and east-west) converge at stations on the eastern side of the Downtown Government Center Site. The exclusive I-95 busway has its southern terminal in the same area, making the Government Center Site, the hub of the proposed rapid transit system, readily accessible to the residents of Dade County.

Due to the DGC's accessibility to the proposed rapid transit system, the construction and operational staging of the system may be of particular importance to the staging of the Government Center.

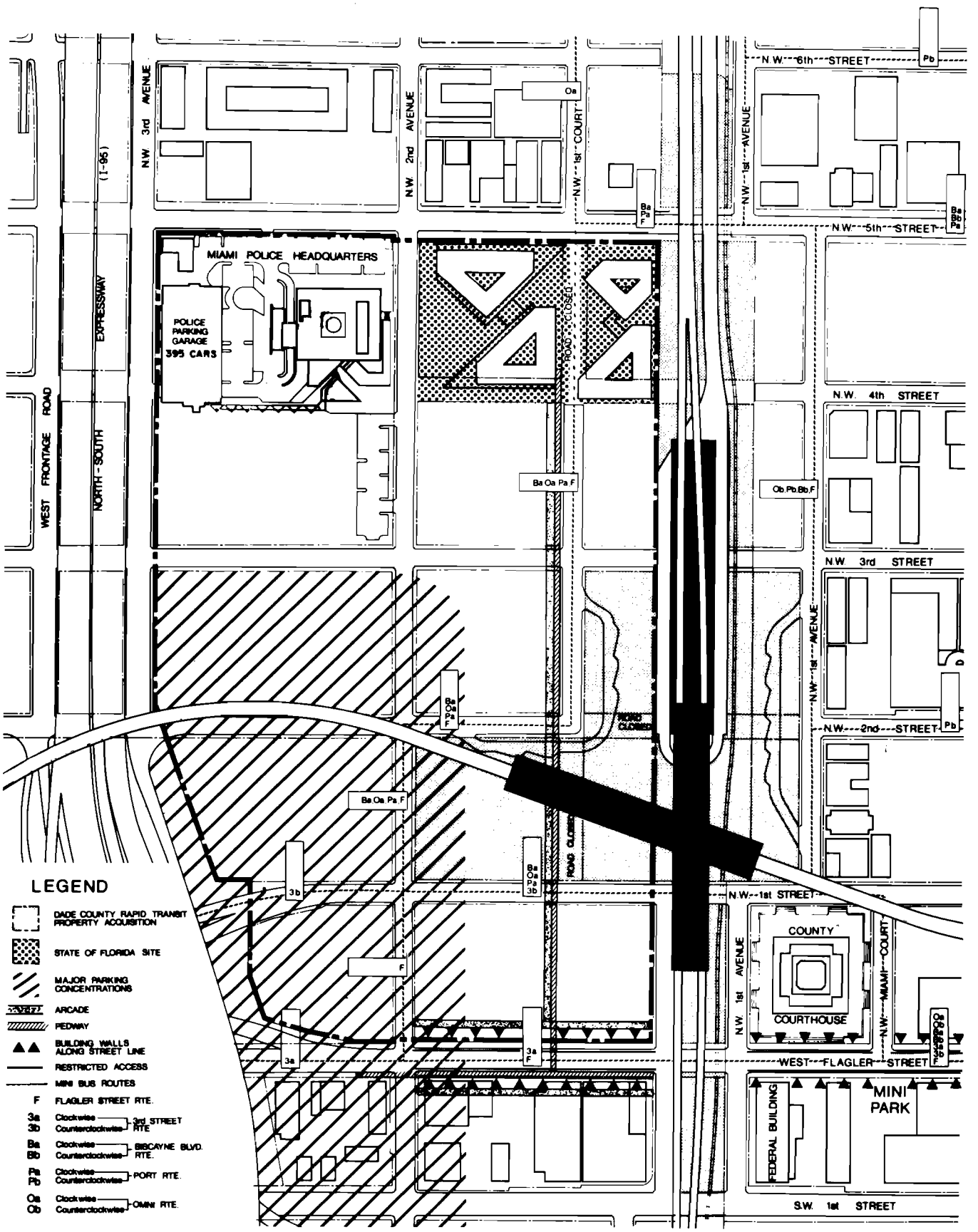
It is anticipated that the rapid transit system will be built in three stages.

Stage I facilities are scheduled for completion in 5 years, Stage II, I-1/2 years later and Stage III, I-1/2 years thereafter. The entire system is planned to be fully operational by 1985.

The Downtown Government Center Site will be served by the I-95 busway system, the north-south and the east-west line. The I-95 busway route which begins at the Golden Glades Interchange terminates on the west side of the Downtown Government Center site. The busway which is already completed on most of I-95 is planned to turn east from I-95 onto the airport expressway. From there, it proceeds south along the existing FEC right-of-way to a terminal on the east side of the Downtown Government Center Site. The proposed north-south route is planned to run from Cutler Ridge in the south to Hialeah and Opa-Locka in the north. This line is planned to be an elevated fixed guideway, carrying steel wheel trains. More than half of this route is planned to utilize the FEC Right-of-Way. It is anticipated that this route will carry the highest number of transit users. The proposed East-West line is planned to run from Miami International Airport to Miami Beach via Downtown Miami. The probability of this line being constructed in its present alignment is slim.

Schematic architectural plans for the proposed Downtown Government Center Station have been prepared. The station is designed to accommodate passengers from all three major components of the system - the north-south busway, the north-south route and the east-west route. Approximately 94,000 daily passengers are expected to have their origins or destinations at this station. In addition, approximately 90,000 daily transfers are projected in this station for 1985.

Dade County has recently received initial final design funding from UMTA for Stage I Engineering.



RECENT SITE PROPOSALS

0 50 100 150 200 250 300

According to the County's Office of Transportation Coordination, no horizontal alignment changes in the DGC area are expected for the I-95 busway and north-south rapid transit lines; although additional studies may be required on vertical alignments. However, both the horizontal and vertical alignments of the proposed east-west line may be restudied and changed. The geometry of this proposed line and its station platform adversely impact the DGC site. In order to undertake the Design Plan for the DGC, within the allowable schedule, it is assumed that none of these proposed transit improvements will be altered. The most recent transit alignments and plans have been accepted as proposed and therefore integrated into the Design Plan.

In order to support the rapid transit system, seven new downtown mini-bus loops have been proposed for Miami. They will generally serve as feeder-bus routes to the rapid transit stations and as feeder-bus routes to a proposed Flagler Street Pedestrian Transitway, while also serving intra-district trip demands for key areas within the downtown sector.

Flagler Street Pedestrian Transitway

One of the most significant developments affecting the design of the Downtown Government Center is the proposal to convert Flagler Street into a pedestrian transitway between the FEC RR and Biscayne Boulevard. Originally suggested as part of the 1960 Magic City Center Plan, this proposal has again been activated by the Kaiser Engineering team as part of their rapid transit studies. It is proposed that Flagler Street be exclusively dedicated to pedestrian movement and mass transit. Automobile and truck traffic would be prohibited except for delivery vehicles which would be limited to certain hours of the day during the off-peak periods. Emergency vehicles would be able to use the pedestrian transitway as required.

The pedestrian transitway would accommodate two-way bus traffic in the two through lanes. Pockets of sufficient length to accommodate loading and unloading of mini-buses and those line-haul buses remaining after the core rapid transit system is operable would be provided at strategic locations along the pedestrian transitway; sidewalks would also be widened to suit this arrangement. Pedestrian amenities would include widened, landscaped sidewalks, sitting areas, information displays, and improved public signing. Mailboxes, telephones, and public safety equipment would be consolidated near the bus stops and at other convenient locations. An environment upgraded for pedestrian comfort would be conducive to strolling, thereby acting as a catalyst for shopping in the many business establishments lining the Street.

State Regional Service Center

A site has been selected and architectural plans for State of Florida Regional Service Center have been completed. The first of four buildings will be under construction in early 1976.

Parking

Parking is a major part of the program requirements in the Downtown Government Center. Criteria on the number of parking spaces is therefore of paramount importance. Regulations affecting the required number of parking spaces are contained in the City of Miami Zoning Ordinance. One parking space for each 400 square feet of gross floor area of building is presently required for business, professional or government administrative office use.

The City of Miami is, however, considering revisions to the existing zoning ordinance in downtown. Although the proposed zoning ordinance contains no special parking requirements it does contain some relevant sections dealing with parking. One of the purposes of the new regulations is "To implement a parking policy which is based on the traffic capacity of the street system and which will accommodate the growth and development of the City's central business district..." Following are excerpts from the proposed ordinance.

"For the purpose of requiring and regulating the provision of off-street parking facilities by developers a Parking Policy and Guidelines may be adopted by the City Commission following the same procedure required for amendments to the Zoning Ordinance as set forth in ARTICLE XXX. The Parking Policy and Guidelines shall be concerned among other things with the impact of parking facilities, existing and proposed, on the capacity of the street system, with off-street parking demand and need generated by development of enlargements, and with the compatibility of such facilities, considering their amount as well as location, with the optimum future use and development of surrounding areas."

The proposed ordinance does not specify maximum and minimum parking requirements for the G-U zone, but instead indicates that the City Commission may set up parking policies and guidelines. Some insights to these parking policies and guidelines are contained in a report titled "Urban Development and Zoning Plan"... the on-site parking guideline is that for any new office development in the core area a maximum of 30% of total demand should be permitted on site. This translates into a requirement of 1 space per 1000 square feet with a maximum of 1200 spaces per block. Since short-term parking demand will meet or exceed 1200 spaces, the 1 space per 1000 square feet should be a minimum as well.

Since it is recommended that only 30% of parking demand need be satisfied on site, additional off-site parking areas have been proposed to supply parking spaces for the remainder of the demand. One of the locations identified to contain off-site parking for downtown is within the Government Center site. It is also suggested that people movers may be required to connect these parking concentrations to the rest of downtown since they are beyond walking distance to other downtown office sites.

With as much as 70% of the parking demand to be met off-site, the public will have to institute a monitoring program to evaluate each new development and to recommend specific locations for garages to properly serve the increasing off-site parking demands.

Because of the possible change in the City of Miami parking requirements, the DGC parking needs will be based upon projected parking demand and parking garage locations. Both on and off-site will be considered.

A major parking concentration serving downtown Miami has been proposed for the DGC site. (Wallace, McHarg, Roberts & Todd "Downtown Miami 1973-1985")

A reduction in on-site parking requirements, from 3.3 cars to 1.0 cars per thousand square feet of office space, has been proposed in downtown Miami. (Proposed modification to Zoning Ordinance, City of Miami.)

Street Closings

N.W. 2nd Street between N.W. 1st Avenue and N.W. 1st Court has been proposed to be closed. (Kaiser Engineers "Milestone 8 Report")

N.W. 4th Street between FEC Right-of-Way and N.W. 2nd Avenue has been proposed to be closed. (Russell-Wooster, Architects for State Regional Service Center)

N.W. First Court between N.W. First and Second Streets has been proposed to be closed. (Kaiser Engineers "Milestone 8 Report")

Zoning

The site for the Downtown Government Center presently contains two zoning districts, C-4 and R-4. The City of Miami intends to rezone blocks within the Government Center Site to G-U (Government Use) as they become acquired by the City or County. Developments in the G-U district require the recommendation of the Planning Advisory Board and approval by the City Commission. In approving the establishment of a governmental use in this district, the Planning Advisory Board and City Commission shall take into account the following factors:

a. Compatibility with surrounding area and neighborhood.
b. Conformity or conflict with adopted plans or portions thereof.
c. The traffic patterns and circulation of the area, neighborhood and community.
d. The effect upon drainage, light and air to adjacent properties, property values of the adjacent area or any other adverse effect upon adjacent properties.
e. The scale of the development in relation to adjacent properties, neighborhood and community.
f. The design of the facility including landscaping and other amenities.
g. Whether the use is essential for the subject site, neighborhood, community, city or county.

The G-U district has no yard, height, or F.A.R. limitations and will allow the design of the Downtown Government Center along the principles of P.A.D. (Planned Area Development).

Miscellaneous Design Constraints: It has been proposed that building walls be controlled to follow street lines adjacent to Flagler Street (we believe this proposed constraint adversely affects the design of the Government Center and it's neither necessary nor beneficial) and the vehicular access from Flagler between N.W. 2nd Avenue and the FEC Right-of-Way be restricted. (Proposed modification to zoning ordinance, City of Miami)

Arcades and Pedways: A system of covered pedestrian arcades and upper level pedways has been proposed for the DGC site, providing pedestrian connections to Flagler Street (Wallace, McHarg, Roberts & Todd, "Downtown Miami 1973-1985").

4.5 ENVIRONMENTAL CONSIDERATIONS

Existing Utilities

Water: Existing water lines provide complete capacity for all structures anticipated for the site. Primary water mains along N.W. 3rd Ave. (16" W.M.), N.W. 2nd Ave. (30" W.M.) and N.W. 1st Court (20" W.M.) provide an adequate perimeter line around the Downtown

Government Center development site. A 36" water main along N.W. 6th Street interconnects the north-south primary mains just north of the development site. Water mains in the streets between N.W. 6th Street and S.W. 2nd Street are smaller mains ranging from 1-1/4" to 6" pipe. The capacity can be increased by adding a hypothetical 20" water main along N.W. 1st Street, or W. Flagler Street, between N.W. 3rd Ave., and S.W. 1st Ave. This proposed water main would complete two primary water main loops underlying the entire development site. The two primary loops would then increase the capacity of the existing water mains by reducing hydraulic friction losses within the pipe lines at peak demand flows.

Water main pressure for the 36" main along S.W. 2nd Ave. is maintained at 55 psi by a pressure sensor located at S.W. 2nd Ave.

Sewage: Existing sewers in the area of the site are at or near capacity at the present time. The street system of sanitary sewers consists of 8" gravity lateral sewers with slopes much less than that required by State Code. Consequently, these laterals have capacities much less than could be achieved if they were constructed at proper gravity slopes. The 8" laterals are connected to a 12" and 15" gravity sewer in N.W. 2nd Ave. The City of Miami proposes to alleviate the "at-capacity" condition by constructing an 18" gravity sewer along N.W. 2nd Ave.

Gas: Natural gas is available in limited quantities and pressure from Florida Gas Company. A 4" high-pressure line along Miami Avenue could be extended along N.W. 5th Street to N.W. 2nd Ave., involving a railroad crossing at N.W. 1st Ave. Even if extended, this source seems inadequate for emergency generators or heating requirements.

Electricity: Florida Power and Light Co. has stated that electrical service can be provided for the anticipated development. Preliminary meetings with FP&L Co. have indicated that a transmission line should be extended from the downtown facilities to a sub-station located at the development site.

Telephone: N.W. 2nd Avenue and N.W. 2nd Street contain major arteries for Southern Bell Telephone Company in the downtown area. The Southern Bell Telephone Company has indicated that they are committed to provide requested telephone service to any area.

Drainage: The Government Center site is presently served by a combination of several positive outfall type systems, most of which are more than 50 years old. These systems consist of approximately 5,000 linear feet of various sized pipe and box-type sewers. They were designed to drain the street rights-of-way in this area, as well as several adjacent areas, through four major outfalls to the Miami River - three of which are interconnected. Design criteria for the existing street drainage system is believed to be based upon a 1-1/2 inch rain with one hour ponding.

Solid Waste: The existing Dade County solid waste facility located at N.W. 58th Street and 77th Avenue will be phased out of service with the completion of the Solid Waste Resources Recovery Facility planned for 1978-1979.

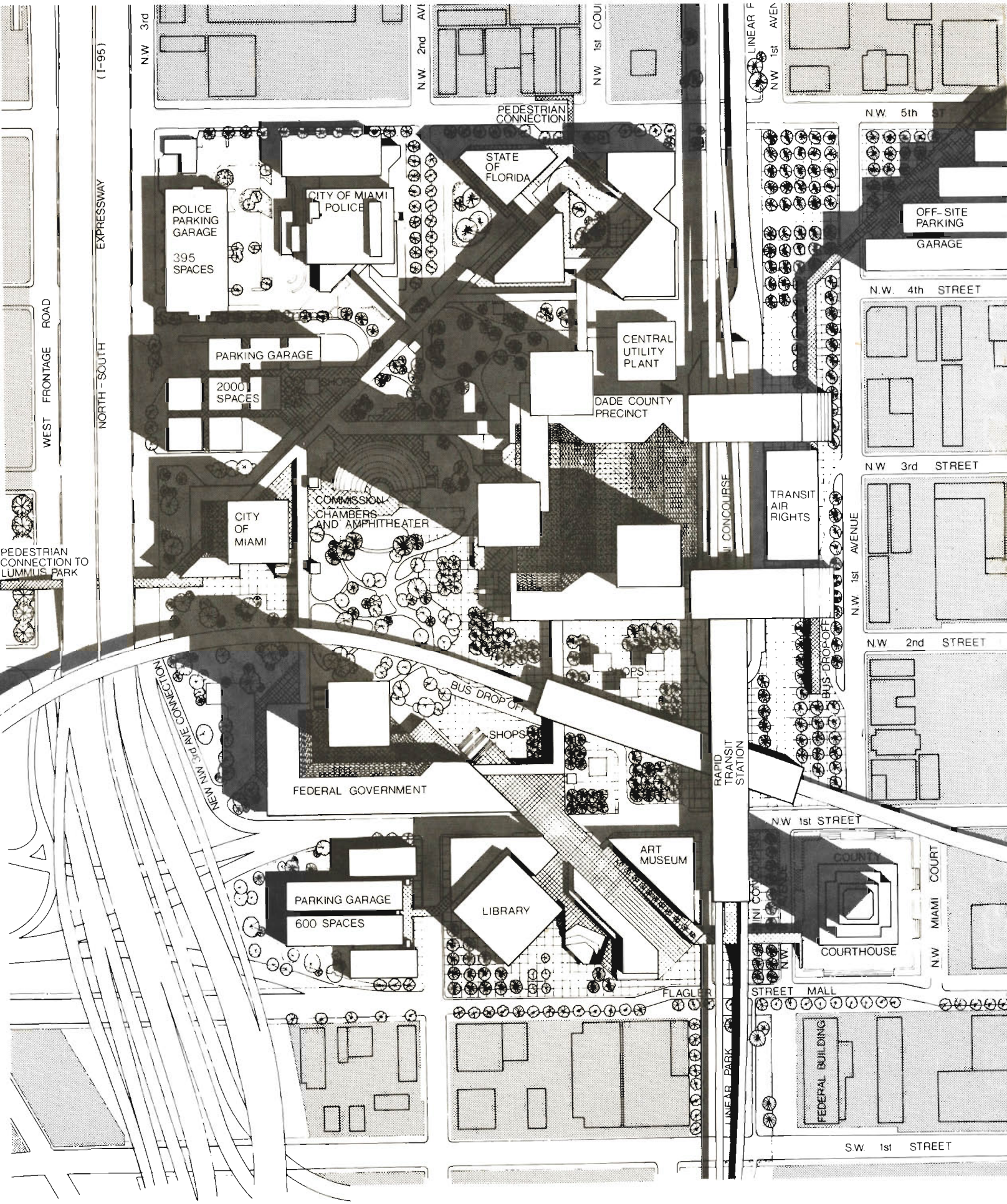
Air Quality: This aspect of the site is of major concern as planned parking garages in the DGC may be considered a "Complex Air Source"

by the State and County Departments of Pollution Control. Since December 15, 1973, the Department of Pollution Control (or another authorized government agency) requires the review, approval and issuance of a permit for the construction of any Complex Air Source. "Complex Air Source" means any facility, or group of facilities, which is a source of air pollution by reason that it causes, directly or indirectly, significant increases or emissions of pollutants into the atmosphere or which reasonably can be expected to cause an increase in the ambient air concentrations of pollutants, either by itself or in association with mobile sources... "any multi-level unenclosed parking facility with a design or use of 750 cars or more, or any modification which will increase a multi-level unenclosed facility to a design or use capacity of 750 cars or more."

In the case of the DGC, proposed parking garages may have to conform to Department of Pollution Control criteria which may dictate that parking garages be totally enclosed. This may necessitate the design of either:

- Conventional type parking ramps with air induction exhaust systems and central chimneys, or
- Mechanical garages

It should be noted, however, that the close proximity of parking garages to the expressway ramps will reduce vehicular travel time thereby reducing emissions and pollutants which would otherwise be released in the downtown area.



ILLUSTRATIVE SITE PLAN
year 2000

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5.0 DESIGN PLAN

5.1 GENERAL

The Design Plan for the Downtown Government Center is described in this section. The various elements of the Design Plan are addressed in logical sequence by first describing the major design concepts and unifying elements of the plan and then describing the relationship of the plan's components to both the overall plan and to one another. Larger elements affecting the entire plan are circulation, traffic, and parking. A general description of the proposed circulation, traffic and parking plan is presented in this section while the more detailed technical information on transportation and parking is presented in the Technical Appendix.

Objectives

The Design Plan presents an orderly physical arrangement of major program components on the DGC site. The following general objectives were developed to guide the design of the Government Center:

- Create a consolidated Governmental Seat for the various public agencies in one central area.
- Create a unified organization of components so as to effectuate a harmonious and a well-functioning plan.
- Create a public-use environment true to the principle of democratic government .
- Create a symbolic public center in downtown Miami.
- Create a Plan that will be a catalyst to enhance the quality of downtown Miami.
- Develop a Plan that is integral with the overall development plans for downtown Miami.

- Develop a Plan that encourages the use of mass transit and modes of transportation other than the private automobile.

- Develop a Plan that has flexibility and allows for modification if the spatial requirements change.

- Develop a Plan that provides cost savings by efficiently combining common facilities and functions.

A major factor affecting the Design Plan deals with the planned implementation of the project. Individual buildings and facilities planned in the Government Center will be constructed, operated and owned by the various individual participating governments. The Design Plan is, therefore, conceived so each participating government or tenant may proceed with the implementation of its facility without having to wait for construction by any other government. The Master Plan, however, recommends a continued coordination among all governments, in addition to the centralization of certain utilities.

Another essential factor affecting the Design Plan is the problem of growth and the continual demands for increasing physical space needs. The Design Plan has been prepared to accommodate space needs for DGC tenants until the year 2000. The Design Plan also provides an appropriate staging plan for the individual participants that allows the Government Center to be gradually implemented in an orderly fashion over a 25-year period.

Design Philosophy

When complete, the DGC will be a unique urban complex in downtown Miami, that generates a symbolic pride for all Dade Countians. The DGC would be an integrated environment of various governmental agencies, and civic amenities.

The first concept of the plan is to unify the project by closing many of the existing local streets, creating a major auto-free zone. The historic County courthouse and the proposed library and art museum, together, form the cultural center for downtown Miami that would serve as the pedestrian forecourt between the DGC and Flagler Street.

The DGC will become a landmark and a major determinant of the new Miami Skyline. Driving on I-95, the motorist will get a spectacular vista of the DGC with the County tower serving as the focal point. Patrons on the proposed east-west transit line will be provided with an equally dramatic view of the DGC as the train curves down into the DGC station. Similarly, north-south transit patrons will get a spectacular view of downtown Miami, accentuated by the DGC buildings.

The planned Commission Chambers building in the middle of the DGC park brings government into the open in the spirit of Florida's unique "Government in the Sunshine" law. Additionally, the Commission Chambers incorporates an open amphitheater, which encourages cultural activities and political forums during lunch hour, in the evenings and on weekends. Surrounding the park is an elevated People Mover System connecting all the DGC buildings. The system provides for both an efficient connection between buildings, and a good view into the DGC park. To encourage varied urban excitement, open commercial stalls and street vendors are encouraged, selling everything from jewelry to popcorn and handmade crafts.

Individually, the building precincts

contain internal atrium spaces, covered with lightweight, transparent space frames. These atrium spaces are essential to the central park concept for they are extensions of the DGC park.

The atrium spaces serve as receiving points for visitors, who are directed to the appropriate agency with the help of guided instructions and an integrated graphic system.

Major Design Concepts

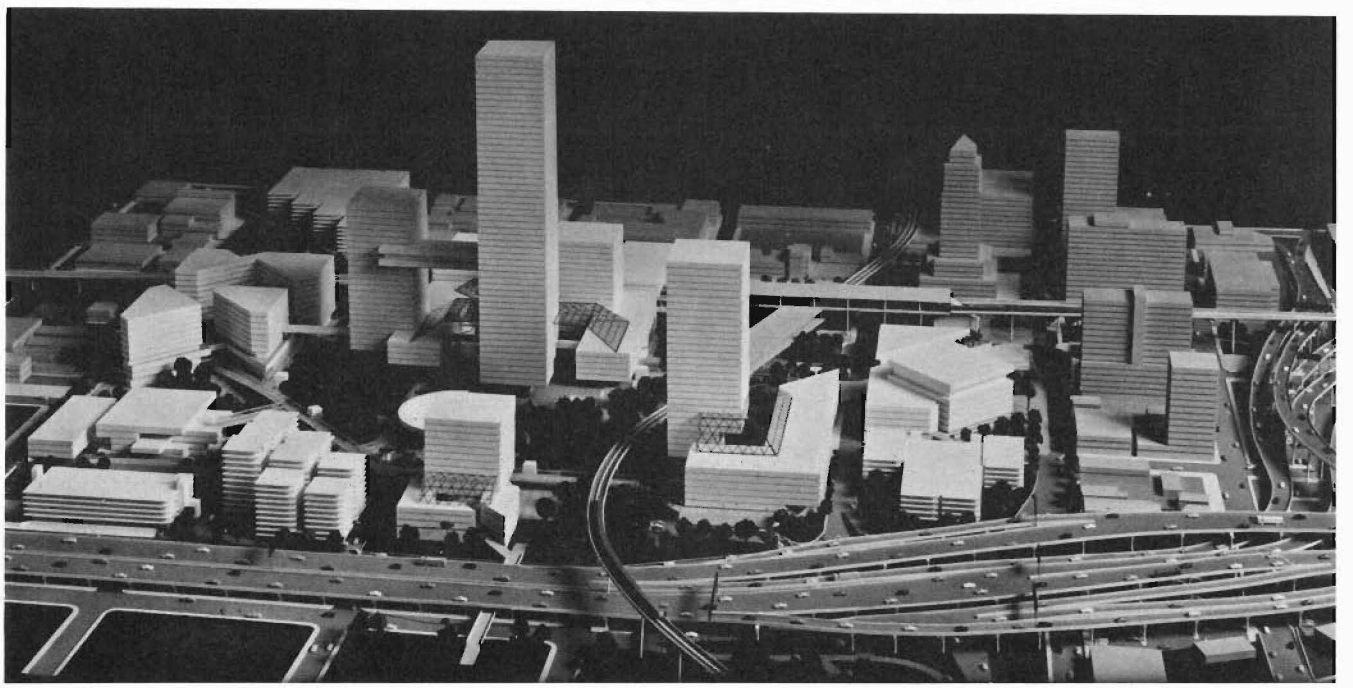
The Design Plan for the DGC is the product of a snythesis of several alternative concepts that were generated for the project during Milestone Two. The Design Plan is essentially the elaboration and development of Concept Plan B-1, which was presented to Dade County officials in October, 1975, and the Preliminary Design Plan which was presented to Dade County in January, 1976. The major concepts of the Design Plan include the following:

- All government tenants are located between N.W. First and Fifth Streets and are linked by an elevated People Mover which connects these facilities with one another, with the proposed transit station and with the DGC parking garages.

- The new County Library and Art Museum are situated between Flagler Street and N.W. First Street to form a unified downtown cultural center, linking Flagler Street's unique characteristics with the government functions.

- City of Miami Police Headquarters and its parking garage have been integrated into the plan. Aerial connections from the People Mover System connects the Police Building with the rest of the DGC.

- The designs of the proposed Regional Service Center for the State of Florida have been incorporated in the Master Plan. A main grade level connection from the west and a main second level connection from the south have been provided from the People Mover System.



- Ground-level pedestrian connections between the Government Center and downtown are emphasized and certain connections, namely those from Flagler Street, Lummus Park, and the proposed linear park under the transit structures, are reinforced.

- A major vista into the Government Center from I-95 is provided as this route is considered the primary vehicular entrance to downtown Miami.

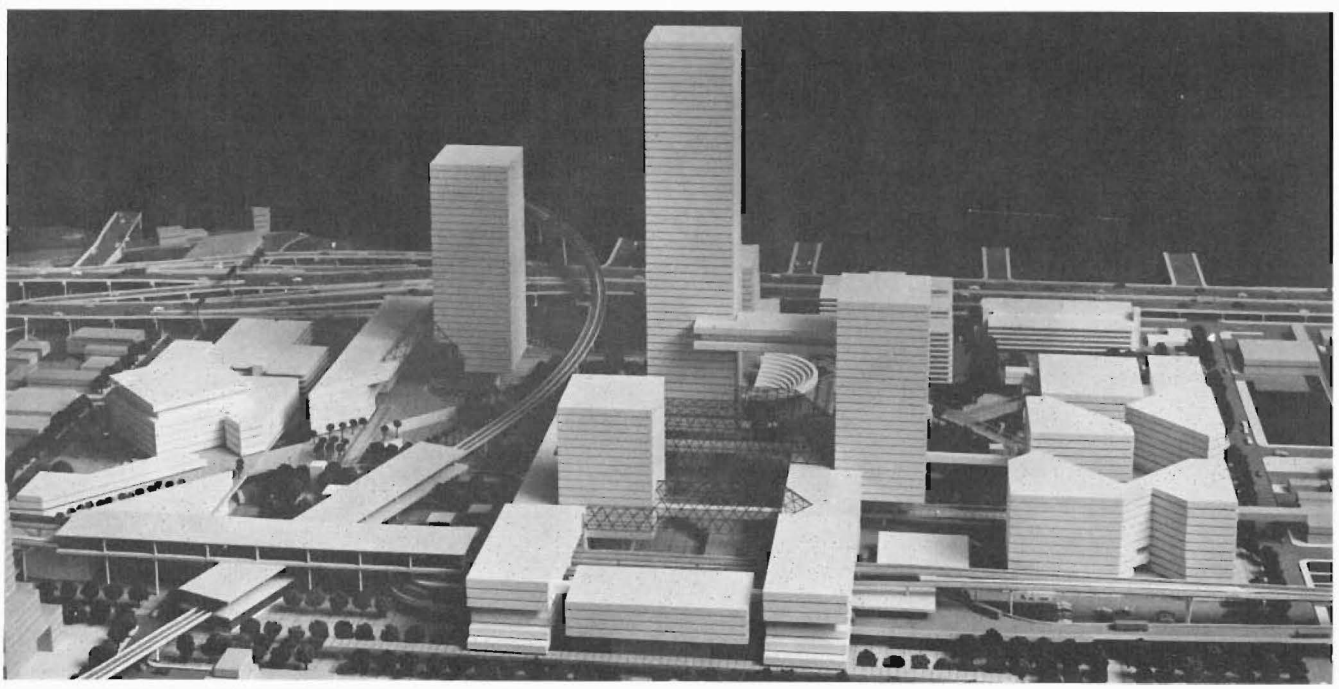
- Parking facilities are strategically located in and around the DGC site so traffic impact on the existing downtown street system will be minimized.

- A major downtown park is proposed at grade level in the heart of the DGC to introduce extensive natural landscape into an otherwise urban setting.

- Existing east-west streets between N.W. First and Fifth Streets through the Government Center are proposed to be closed to private vehicles in order to provide the major pedestrian precinct within the project. Mini-buses and emergency vehicles will be allowed to pass through the Government Center site north-south, but Second Avenue and N.W. First Court will be closed to private vehicles.

- Although the existing Dade County Courthouse is obsolete and inefficient for its present use as public office space, the building is somewhat of an historic landmark and is not expected to be demolished in the near future.

- The proposed Miami-Dade Commission Chambers, where the citizen directly participates in his government, is situated near the center of the government administrative functions; the Commission Chambers is planned to be the ground level focal point for the government complex.



Plan Description

The proposed site plan for the DGC is most easily described in two parts - the government administrative functions and courts north of N.W. First Street, and the cultural complex created by the Library and Art Museum ensemble south of N.W. First Street.

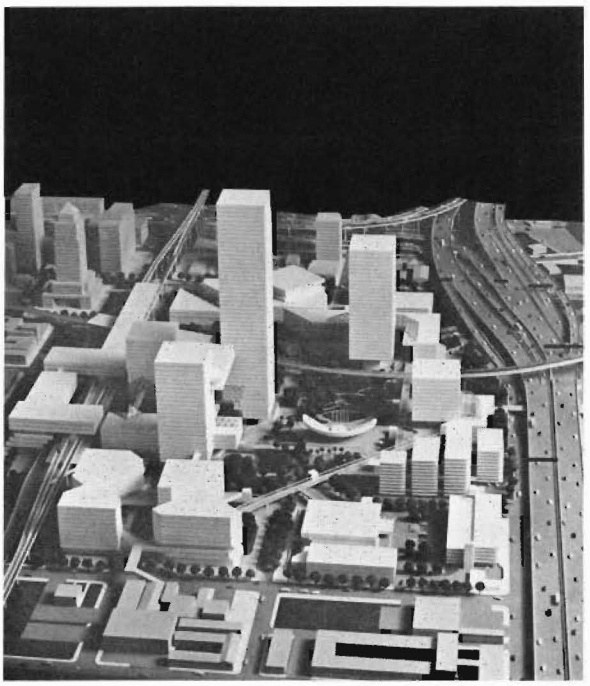
Government Functions

The basic design concept in the Government Center is to group and interconnect all Government Center tenants around a major downtown park. Existing streets that presently cross through the DGC site are proposed to be closed. Downtown through traffic will move around this pedestrian precinct by the proposed perimeter street system. A unique downtown environment is created, providing efficient circulation to and between Government Center functions and the visual and physical amenities of natural landscape and open spaces. The proposed government buildings are to be connected by a raised People Mover System at approximately 20 feet above existing grade. The People Mover System will also serve as an important secondary function. It will house the Center's proposed common utilities.

Library-Art Museum

Located between Flagler Street and N.W. First Street is Dade County's new Main Library and proposed Museum for the Visual Arts. This cultural ensemble is proposed as a pedestrian forecourt between Flagler Street and the government offices to the north.

One of its essential design functions is to gradually raise the pedestrian level from existing street grade at Flagler Street to the proposed 20 foot People Mover level that interconnects with all the government functions to the north. This raised pedestrian level will also allow pedestrians to safely cross over N.W. First Street, which is expected to carry relatively high future traffic volumes.



5.2 CITY OF MIAMI

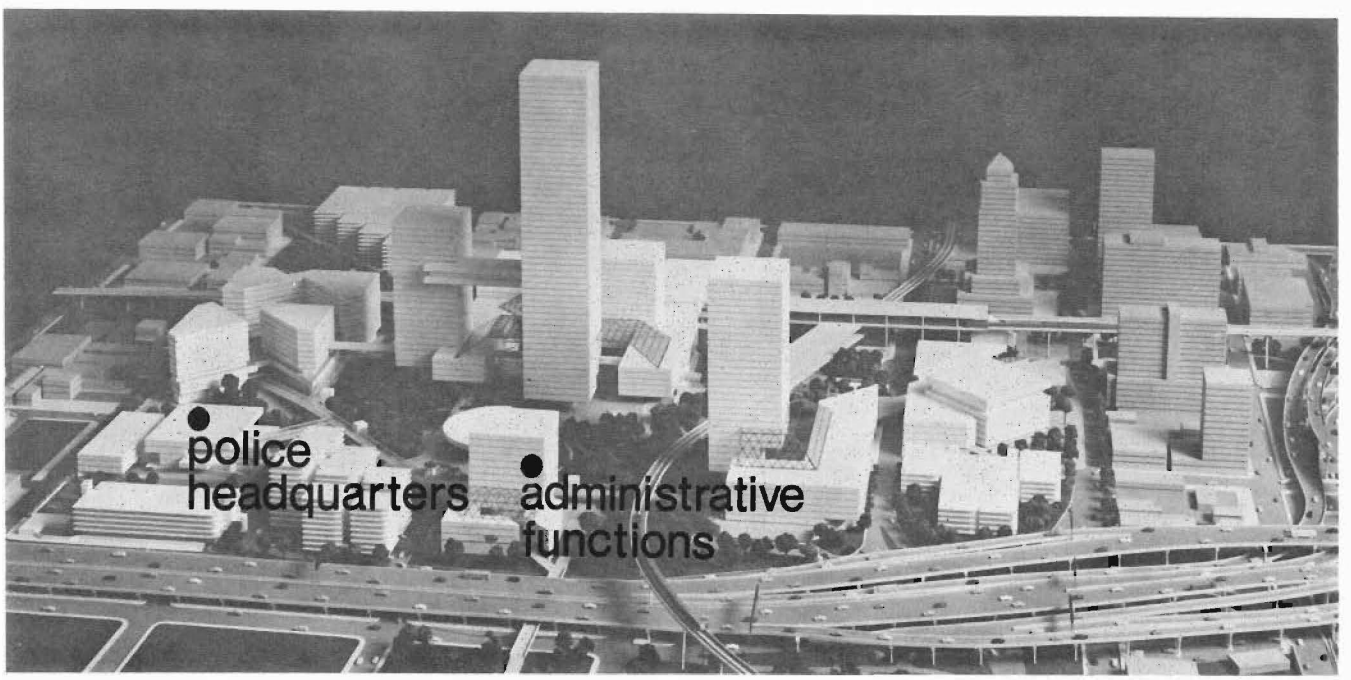
Three major facilities for the City of Miami are planned in the Government Center. One of these facilities, the Miami-Dade Commission Chambers, is proposed to be jointly owned by both the City and County. The Commission Chambers, which is planned as the ground level focal point for the Government Center, will house the City's public meeting events and provide office space for City Commissioners and their staffs. This facility is described in more detail in a following section of this report. The two other major City of Miami facilities are the Administrative Center and the Police Headquarters.

The City of Miami currently owns two blocks in the Government Center. They are situated in the northeast corner of the site, east of Second Avenue and north of Third Street. The Modern Miami Police Headquarters and its employee parking garage are presently under construction on the northern City block.

Administrative Functions

The new administrative facility for the City of Miami is planned to house most of the current City facilities at Dinner Key. This new facility is planned near the center of the Government Center site, west of Second Avenue, between Second and Third Streets. Although projections for the City's current and future space needs are relatively small compared to Dade County, the State of Florida and the Federal Government, the visibility of this facility and its physical presence within the Government Center is considered essential. The selected site and proposed building mass contain these qualities and achieve these objectives. The building will be visible from I-95 and the remainder of the Government Center.

From inside the building, employees and visitors will have a good view of the Miami River, Lummus Park, downtown Miami and the remainder of the Government Center.

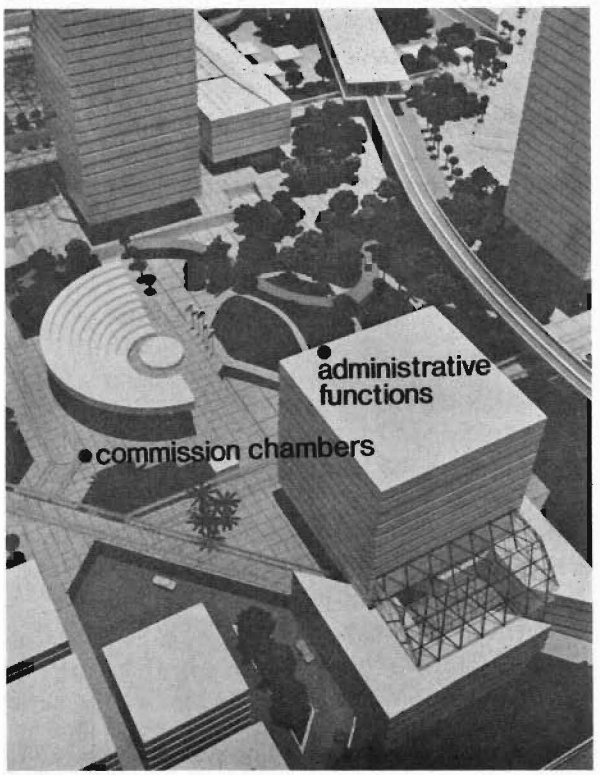


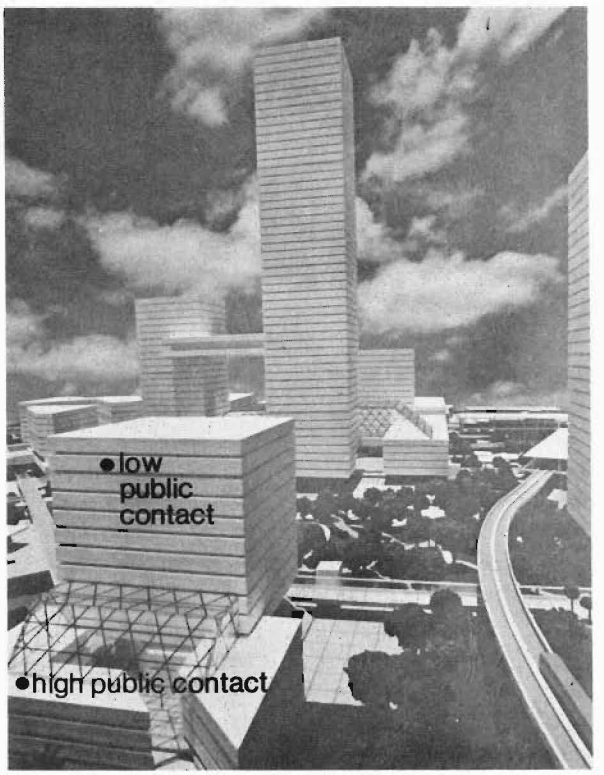
The building is planned on the west end of the east-west axis formed by the transit station, the County precinct, the Commission Chambers and the City's administrative building. All of these facilities will be connected to one another by the elevated People Mover System. The building will also be connected to the adjacent parking structure, the Police Headquarters, the federal precinct and the State Regional Service Center by the People Mover System, which connects all of the DGC facilities. The pedestrian will enter the building from the people mover level, which is planned to be twenty feet above grade.

Those City administrative functions that require high public contact are planned to occupy the lower levels of the building. The higher levels will accommodate City functions requiring less public contact. Although it may be desirable to locate this major City facility adjacent to the City's Police Headquarters (on the City owned block to the north), the block to the north is considered to be uniquely situated as a site for a major DGC parking garage. Therefore the administrative offices for the City of Miami are planned to be built on land that is owned by Dade County; it is assumed that a land swap between the City and County can be easily arranged.

Projected space needs for the City's administrative functions are expected to be relatively stable through the year 2000. This facility should therefore be built in one stage.

Service access to the building is planned from N.W. Third Avenue. It will be at grade on the north side of the building.





City of Miami Police Headquarters

A new City of Miami Police Headquarters consisting of 140,000 square feet of offices and administrative space and a 395-car, six-story, employee parking structure is presently under construction in the northwest corner of the DGC site. The building has been designed to expand to the north if required in the future. Service will be provided on the west side of the building, between the Headquarters building and the parking garage.

Forty on-grade visitor parking spaces will be provided for this facility when construction is completed on the City-owned block immediately south of the police building. The Master Site Plan for the DGC calls for the elimination of this on-grade visitor parking lot and replacement by a major parking structure serving the entire DGC. This block is considered excellently situated for this large DGC parking facility and the proposed on-grade visitor parking lot is not considered to be a good utilization of land in the DGC.

The Police Headquarters will be connected to the other DGC tenants, the parking garages and the rapid transit station by extensions of the People Mover System, making the facility an integral component of the overall plan.

5.3 DADE COUNTY

The facilities for Dade County are a major component of the Downtown Government Center. The projections for the County space requirements are the highest of any single DGC tenant. Because of these high requirements and also because of high public contact requirements for these facilities, it is essential that the County precinct be easily accessible by mass transportation and also attain a necessary physical prominence within the site.

Dade County facilities include the projected space needs of the Legislative and Administrative functions, and the Dade County Courts through the year 2000. In addition, the space needs of certain miscellaneous agencies and commercial needs are included in the County facilities to form the Dade County Precinct.

The site for the County Precinct is planned in the area south of the State of Florida Regional Service Center, on the east side of existing N.W. Second Avenue. The main concourse of the proposed rapid transit is immediately southeast of this precinct. The DGC rapid transit station is planned to handle up to 194,000 daily trips, which would make this site the most highly accessible in Dade County. The County facilities would be easily accessible to the Dade County population. In addition, it has been proposed that the I-95 busway extension and north-south rapid transit station be built in the initial construction stage of the transit system. A mini-concourse, therefore, immediately east of the Dade County precinct and under the I-95 busway extension platform would make this area accessible even in the initial stages.

Because of this proximity, the Dade County facilities naturally gain a location of physical prominence The ground level focal point of the DGC is planned to be the Miami-Dade Commission Chambers. The chambers building, containing both the County's and City's Legislative functions, is physically connected to and is sited between the City of Miami facilities and the Dade County precinct.

The elevated People Mover System passes through the Dade County precinct connecting the main concourse of the rapid transit station, the State of Florida Regional Service Center, the City of Miami Police Headquarters and the parking facility on the western end of the DGC site. Additional DGC parking facilities are proposed off-site in the northeast corner of the County precinct. These two parking locations would provide the parking space needs for the employees and visitors of this area.

Dade County Administrative Functions

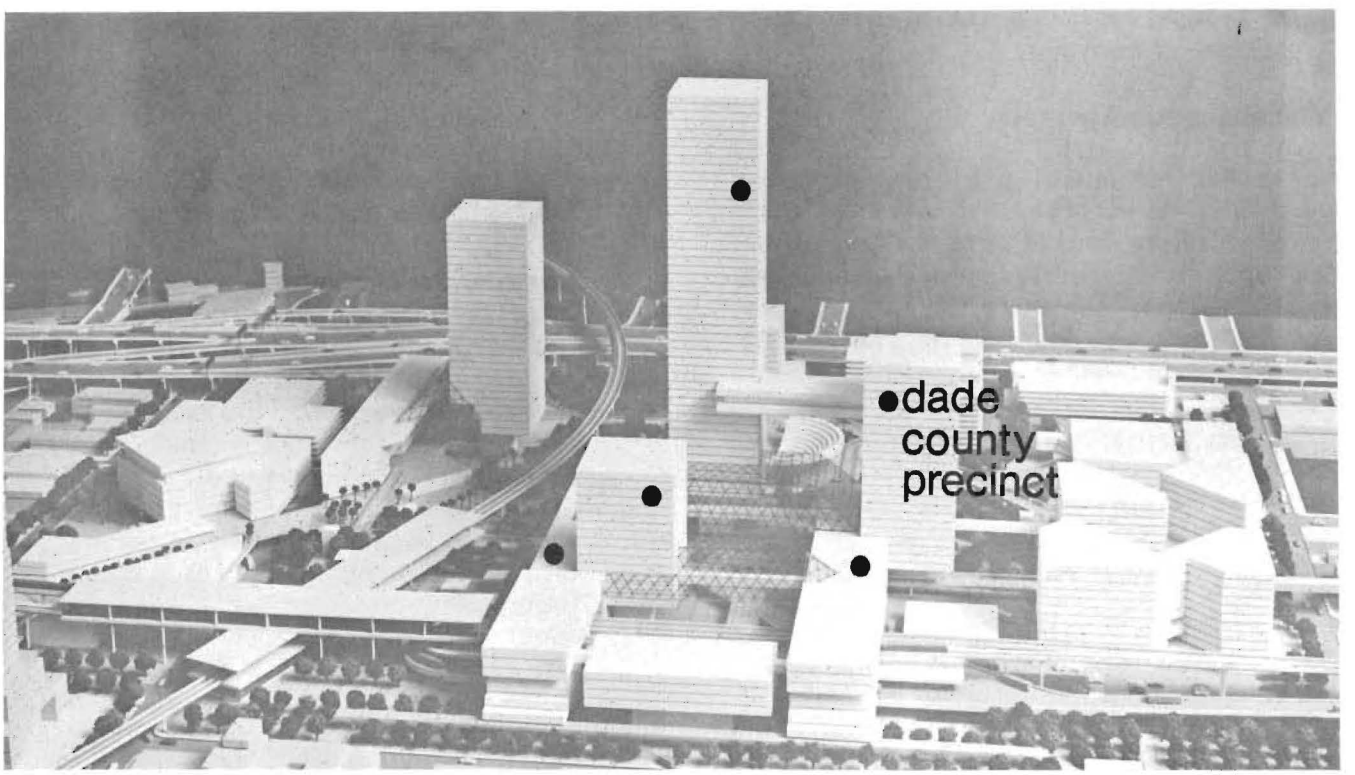
The space requirements for Dade County's Administrative functions are projected to be 1,167,000 sq. ft. by 2000. These include the County Manager's office, Building and Zoning, Finance, GSA, Human Resources, Management and Budget, Planning, Public Works, Water and Sewer and offices of the Dade County Office of Transportation Coordination. The offices of the Commissioners and the Chambers are included in the Commission Chambers building.

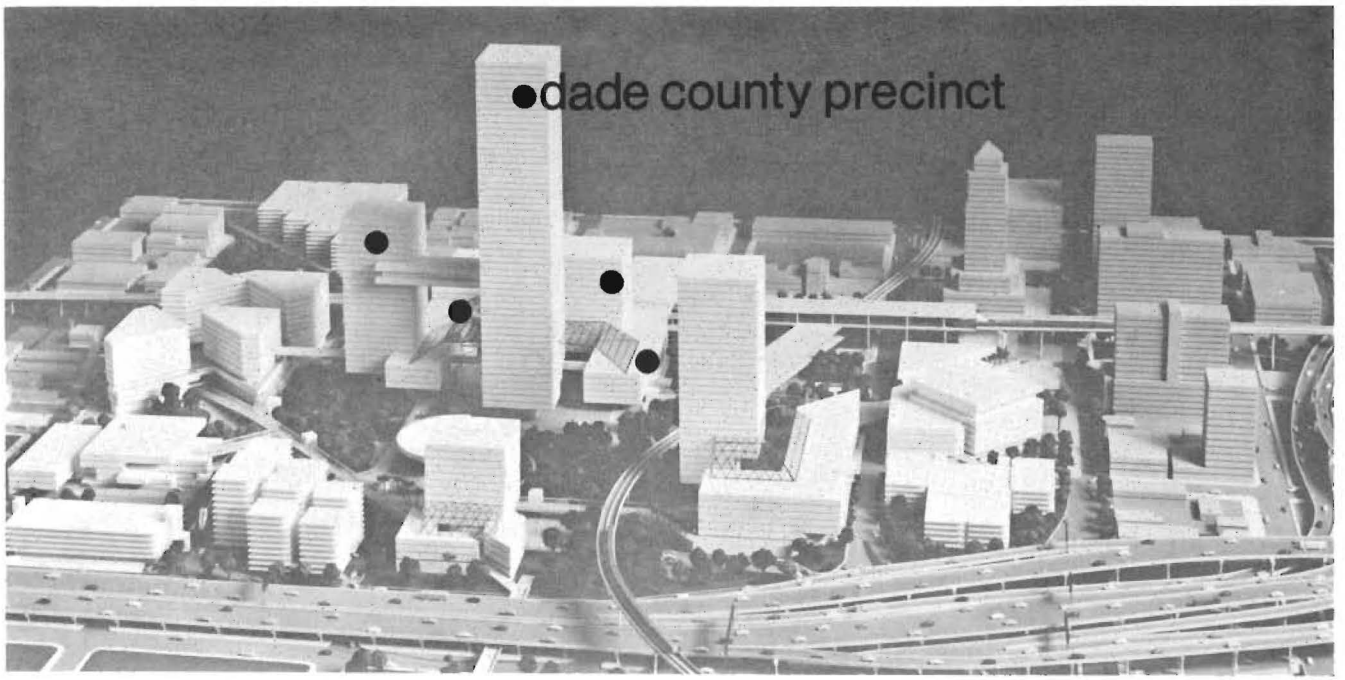
This requirement generates a need for 845,000 sq. ft. for a construction phase ending 1980. Dade County Administration is projected to have 3,867 employees and generate up to 4,675 visitors a day by the year 2000.

Dade County Courts

Space requirements for the Dade County Courts are projected to be 506,000 sq. ft. by the year 2000. These include the offices of the County Clerk, Judges' Chambers, Courtrooms, and Jury Room areas. Phase One construction is planned to accommodate about 365,000 sq. ft.

Dade County Courts are projected to have 467 employees by the year 2000. The Court activities would generate more than three times as many (1450) visitors coming in every day. The





amount of time spent by each visitor and the frequency of visits dictate that the County Courts should be accommodated in low buildings, which lend themselves more efficiently to high-public contact.

Miscellaneous Agencies

Certain other quasi public agencies have been identified as suitable for relocation to the Downtown Government Center. These include three agencies that together generate a space need for 125,000 sq. ft. by the year 2000. These facilities are planned in the tall buildings since they are expected to generate only 373 visitors a day for a total staff of 523 employees. These agencies include the following:

- HEALTH PLANNING COUNCIL OF SOUTH FLORIDA. This planning organization funded by the County, State and the Federal Governments is projected to need 15,600 sq. ft. by the year 2000.
- CHAMBER OF COMMERCE. The Greater Miami Chamber of Commerce, a private agency, is projected to need about 9,000 sq. ft. by 2000.
- UNITED WAY OF DADE COUNTY. This non-profit organization is projected to need 100,000 sq.ft. in the year 2000 for 400 employees and 148 daily visitors.

Commercial Facilities

The large number of employees and visitors in the DGC area will generate a need for certain retail, service and restaurant facilities within a short walking distance of the offices. Most of these would be located between the transit concourses and the office buildings. The County precinct will have a major portion of these facilities. These facilities include 45,000 sq.ft. of restaurant facilities, 20,000 sq.ft. of retail commercial provisions and about 15,000 sq.ft. of service facilities.

Dade County Precinct Plan

Space planning for the Dade County Precinct is based on a module of 16,625 sq.ft. (125'x125') each. The amount of space provided in this area (excluding the central Utility Plant and commercial facilities) is 1,799,000 sq.ft. or 116 modules. These are distributed as follows:

- Building A - 52 modules
- Building B - 24 modules
- Building C - 16 modules
- Building D - 12 modules
- Building E - 10 modules
- Building S - 2 modules

Building A is a vertical tower with 52 floors, the first floor starts at a height of 45'-0". Each floor is 125'x125'. This building will ultimately house the County administrative functions with 48 modules and miscellaneous agencies on the remaining 4. This tower will house mainly the low public contact areas and should be built entirely in Phase I.

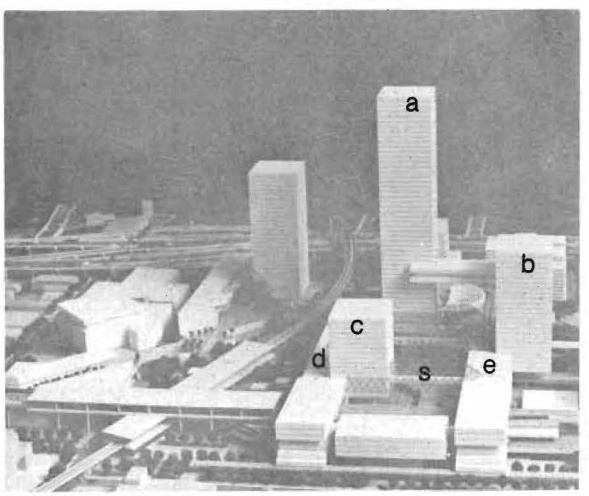
Building B is a vertical tower with 24 floors, the first floor starts at a height of 45'-0". Each floor is 125'x125'. This building will ultimately house County administrative functions on 22 modules and miscellaneous agencies on the remaining 2. This building will be connected aerially with a bridge to Tower A at a height of 232'-6". Building B contains mostly low public contact areas and is proposed to be built in Phase II.

Building C is a vertical tower with 16 floors, the first floor starts at a height of 45'-0". Each floor is 125'x125'. This building will fill the County Courts' space needs in the equivalent of 16 modules. Building C will contain the lower public contact needs of the County Courts. Building C is proposed to be built entirely in Phase I.

Building D is a 9-level horizontal building 100' wide and 360' long. This building is integral with Tower C and part of Tower C interconnects with this building. Building D contains the equivalent of 12 modules. This will house 7 modules of County Courts, 2 modules of miscellaneous agencies and 3 modules of Dade County Administrative functions. Most of the area in this building is of a high public contact nature. Building D is projected to be built entirely in Phase I.

Building E is an 8-level horizontal building, 100' wide and 360' long. This building is integral with Tower B. Building E would ultimately fulfill the space requirements of the Dade County Courts in 9 of its 10 equivalent modules. The remaining module is planned for Dade County Administrative functions. This building would contain areas of very high public contact and is proposed to be built in Phase III.

Building S is the ground floor level under the plaza development in the Dade County Precinct. The two equivalent modules are for Dade County Administrative functions. Most of this area would be used for service movement and other related functions.

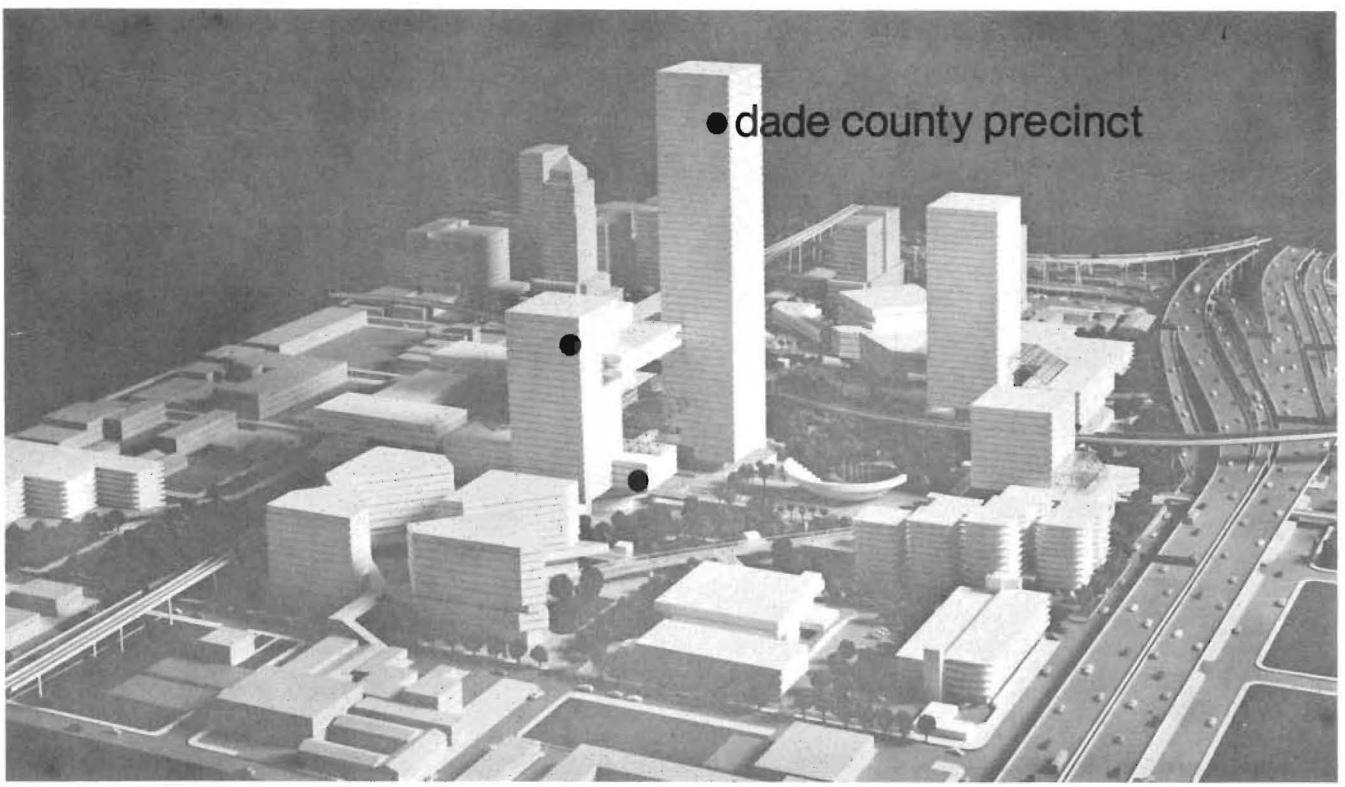


The design of the Dade County Precinct is based on the concept of an internal urban atrium space. The main level plaza is designed as an extension of the People Mover System spine which is at a level of 20 feet. The plaza opens to the east to accommodate pedestrians walking from the transit system through the ground level mini-concourse. Certain commercial facilities are located at the ground level to serve the employees and visitors as they go about their business. County Court facilities are accessible to the north and to the south through the ground level plaza. The pedestrians are gradually raised to the main plaza level. The plaza on the east side opens to the DGC park with the main Dade County Administrative tower located at this end.

The main administrative tower connects physically with the Miami-Dade Commission Chambers to provide a convenient pedestrian connection to the legislative facility. The Miami-Dade Commission Chambers sited between the City of Miami and Dade County tower creates a powerful relationship for this ensemble.

The main plaza level is entered from the south by pedestrians coming from the rapid transit system, and from the north through the State complex. People going to the State Regional Center would pass through this atrium and arrive at the second level main entrance of the State buildings. All buildings in the County Precinct are accessible from the main plaza level which will be attractively landscaped. It should be possible, in the future, to cover the entire atrium with a space frame roof covered with transparent material to provide a useful, all-weather environment in the County precinct.

The County precinct opens out towards downtown Miami on the east

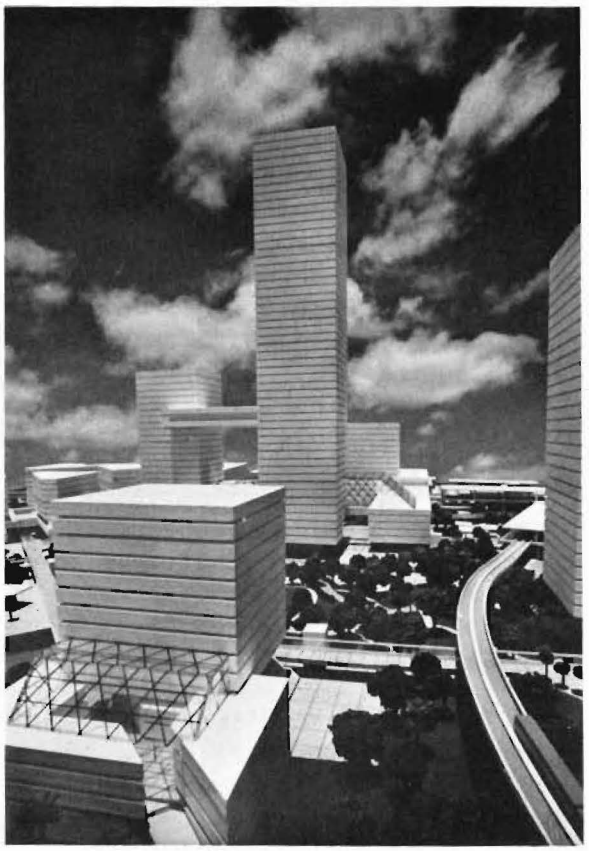


side. An urban form has been recommended by utilizing future air-rights development over the transit line in that area.

The horizontal elements in the County precinct and the air-rights development over the transit are integrated into an infra-structure of horizontal concourses. A continuous concourse is proposed at the 70'-0" level which functionally connects all the buildings in the area with the rapid transit station.

To further strengthen functional relationships certain aerial connections are proposed. A 3-level aerial connection unifies the two tallest buildings in the County precinct. This aerial connection would create a sky lobby for those buildings at that level.

In order to segregate service movement from pedestrian movement, all service requirements in the Dade County precinct are proposed to be handled at ground level. The service lane entry is from N.W. Fifth Street immediately east of the State Regional Service Center. This lane extends into a service yard between the County precinct and the State buildings which also houses the DGC central utility plant. A 20'-wide 16' high-spine runs under the County plaza connecting with the vertical circulation in each building. The commercial facilities in the precinct are also served from the same spine. All utilities in the utility spine, along with existing utilities under N.W. First Court will be accessible from this service spine.



5.4 MIAMI-DADE COMMISSION CHAMBERS

Both the City and County governments presently have Commission Chambers. Individually, these chambers are often too small and inadequate for large public hearings or meetings. Both of these chambers require press coverage and are centers for the dissemination of information to the public. Both chambers are also the places where the private citizen or tax payer directly participates in his government.

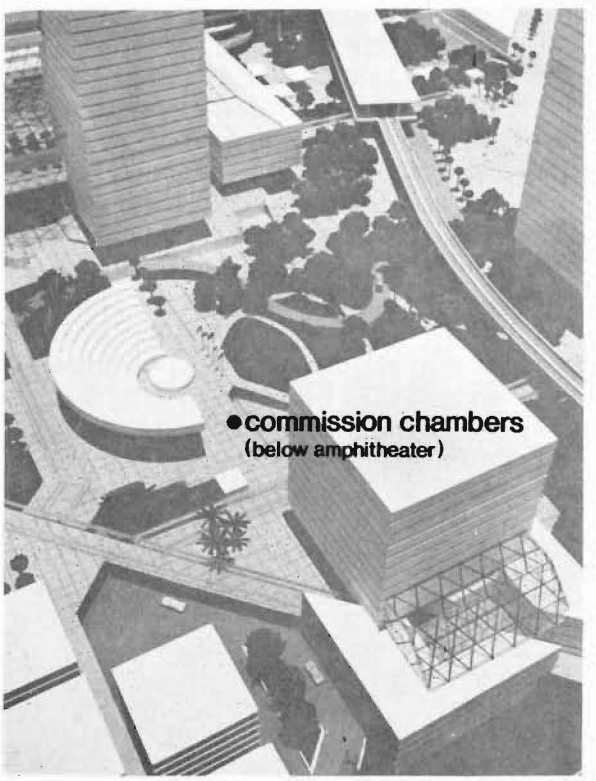
It is our recommendation that a Central Commission Chambers and Communication Center be built in the Downtown Government Center, with joint ownership by the City and the County governments. With a Central Chambers Hall as its major component, this facility could be designed with flexible dividing partitions that would permit independent commission meetings for both the City and County Governments. The Hall could also open to permit joint commission meetings and larger public hearings. The advantages of a single large Hall are enormous. Communications facilities can also be provided in the building, which may include public information areas, press interview rooms, radio and T.V. broadcasting facilities, a videotape library, etc. This combined facility may also cost less than separate facilities built by both the City and County, for common facilities and functions would be combined in the proposed structure.

This recommendation is consistent with the general objectives of the Government Center which include the development of a plan that provides cost savings by efficiently combining common facilities and functions.

The proposed Miami-Dade Commission Chambers is planned as the ground-level focal point in the Downtown Government Center Design Plan. If designed well, a unique public center would be created in downtown Miami, convenient to the public as well as City and County employees.

Because the proposed Commission Chambers will be primarily utilized by both the City and County, it is planned to be located in the middle of the park, between the City of Miami's Administrative Offices to the west, and Dade County's Administrative Offices to the east. It is proposed that the Commission Chambers be made available to other public agencies, boards and commissions, such as the School Board, for public meetings and forums. Its central location is easily reached from all parts of the City and County.

The facility occupies the most prominent site in the Downtown



Government Center and will contain a large public chamber with sloping floor and fixed seats. It will be uniquely designed to accommodate public meetings. A moveable acoustically-treated partition would divide the space in two so it could be used simultaneously by both the City and County Commissions. Offices for City and County Commissioners and their administrative staffs are planned on two levels, around the Chamber. The public would enter the facility from either the People Mover level, which is planned to connect the facility to the City and County precincts, the parking garages and other DGC tenants, or from the mini-bus drop-off area, the proposed transit station, or at ground level from the park.

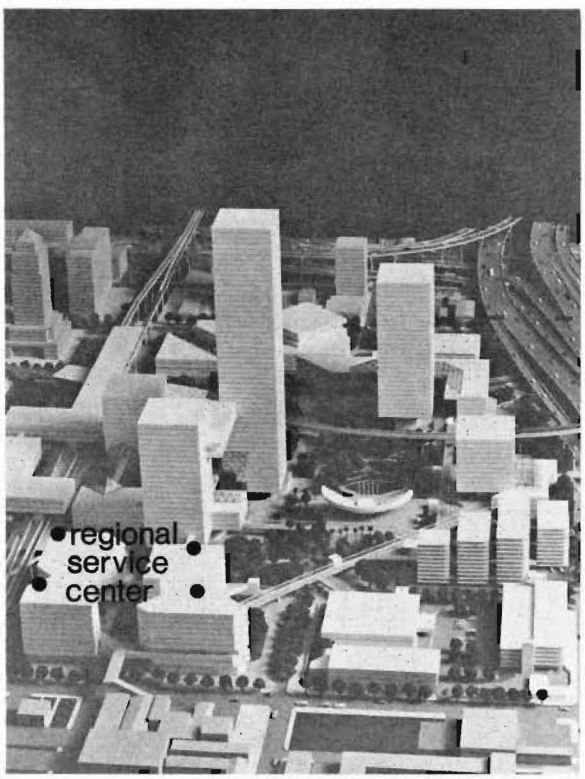
Service requirements for the Commission Chambers are expected to be light and will be provided at grade level with access from the service road east of the adjacent parking garage.

If it is not feasible for the City of Miami and Dade County to build this Commission Chambers, the site plan can be modified to include separate chambers for each within both the City and County precincts. A facility such as an amphitheater or other similar structure for public use could take its place in the center of the park.

5.5 STATE OF FLORIDA

A Regional Service Center for the State of Florida has already been designed for the northeast corner of the DGC site. This facility consists of four ten-story State office buildings interconnected by three levels of terraces that link high public access State agencies. The seven upper levels of each building will house those agencies that require less day-to-day contact with the public. First stage construction is expected to begin during early 1976 for the southwest building. The remaining three buildings are planned to be built during the next 20 years. The Regional Service Center is planned to be connected to the remainder of the DGC by the proposed People Mover System which directly connects the second level of the State office buildings with the Dade County precinct to the south, and with City and Federal facilities to the west and southwest. The People Mover System can also be extended north, over Fifth Street, to provide future, pedestrian, grade-separated connections to other areas of downtown.

Service for the State buildings has been planned on the east side of the complex, adjacent to the FEC right-of-way. An additional service area is also required on the south side, to provide access to an electrical transformer that will be provided in stage one construction. No "on-site" parking has been planned for the State Regional Service Center. Instead,



parking for this facility is provided for in the DGC Design in two locations - the proposed garage south of the new Police Headquarters, and the proposed off-site garage between N.W. Fourth and Fifth Streets. Parking requirements for the Regional Service Center have been estimated by consultants for the State of Florida at 750 spaces in Stage I, 1350 spaces in Stage II, 1900 spaces in Stage III and 2075 spaces in Stage IV. Staging plans for the DGC parking garages will be provided in this report and will comply with projected parking demands for the entire DGC.

5.6 FEDERAL GOVERNMENT

The Federal Government Precinct is planned in the southwest portion of the DGC site between N.W. First Street and the proposed east-west transit structure. Projected general purpose space needs for the Federal Government indicate a growing need for about 700,000 square feet of office space in the DGC by the year 2000, which will not be housed in federally-owned buildings. The Federal Government is projected to need about 350,000 square feet of general purpose office space in 1980, and about 525,000 square feet of space in 1990. Because of the continuing expansion demands of federal, general service space needs, the federal facility is planned to be built in several stages.

The Design Plan provides staged construction in two major increments. The federal precinct is best described by its four basic components, a vertical tower, a horizontal structure, a covered service and storage level and an internal atrium.

The low building, containing about half of the federal space needs, is designed to enclose the southwest corner of the DGC site; an internal

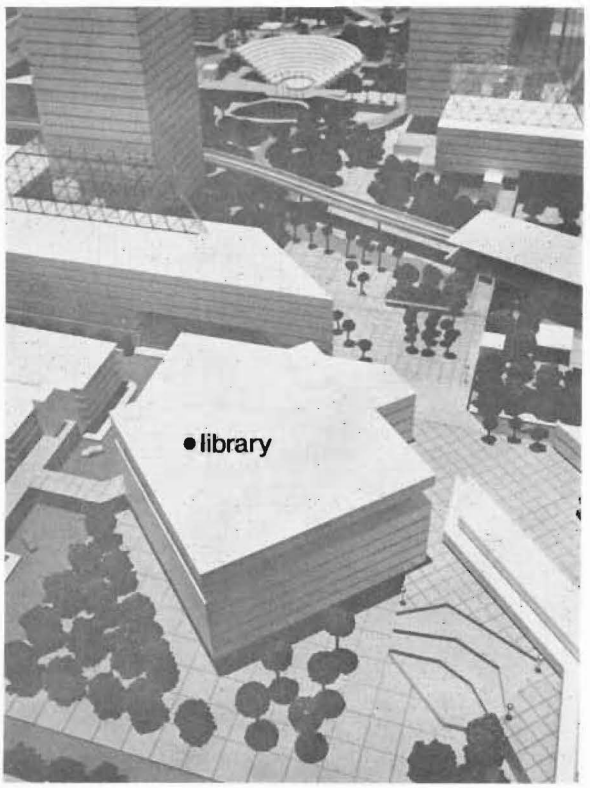
atrium enclosure is created, which is oriented to the greenery of the DGC park. The vertical tower helps enclose the federal atrium and also provides a visual focal point for the complex.

Generally, the lower horizontal element is planned to house the high public access federal agencies; the taller structure is planned to house the low public access and high security agencies. With the Federal precinct located in the southwest corner of the proposed People Mover System, visitors and employees will enter the facility from the People Mover level, which will be raised above the park level and will pass through the interior atrium of the federal plaza level. This may be enclosed by glass on the north side. Service vehicles will have secure access to the federal precinct from N.W. Third Avenue and can easily maneuver under the raised plaza. Storage is also planned on this level.

5.7 DADE COUNTY LIBRARY

The site selected for Dade County's new Main Library is at the southern end of the Government Center, between Flagler Street and N.W. First Avenue. This location affords high accessibility and visibility to both downtown Miami and all of Dade County while meeting accepted locational criteria for major urban Libraries. The new Library is planned to consist of about 200,000 square feet and is expected to attract more than 2,000 daily visitors.

The Library site is conceived as half of a Library-Art Museum ensemble forming a pedestrian gateway between the remainder of the DGC and Flagler Street. The Library is designed to encourage diagonal pedestrian flow from Flagler Street into the museum zone, into the raised Library entry forecourt, and ultimately over N.W. First Street into the Government Center. On a micro-scale, the Museum with its raised plaza serves as an entry forecourt to the Library at the upper plaza level.



The new Library is conceived as a square plan, about eight stories high and is sited on a 45 degree angle for two major reasons; first, this orientation accentuates the desirable diagonal connection between eastern Flagler Street and the proposed Government Center offices; and second, the orientation allows room for future expansion in any one of four directions.

The massing of the Library contrasts sharply with the Museum to establish an active-passive relationship between the two plaza functions; the Art Museum is planned as active entry experience, while the Library is conceived as a more passive destination.

The new Library is planned to have two major public entrances. One entrance is located on the southeast facade and is accessible from street grade at Flagler Street. A second entrance is located at the upper plaza level on the northeast facade of the building. This entrance is planned to be utilized by pedestrians walking from the north, from the proposed transit stations and from the proposed adjacent parking garage to the west. The Flagler Street entrance will be the initial major public entrance, if the new Library is constructed prior to the adjacent Art Museum.

Service for the new Library and Art Museum is planned at street grade under the raised Art Museum plaza. Service vehicles will enter and exit from N.W. First Street.

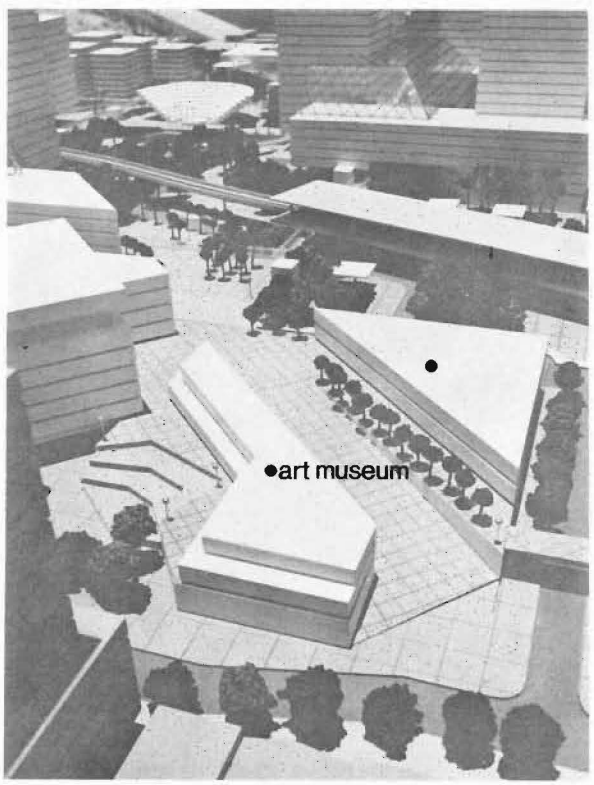
5.8 MUSEUM FOR THE VISUAL ARTS

Another of the unique facilities proposed in the Downtown Government Center is the Dade County Art Museum, a major cultural facility for the visual arts. Although this facility would be an asset in any one of numerous locations in the County, it is particularly beneficial to the vitality of downtown Miami. It should help make downtown Miami and the Government Center more of a truly urban experience, with cultural facilities and events that would otherwise not be available, rather than just a 9 to 5 office environment. In 1973, the voters of Dade County approved a major bond issue making this facility possible.

An opportunity exists to design the Art Museum in close coordination with the Dade County Library to create a unified cultural complex with common courts, service areas, security and public entrances. This concept will encourage greater use of both facilities by more people.

With this concept in mind, Dade County's new Art Museum is planned to be located on the south end of the Government Center adjacent to and east of the new Main Library, between Flagler Street and N.W. First Avenue. It is the second half of the Library/Museum ensemble. Although the Art Museum is expected to attract visitors from all parts of Dade County, it is not expected to attract as many visitors as the Government Center offices or even the Library. Therefore, to permit maximum enjoyment of the Museum's outdoor sculpture courts, the facility is planned as a "non-building" that permits people to walk through it and over it to get to other destinations such as the various Government Center offices and the Library. The concept is similar to the design of Mall shopping centers, where smaller tenants are located along walking routes to major department stores, which draw the most people.

The visual and spatial design of the Art Museum buildings emphasize a horizontal terracing effect in order to maximize pedestrian sky exposure and view. Access to the controlled urban space connecting Flagler Street and the government buildings originates at the southwest Courthouse corner on Flagler Street. The axis shifts diagonally northward at approximately 45 degrees through the use of a gradual ramp, slopes up, and terminates at the raised plaza level. The arriving pedestrian is presented with a vista of the Government Center buildings to the north, access to the Library and entry into the Art Museum.



The Art Museum is planned to have its main public entrance on the raised plaza level. The main central Museum space is planned as a large urban plaza containing landscaping, fountains, public benches, and appropriate outdoor sculptures. This plaza should not need to be closed down at night for security. Additionally, the Art Museum is expected to have several sculpture gardens that would contain permanent or changing displays of outdoor sculpture. These gardens will be an integral part of the museum itself and will require security. Museum visitors will arrive from Flagler Street on foot, from the proposed rapid transit concourse between the Museum and the Courthouse, and from the new parking structure, west of the Library.

Service requirements for the Art Museum will be accommodated by a street level service court that would also be utilized by the new Main Library. The proposed service court is situated between the Library and the Museum and is entered and exited from N.W. First Street. Stage One construction, consisting of about 45,000 square feet, is planned to include: gallery and exhibit areas, public non-display area, member areas, administration service and maintenance, and receiving, preparation and storage areas. Ultimately, the proposed Art Museum is expected to more than double in size to 100,000 square feet.

5.9 COMMERCIAL

The DGC with its projected employee population of more than 11,000 would attract more than 21,000 daily visitors to the governmental functions. This large number of people, coupled with tourists and other pass-through pedestrians, requires certain necessary retail, service and restaurant facilities within convenient walking distance.

The preliminary Master Site Plan accommodates 80,000 square feet of such commercial facilities. The commercial facilities should be provided as follows:

Restaurant Facilities:

45,000 square feet of space should be provided for eating and drinking establishments within the bounds of the DGC. These places should incorporate a large number of their total 3500 seats in the form of outdoor cafes and table service, with some of them providing incidental musical entertainment as well.

These facilities are extremely important to generate an all-day environment (rather than just a 9 to 5 office environment). The restaurant facilities should generally be in the high public contact plaza areas where other commercial facilities are proposed. These include commercial areas in the City and County precincts and in the plaza areas close to the Rapid Transit Station. Some restaurant facilities should be in the penthouse areas of the high-rise structures to provide the patrons an aerial view of downtown Miami.

Service and Retail Facilities:

Criteria prepared by the National Retail Merchants Association suggests a need for about 20,000 square feet of new general merchandising space in the DGC. In addition, about 15,000 square feet would be required for various service establishments.

Generally, the kinds of service and retail establishments that should be created in DGC are the ones that are allowed in the proposed C-3C Zoning District of the City of Miami. These include the following:

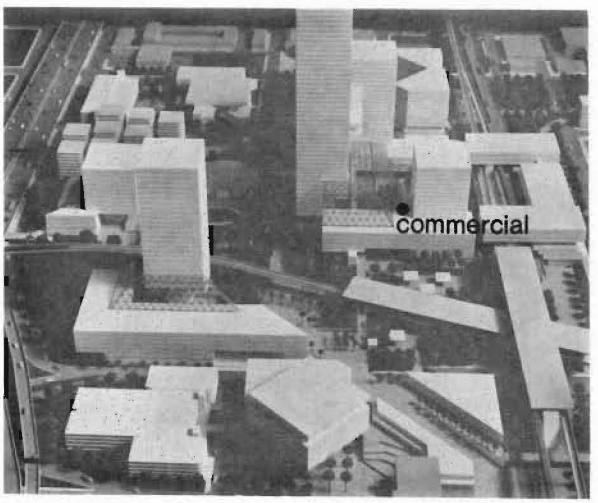
Bakery goods, Beauty parlors, Candy or Ice Cream, Tobacco, Clothing, Drug, Florists, Gifts, Jewelry, Newstands - open or enclosed and bookstores, Optical, Liquor, Photographic, Shoe, Sporting Goods, and such other service establishments as postal services, tourist information, walk-up banking, etc.

These facilities are best located in the pedestrian movement arteries. The planned locations are in the County precinct, in the plaza areas near the Rapid Transit Station, at the city administrative office building and near the major parking facility.

Design of all the commercial facilities should be well coordinated with the implementation of the Design Plan. Servicing of these facilities is of critical importance. It is planned that service movement for these areas would not interfere with pedestrian movement. Generally, service access would be from the service yard in the County precinct at the grade level.

5.10 TRANSPORTATION AND PARKING

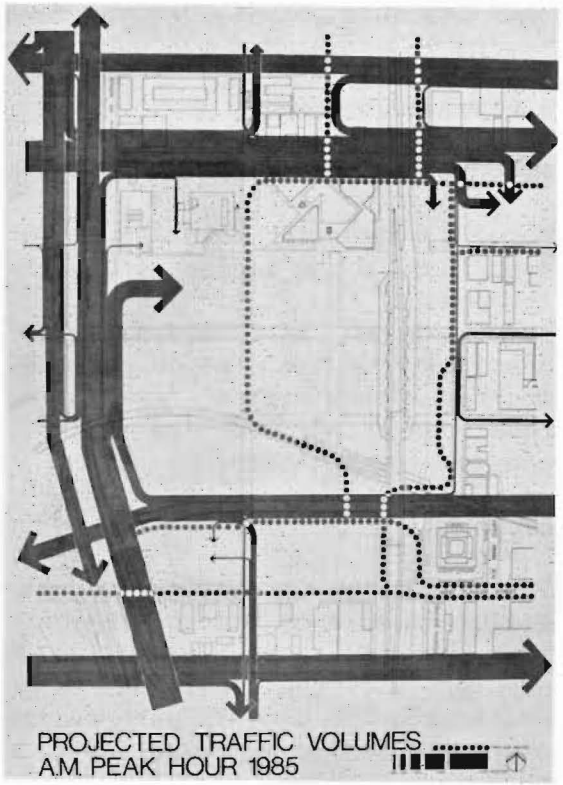
The DGC has been designed to accomplish the following transportation objectives:

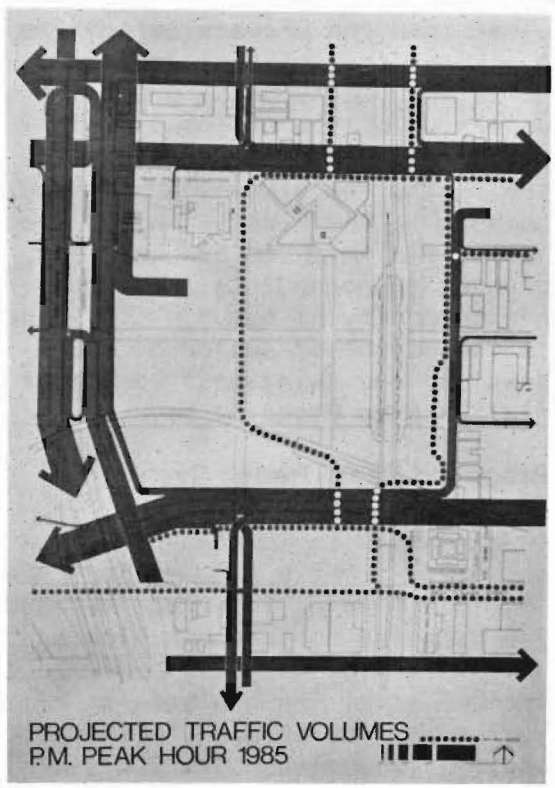


- To provide for safety of all the employees and visitors to, from, or through the Government Center.
- To establish traffic patterns that will allow convenient, rapid pedestrian and vehicular movement.
- To provide easy access to, and egress from the parking facilities.
- To make every major facility in the DGC area closely accessible from the movement systems.
- To provide as far as possible for the uninterrupted movement of service vehicles.
- To promote the use of mass transit systems and modes of transportation other than the private automobile.

Traffic

A traffic distribution system has been designed that maintains relatively stable traffic flows around the site while minimizing congestion and vehicle conflicts. Several different traffic and parking plans were tested before arriving at the proposed plan. Traffic has been assigned according to directional distribution, the planned locations of the various employee and visitor origins and destinations, and the planned locations for major parking garages. (Projected traffic flows for 1985 AM and PM peak hours are shown on the following pages). A modified one-way loop system is proposed around most of the DGC site, creating a large auto-free zone. The modified one-way loop system utilizes N.W. Fifth Street (eastbound), N.W. First Avenue (two lanes southbound and one lane northbound), N.W. First Street (westbound), the planned extension of N.W. Third Avenue (northbound),





and existing N.W. Third Avenue (northbound). Although its alignment is modified, N.W. Second Avenue will be open, but only to bus and emergency vehicles; private vehicles will not be permitted to cross the site north of N.W. First Street.

Each of the clockwise one-way streets that surround the northern part of the site are paired with opposite one-way streets that carry traffic in a counter-clockwise direction.

The site plan for the DGC assumes that Flagler Street will eventually become a pedestrian mall with mini-buses.

In order to provide for the safety of downtown pedestrians, grade separated pedestrian connections are provided over major traffic arteries such as N.W. First Street. Additional raised pedestrian connections are proposed to connect to off-site developments. These are over N.W. Third Avenue (to Lummus Park) and over N.W. Fifth Street (from State Regional Service Center).

Buses

Milestone Report One described the seven mini-bus routes that have been proposed by the Kaiser Engineers to serve downtown Miami. Several are proposed to pass through the DGC to serve its needs and the needs of the proposed rapid transit system.

Four of the seven routes were planned to pass through the DGC from south to north. The routes proposed by the Kaiser Engineers were westbound on N.W. First Street to Second Avenue northbound to Second Street eastbound to N.W. First Court northbound. A bus stop was planned for the transit system

station on Second Street and First Court.

This proposed mini-bus route has been modified by the DGC Master Site Plan. The new mini-bus route is westbound on First Street, then northbound to a bus stop under the proposed east-west transit station then west to Second Avenue, then north to Fifth Street. Most of the route through the DGC is planned to pass through the DGC park on a narrow roadway that is one lane wide except for drop-off areas.

This route will also provide an ideal internal distributor for the proposed mini-bus system. This system should also be used to distribute persons arriving at one of the proposed parking locations or the rapid transit station throughout the center. In addition, mini-bus service should be extended throughout the downtown area to enhance the accessibility of the site. There are current plans for this type of system to enhance the accessibility of the rapid transit system. Any service of this type has to be carefully coordinated with the design of the proposed transit system.

People Mover System

One of the essential unifying elements in the DGC is the planned People Mover System. The purpose of the People Mover is to efficiently and safely move pedestrians within the DGC. The system directly connects with all of the planned facilities in the project including the major parking garages and the proposed rapid transit station. Pedestrians will be able to efficiently move about on the system when enjoying the natural landscape of the DGC park.

The People Mover System may initially be nothing more than an elevated sideway. When feasible, the system can have moving sidewalks and be covered for protection of the pedestrians from inclement weather.

Service

Service access for each tenant is described in the various individual sections of the Plan. Generally, service access is provided for each precinct from the planned periphery one-way street system, freeing the remainder of the DGC from trucks and service vehicles.

Bicycles

The bicycle is an inexpensive, efficient mode of transportation that has been vastly increasing in popularity. Dade County has been increasing its bicycle path system since the public approved the Decade of Progress bond issue in 1972.

In order to achieve the objective of providing good alternative modes of transportation to downtown, other than the private automobile, a bikeway system is planned to serve the DGC by passing along the underside of the proposed north-south rapid transit structures. On the south, the bikeway system would connect to the River walk; on the north, the intended bikeway is planned to connect to the proposed new community at about Ninth Street, in the northeast sector of Miami's downtown and swing east to Bicentennial Park on Biscayne Bay.

Proposed Rapid Transit System

An extensive rapid transit system has been recently planned for Dade County. A major interface between the proposed north-south line and east-west line has been proposed on the DGC site. An analysis of this system and the proposed DGC station and its impact upon the DGC site has been presented in Milestone Report One.

The DGC Master Site Plan contains the following recommendations for modification of the proposed DGC transit station:

- Minor alignment change in the east-west transit line to provide a safer pedestrian interface at N.W. First Street and First Avenue.

- Utilization of air-rights over the north-south rapid transit station for commercial/office facilities that would complement the planned Dade County facilities.

- A new mini-concourse is planned under the proposed I-95 busway, to better distribute transit patrons to the northern end of the DGC.

- An additional mini-concourse is planned at the southern end of the north-south station platform. It would better serve the planned cultural center at the southern end of the DGC and Flagler Street by utilizing the platform to provide an elevated street crossing over N.W. First Street.

Parking

Provision for car storage is essential to all Government Center tenants while at the same time it is a major consumer of space. Every DGC function needs a certain amount of parking spaces. Though it is ideal that parking provisions for every building be integral with the building itself, consideration has to be given to easy access and egress to and from the major vehicular routes, and also to the advantages and efficiencies of shared facilities. Based upon these and other considerations, it is proposed that a single authority representing all the major users build, operate and maintain the DGC parking facilities.

Three major new parking garages are planned in the DGC. Two are located within the DGC site while the third is off-site. The following criteria was used to determine their locations:

- Parking garages should be located conveniently to the arterial system so traffic impact on the existing local downtown streets will be minimized.

- Parking garages in the DGC should be designed so construction can be easily staged.

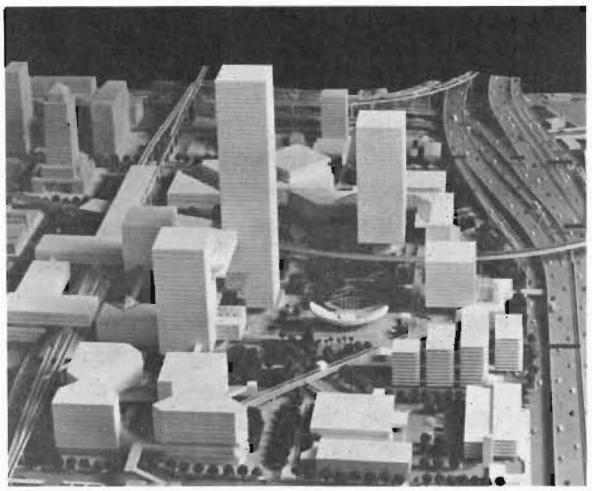
- Parking garages should be conveniently located to provide good access to DGC pedestrian locations.

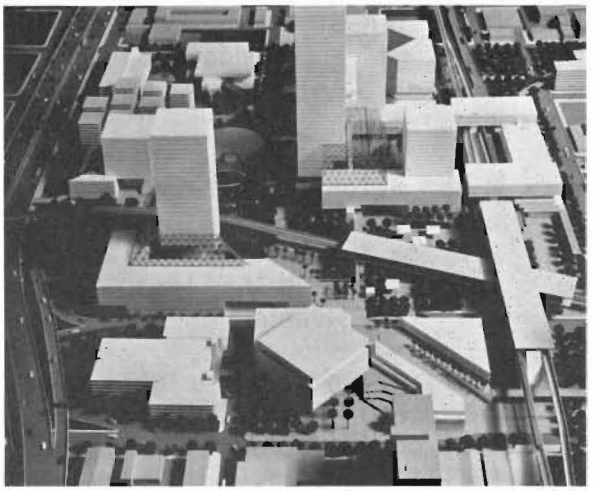
- The description of the DGC parking garages follow:

- Existing Garage - Located next to the new Police Headquarters at the corner of Fifth Street and Third Avenue; this facility is presently under construction. It is assumed that this facility would serve only the employees of the Police Headquarters. Its design capacity is 395 vehicles.

- Garage A - Located on Third Avenue, between Third and Fourth Streets; this facility will generally serve employees from the Federal precinct, City and County Courts and the visitors for Federal, City and County facilities. Its ultimate capacity is planned for 2000 vehicles.

  Because this site has excellent access to and from the I-95 entrance and exit ramps and is closely situated to many of the major DGC destinations,





this garage will be the most desired parking destination in the DGC.

In planning this facility, careful consideration was given to its mass so a major vista from I-95 into the DGC is preserved.

Because current State environmental laws may require that this facility be totally enclosed and mechanically ventilated (see Milestone Report One) consideration should be given to designing this facility as a mechanical garage. Mechanical ventilation may not then be required, and this may prove to be the most feasible design.

Additionally, a mechanical garage will result in a somewhat smaller structure than a conventional garage, leaving more open space in the DGC.

The Master Site Plan has, therefore, been designed to accommodate both a mechanical and conventional garage in this location. The mechanical garage is, however, preferred.

- Garage B - Located between First and Flagler Streets just west of Second Avenue; this facility will serve the parking needs of the Library and Art Museum. Its planned capacity is 600 vehicles.

  Because this facility is designed for less than 750 cars, it may not have to be enclosed and mechanically ventilated. Therefore, this facility is planned as a conventional naturally ventilated garage.

- Garage C - Located between Fifth and Fourth Streets immediately east of the DGC site; this facility will serve County and State employees as well as State and some County visitors. This facility is not within the Government Center site but is located on an existing at-grade parking facility, Municipal Parking Lot Number 10, owned by the City of Miami. Its planned ultimate capacity is 3000 cars. If parking demand drops for the DGC, as projected, (assuming the proposed transit system is implemented) this

facility could house some employee and visitor parking demand for new private developments that are likely to be built immediately to the south.

The off-site garage will help distribute major parking concentrations around the DGC so all areas of the project will be within a reasonable distance from a major garage. Vehicles entering and exiting to and from this facility will arrive and depart from I-95 and I-395.

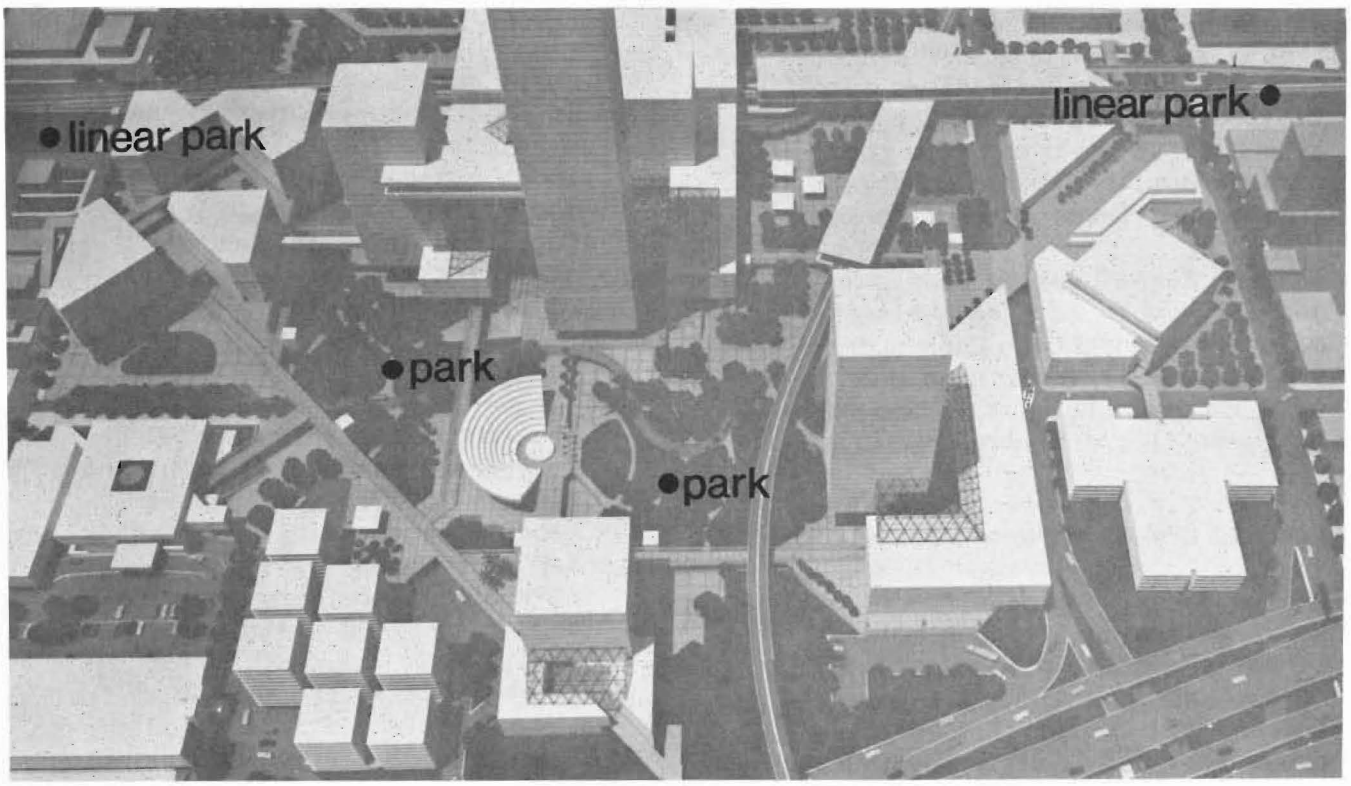
5.11 OPEN SPACE

Although the DGC complex would accommodate more than 4-million square feet in built space in the 30 acres of its site area, a very large portion of the site plan is to be open space. Urban open spaces provide a restful, attractive and aesthetically pleasing environment in downtown areas.

These open spaces will provide a desirable contrast with the planned intense development and man-made environment surrounding them.

The Master Site Plan of the DGC establishes a hierarchy of urban open spaces. First in the hierarchy is the proposal of a large park in the center of the complex. The second level consists of internal open spaces created in the individual governmental precincts. The third type of open spaces are the ones planned in the transition areas.

Planning a consolidated seat for a group of governments in a ten-block area has provided the opportunity to create a large pedestrian precinct uninterrupted by automobile movement. This pedestrian precinct is planned as a large park in the heart of DGC, which will be naturally landscaped. The major components of the DGC program are planned around this park. The park also establishes a pedestrian link



between Lummus Park to the west and the assumed Flagler Street mall in the southeast corner. This park connects with the proposed linear park under the Rapid Transit Line. These connections help create a pedestrian infra-structure in the downtown area linking such features as the Miami River Walk, Bayfront Park and Miami-Dade Community College.

It is proposed that the Miami-Dade Commission Chambers be the main ground level focus of the central park. Besides generating considerable public activity, the building could become a sculptural feature in the park. The park can be used for such additional activities as art shows, international fairs and festivals, music shows, bike races, soap box for political candidates, etc. The park should be informally designed with natural, tropical landscape.

The internal open spaces in the individual government precincts are smaller urban spaces formed mainly at plaza levels. These spaces create a central precinct space, providing access to various functions. These spaces may be covered by a high space-frame type roof structure with plastic coverings to create an all-weather environment.

These internal spaces open onto the large park forming a minor-major relationship. Open spaces should be well landscaped and also accommodate certain amounts of commercial activity.

The transitional open spaces are used to create an urban space close to a building. In the Library and Museum area these open spaces will be an extension of the Flagler Street syndrome in the southeast corner and the major park towards the north. Landscaping in these areas will be a composite of urban plazas, landscaped terraces and feature areas.

The landscape plan for the open spaces in the DGC has been designed to meet the landscaping criteria developed in the Appendix, Section II. Existing site vegetation is relatively sparse with a few significant oak trees scattered throughout the site. Implementation of DGC master plan encourages preservation of these trees when possible. When not possible, they should be transplanted to the large planned park space within the site.

Additionally, several feature areas to accommodate special uses and activities have been planned in the DGC.

5.12 UTILITIES

An inventory of existing utilities and preliminary proposals for future utilities needs were presented in Milestone Report One. Milestone Two presents the recommended methods for handling future utilities in the DGC. Careful consideration has been given to minimize lifetime costs and conserve energy resources. In some instances recommendations are made to centralize utilities, and a central plant is proposed in the Master Site Plan. The advantages and disadvantages of utility centralization are presented within the individual utility.

Utility Spine

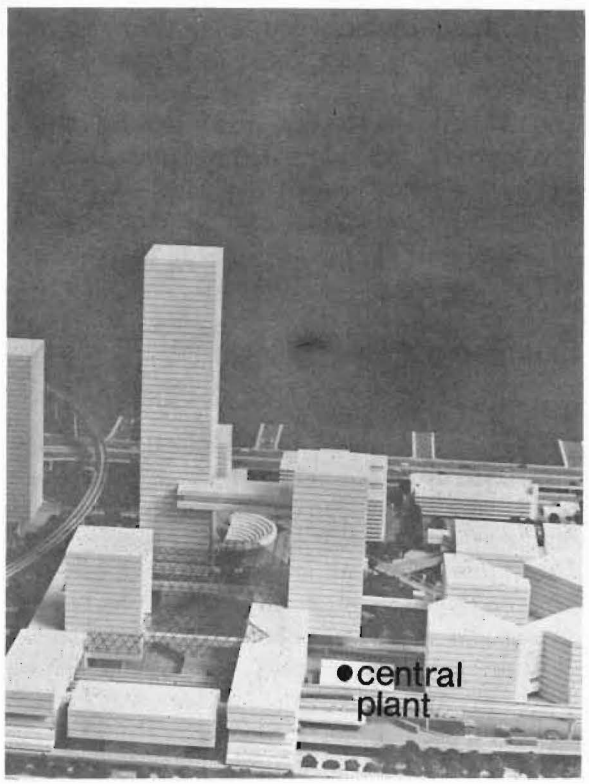
The concept of the elevated People Mover as a connecting spine that links all buildings together, readily lends itself as the basis for a common utility corridor. Although the primary function of the spine is to efficiently move people from one destination to another, it is proposed that the lower portion of this structure be reserved for certain utilities.

This raised utility spine has three major advantages. It eliminates the need to disturb existing underground utilities; new utilities can be removed from the deleterious underground environment; and access for maintenance is more conveniently provided.

Buildings that need to be built before the construction of the spine can be directly connected to the existing sub-surface system; however, these early buildings should be planned in a manner that can readily accept future utility connections from the utility spine. All facilities that will be completed after or concurrent with the utility spine must be connected to the utility spine. Intelligent construction staging should minimize the need for connections to existing sub-surface systems.

Central Plant

A central plant for the housing of certain central utility systems is proposed. This structure houses the proposed central air conditioning plant, central domestic hot water system, central fire loop pumps, and central emergency power generation. It is located near the FEC right-of-way, between the County and State buildings. Facilities planned within the central plant can be staged as demand dictates.



The location for this plant is near the centroid of planned office space in the DGC. Its site allows convenient truck service without an adverse visual impact upon the DGC Plan.

Water

Based upon projections for office space and population for the year 2000, the DGC will demand approximately 478,000 gallons of domestic water per day, with an average flow rate of 990 gpm during an 8-hour work day, and a peak demand of 2,500 gpm. Existing water mains can provide complete capacity for domestic water demand; however, existing pressure is inadequate for the DGC tall buildings. Nevertheless, pressure can be easily increased for these tall buildings by the use of booster pumps.

Flow requirements for fire demand are based on the most stringent expected condition within the DGC Ordinary Hazard, Group II.

Demand is estimated at 2500 gpm for standpipes, and 1500 gpm for sprinkler systems, or 4000 gpm at 55 psi residual pressure.

While existing water mains have adequate capacity for fire flow, they do not provide sufficient pressure. Two solutions are considered here. One method is to install fire pumps in each building to meet the specific requirements of each.

The second and preferred solution is to centralize this facility and provide a high pressure fire main to all DGC tenants in the utility spine. This system would provide adequate pressure, convenient locations for the fire department to connect pumpers, and the flexibility to expand.

Three diesel drive fire pumps, each delivering 2000 gpm, should be in the central plant. This system could have one pump inoperative while still maintaining required protection. A small auxiliary electric "jockey pump" can also be provided to maintain pressure in the system without having to operate one of the large pumps.

Two of the Dade County towers and the federal tower will require additional fire pumps located within them.

Irrigation demand is expected to require an hourly flow rate of 1500 gpm. A total demand of 90,000 gallons per day is therefore projected. Because surrounding groundwater has a high saline content, irrigation water must be supplied by potable water mains. Existing water mains are adequate to supply the required flow and pressure. Separate water meters should, however, be provided for irrigation water because sewer charges are based on domestic water meter readings.

Air Conditioning and Domestic Hot Water

In order to provide economical air conditioning for the DGC tenants, it is recommended air conditioning be handled by the common central utility. Central chiller units and cooling towers can be constructed integrally with the central plant. In conjunction with the chiller units, central domestic hot water heating units can also be provided that would utilize heat recovery from return air conditioning condenser water to pre-heat domestic water. A system of this type would result in significant energy savings. All interconnecting pipes would be housed in the utility spine.

The completed air conditioning system may utilize four 3,500 ton chillers. Each chiller could be installed as needed according to construction phasing. Similarly, domestic hot water heating systems could also be phased as needed.

Power

The proposed electrical system, providing power to all DGC buildings will be a loop system. A switching station and utility connections to power company subsurface feeders is proposed in the central utility area between the State buildings and County precinct. Selective switching can be provided to select one of the power company feeders capable of serving the project and should be arranged for automatic operation. From this switching station, a loop system can be installed in the utility spine so that power could be provided in either direction along the loop; isolation switches can be located at each building to limit the area affected by a failure to the system.

Emergency Power

Emergency power for each DGC precinct is planned to be generated in the central utility plant. The two most important advantages of this central system are that the single facility will have a better chance of training and keeping a qualified staff to maintain the facility so it can be ready when needed, and initial total installation costs will be lower. The disadvantages of a central emergency power genera-

tion system are that the size of the facility and the somewhat distant location from many of the individual users will add to the increased risk of system failure. The most reliable method may in fact be individual units located in the individual DGC buildings. But because the success of the system depends to such a large degree on the ability to support a full-time staff who will maintain the facility, a single centralized facility appears to be the better solution here.

Communications

Southern Bell Telephone Company is committed to provide requested telephone service to the DGC. It is proposed that service trunk lines be distributed through the utility spine from the point of interface with existing underground facilities. Each building can then have a private system or telephone company system within it.

Future use of the unique television media makes this system one which should be endowed with maximum flexibility in the DGC. A closed circuit cable system is proposed in the utility spine, which would connect to each building. It will provide for remote camera locations that feed into a studio control area. Each building can be equipped with an extension of this system as needed. Security channels can also be provided to visually monitor critical areas.

The majority of intercommunication systems are localized within buildings and groups of buildings; however, raceways can be provided between buildings in the utility spine to facilitate wired systems.

Direct computer ties to building metering can also be used to control central heating and cooling equipment; security networks can be established; telegraph and teletype systems can also be established to connect agencies to one another on an as-needed basis. Raceways shall be provided in the utility spine for each system.

Solid Waste

By the year 2000, the DGC is expected to produce solid waste at approximately 1.0 pound per 100 square feet per day or about 20 tons per day. This volume is considered inadequate to justify central handling or waste recovery on site.

It is recommended that solid waste be collected at each building or building group by a private hauling contractor. Solid waste handling facilities at each building should be tailored to the needs of the hauling contractor.

The use of paper shredders in office buildings could significantly assist in reducing the volume of solid waste and should therefore be considered for these buildings.

It may become feasible in the future to move solid waste from the DGC to an area of the transit station, where it can be loaded onto special early morning trains. These special trains would then move the waste to a central off-site disposal or recovery facility.

Sewage

Based upon projections for office space and population for the year 2000, the project will generate approximately 478,000 gallons of sewage per day. This quantity is expected to be generated in an eight-hour day with an average flow rate of 1.42 mgd (million gallons per day) and a peak flow rate of 3.55 mgd.

Treatment of projected wastewater can be adequately achieved by the recent expansion of the Virginia Key Sewage Treatment Plant or other planned regional wastewater treatment plants.

The City of Miami has tentative plans to construct an 18" gravity relief sewer along N.W. 2nd Avenue running north-south from the N.W. 2nd Avenue - N.E. 6th Street intersection to relieve the overloaded flow condition in this area. This relief line would parallel existing sewers to direct hydraulically proportioned flows to Pump Station No. 10 and to the N.W. River Drive Pump Station. Consideration should be given to constructing a 24" gravity pipe south of the stated intersection along N.W. 2nd Avenue and N.W. 3rd Street to the Miami-Dade Water & Sewer Authority N.W. River Drive pump station trunk main.

Storm Drainage

Storm water in the DGC will be disposed of by direct ground recharge in the large natural areas. A liberal use of pervious paving blocks in hard surface areas are planned. In areas of greater runoff, soakage pits or drainage wells are proposed, depending on the water volume to be disposed of.

Drainage wells should be 15 inches in diameter and should accommodate 150 percent of design flow. A detention tank should be installed ahead of each well to remove pollutants that could clog the well. Provision should be made for a future well at each detention tank in the event that the initial well becomes inoperable.

The integrity of the existing drainage system, however, must be partially maintained because it conveys stormwater from outside the planned development to Miami River outfalls. It is recommended that Dade County initiate a study of the existing drainage system to determine its expected useful life and capabilities. Much of the existing street rights-of-way are planned as landscaped areas, thus increasing infiltration, and reducing the amount of future DGC surface runoff.

5.13 ADJACENT FUTURE DEVELOPMENTS

Implementation of the DGC would naturally influence development in the adjacent areas. It is important that these developments be coordinated with the implementation of the DGC Master Site Plan. The development in the following areas will need close coordination with the DGC plan:

- Rapid Transit System and its development impact.

  The proposed rapid transit station in the DGC vicinity has influenced the DGC Master Site Plan significantly. Any changes in the plans of this system may have great impact on the DGC Master Site Plan. In addition, the location of the Rapid Transit Station in this area makes this location highly accessible by mass transportation. Therefore, it is recommended that some of the air-rights of the proposed rapid transit station be used for private office development. This development should be, as recommended in the Master Site Plan, an extension of the Dade County precinct.

- Parking Garage in the block between N.W. Fourth and Fifth Streets east of First Avenue.

  The proposal for a major

parking facility in this block is described in the Section under PARKING GARAGES.

- Area between N.W. First and Fourth Streets east of First Avenue.

  These locations are opportunity sites for future private office development.

  It is recommended that the east-west aerial pedestrian arteries in the DGC area be continued to connect to these future developments.

- Area south of Flagler Street.

  This location is also expected to become an opportunity area for intense private office development. Development in this area should also be coordinated with the implementation of DGC Master Site Plan. Special attention should be given to the proposal for a pedestrian mall along Flagler Street resulting in shopping arcades at pedestrian levels. Extension of the proposed linear park under the Rapid Transit System guideway should be extended to the Miami River Walk.

- Area north of N.W. Fifth Street.

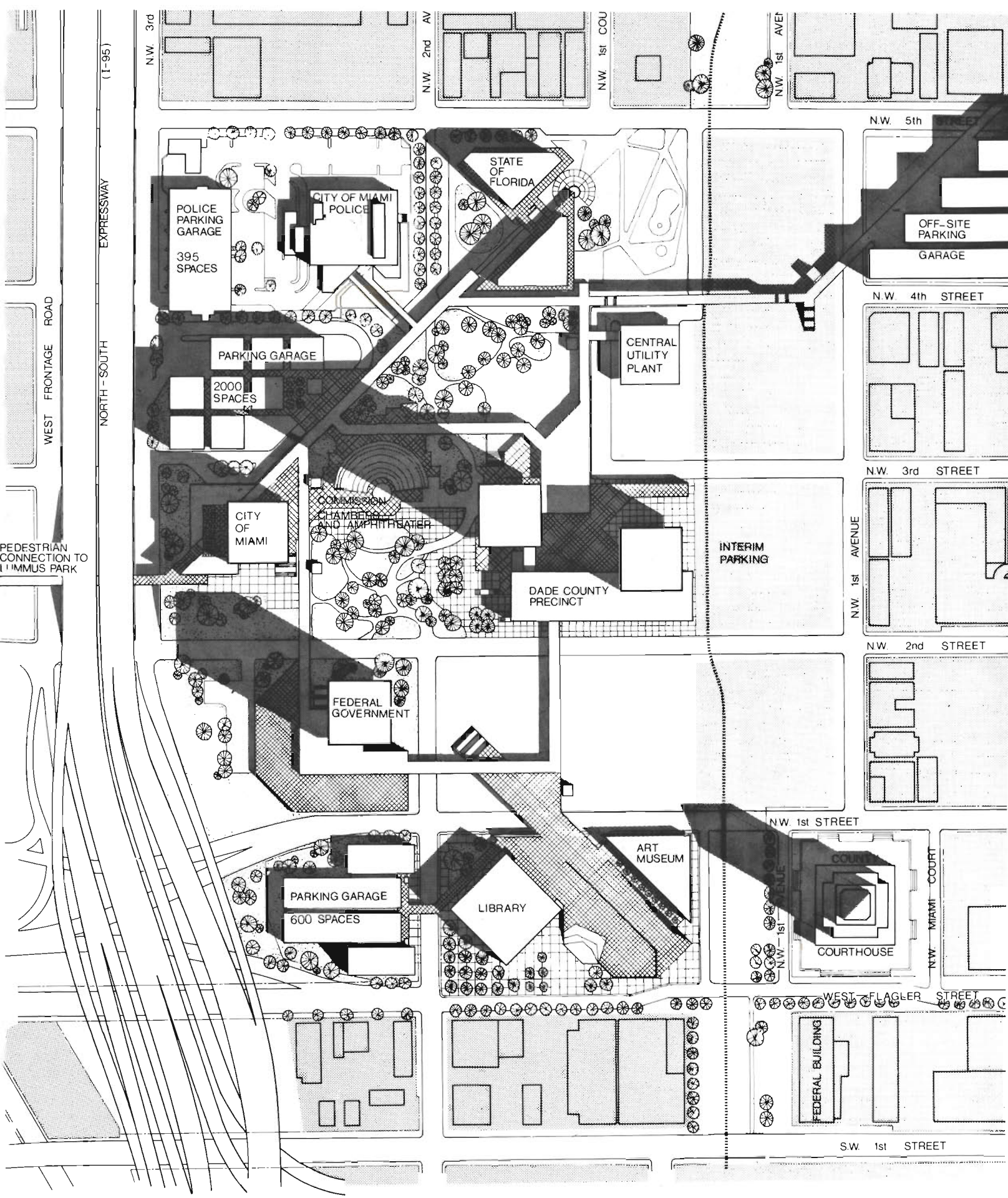
  Besides being a prime location for downtown housing, this area is also a good location for future parking structures (to serve as off-site parking for other downtown Miami developments) because of its excellent accessibility to I-95. It is recommended that an aerial pedestrian connection from the State Regional Service Center be considered to connect to future development in this area.

- Area west of I-95.

  The location of Lummus Park is considered significant to the DGC Master Site Plan and therefore a grade-separated pedestrian connection between the park and the DGC is recommended. It is probable that intense residential development would occur in this area, providing living quarters for some of the DGC employees.

5.14 ILLUSTRATIVE PLANS

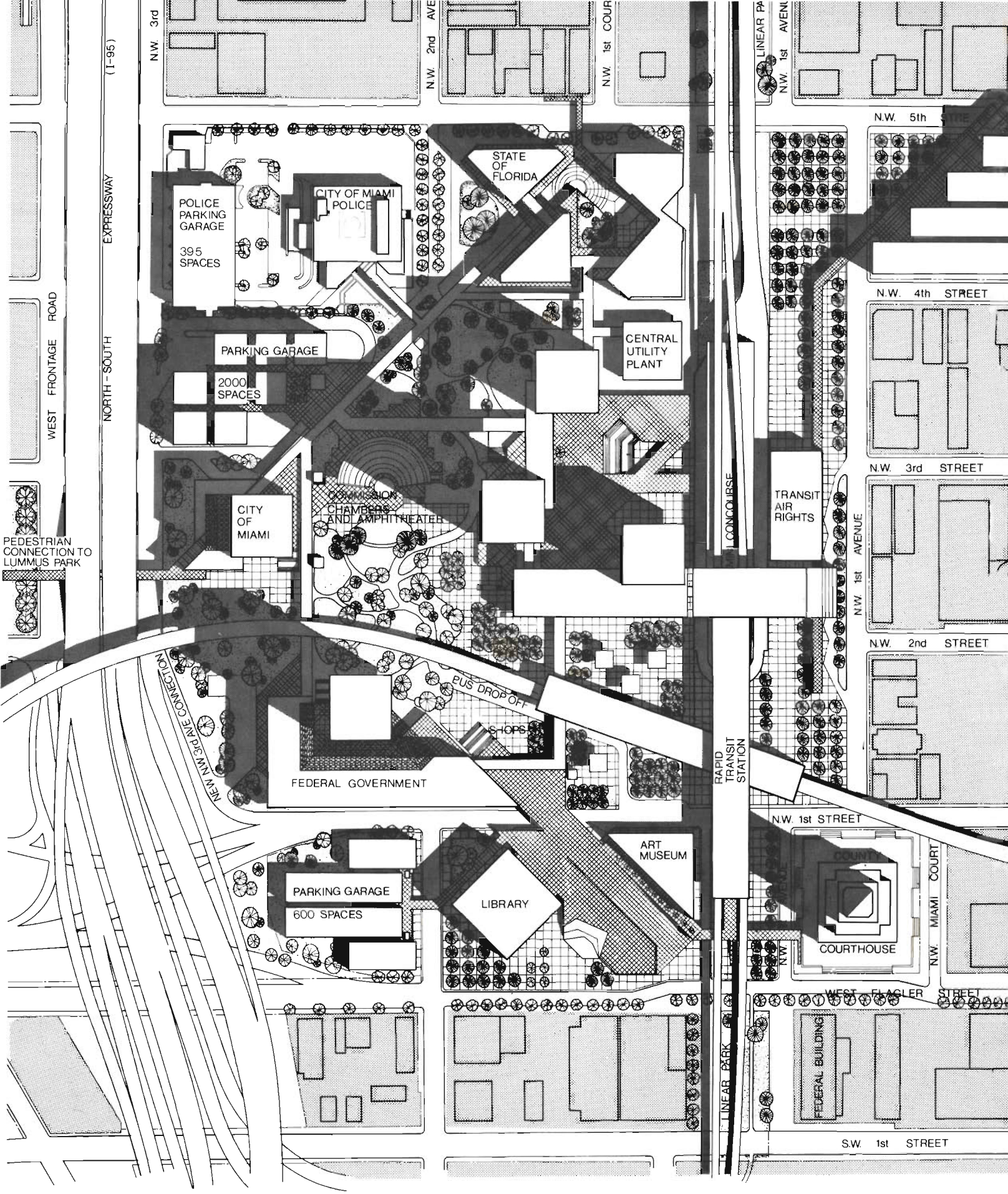
1 Illustrative Site Plan, Stage 1
2 Illustrative Site Plan, Stage 2
3 Illustrative Site Plan, Year 2000
4 Ground Level Plan, Year 2000
5 Main Level Plan +20′
6 Aerial Concourse Level Plan +70′
7 Sky Lobby Level Plan +245′
8 Utility Plan
9 Landscape Plan
10 Parcel Plan
11 E/W Section Through Site
12 N/S Section Through Site
13 E/W Section Through Library
14 N/S Section Through Site



1

ILLUSTRATIVE SITE PLAN
stage 1

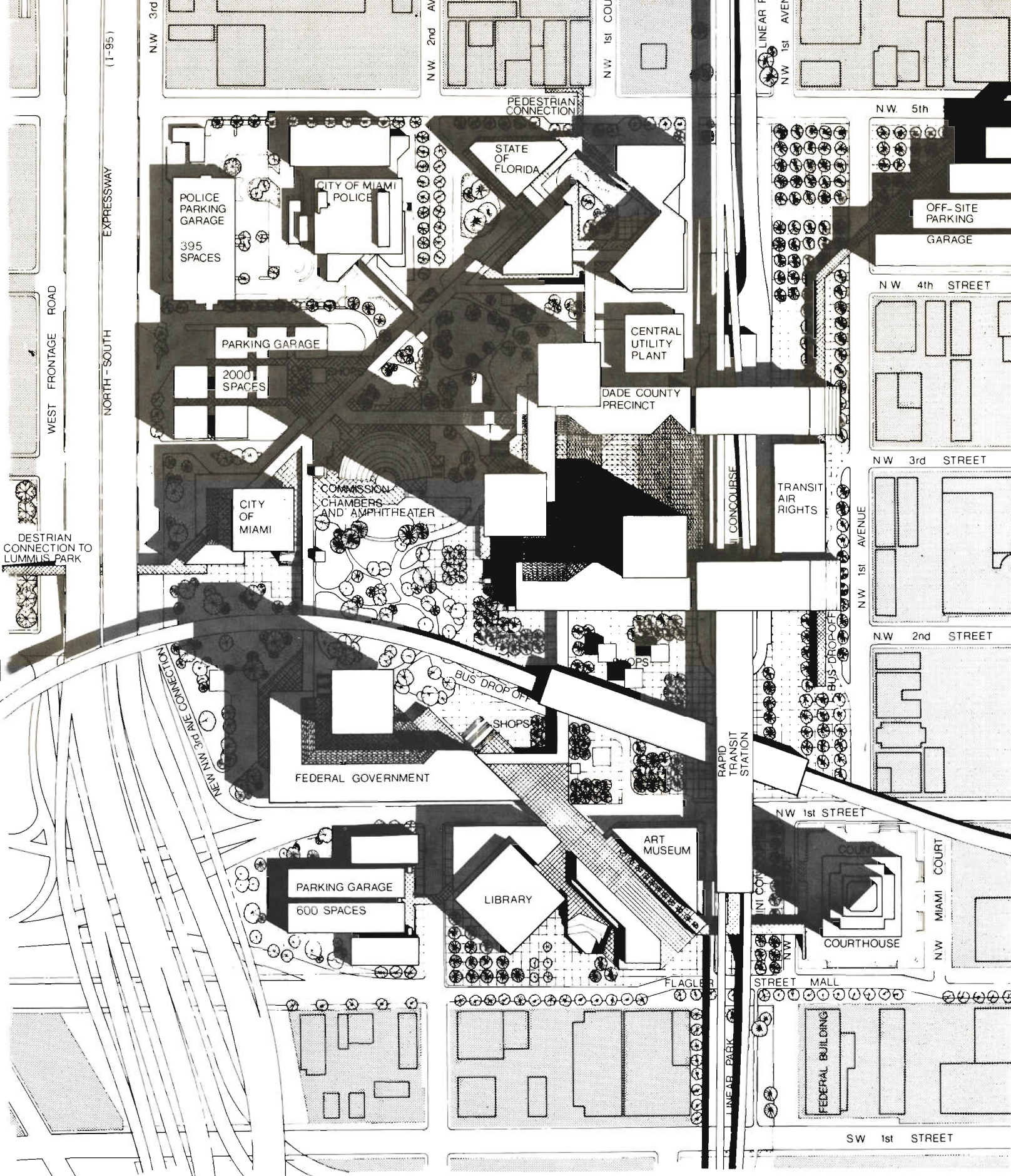
0 50 100 150 200 250 300



ILLUSTRATIVE SITE PLAN
stage 2

2

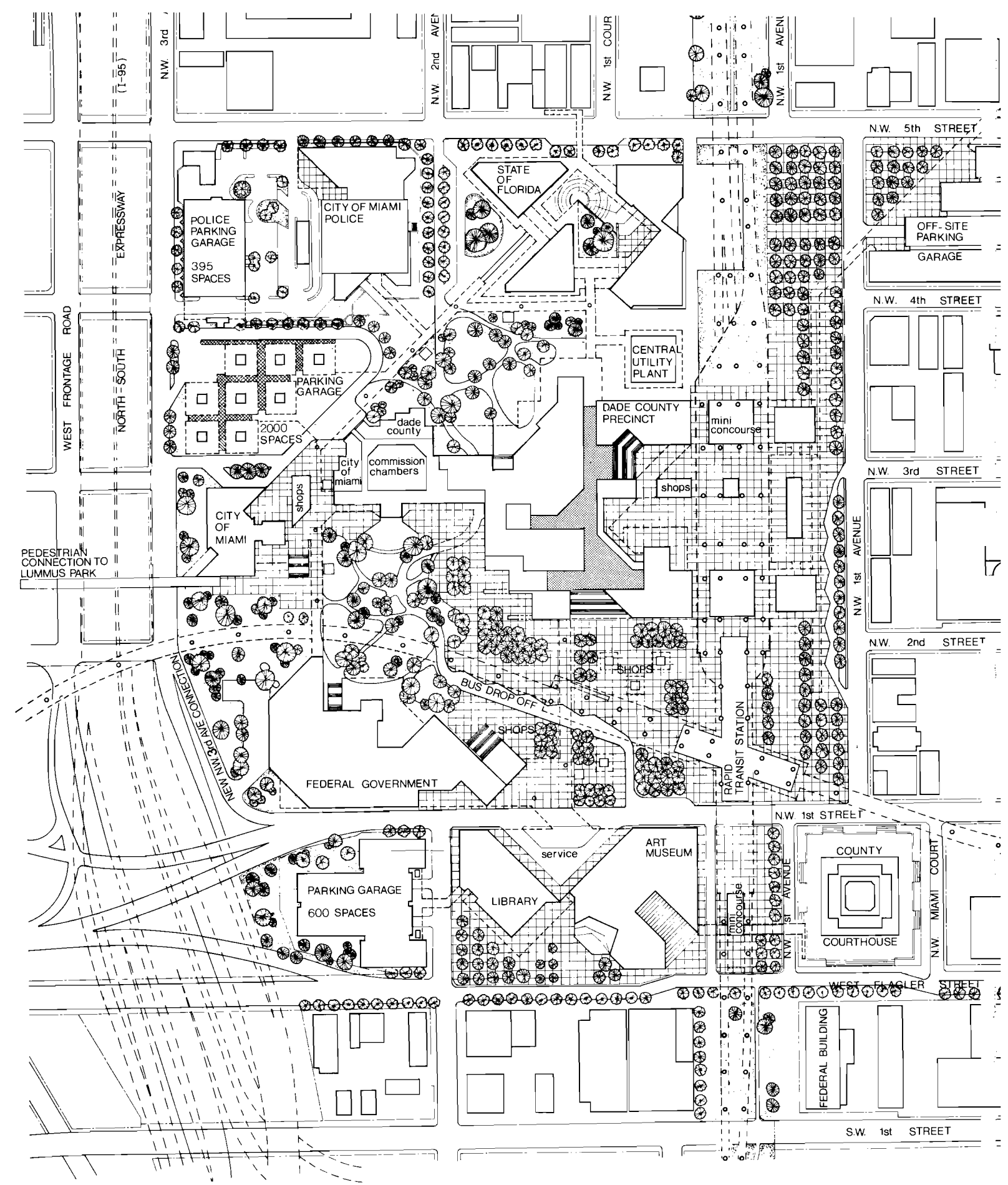
0 50 100 150 200 250 300



3

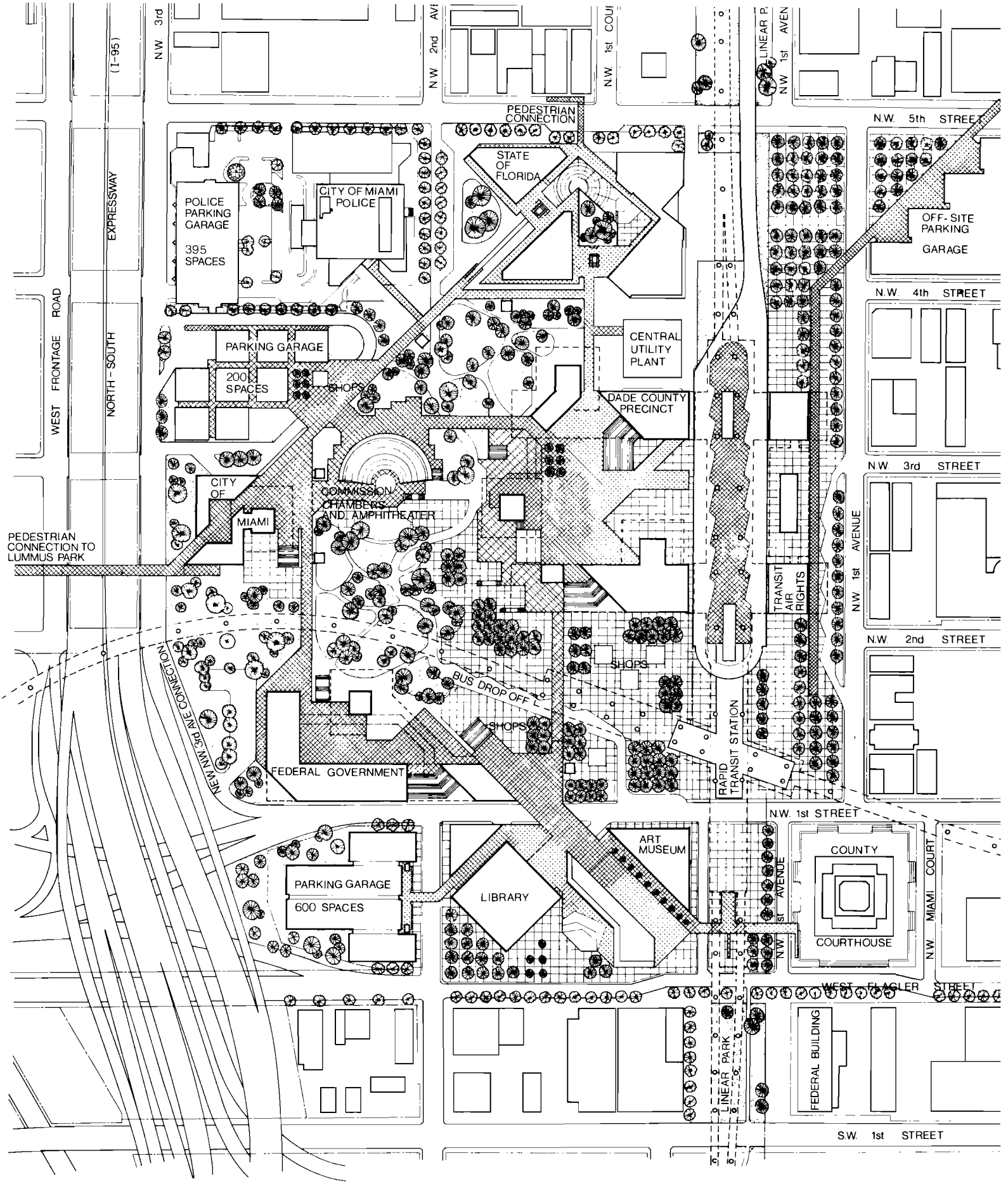
ILLUSTRATIVE SITE PLAN year 2000

0 50 100 150 200 250 300



GROUND LEVEL PLAN
year 2000

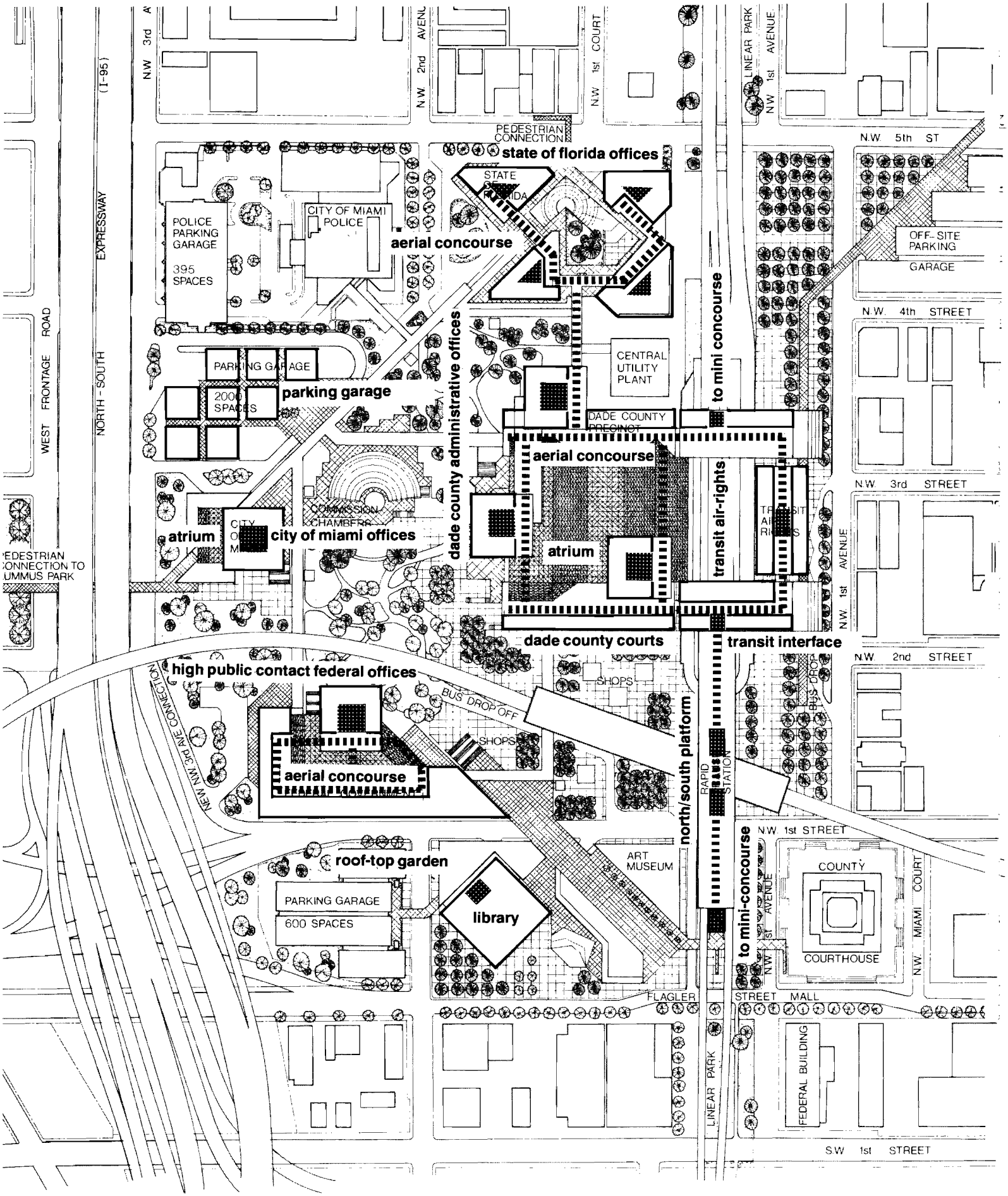
4



MAIN LEVEL PLAN
+ 20 feet

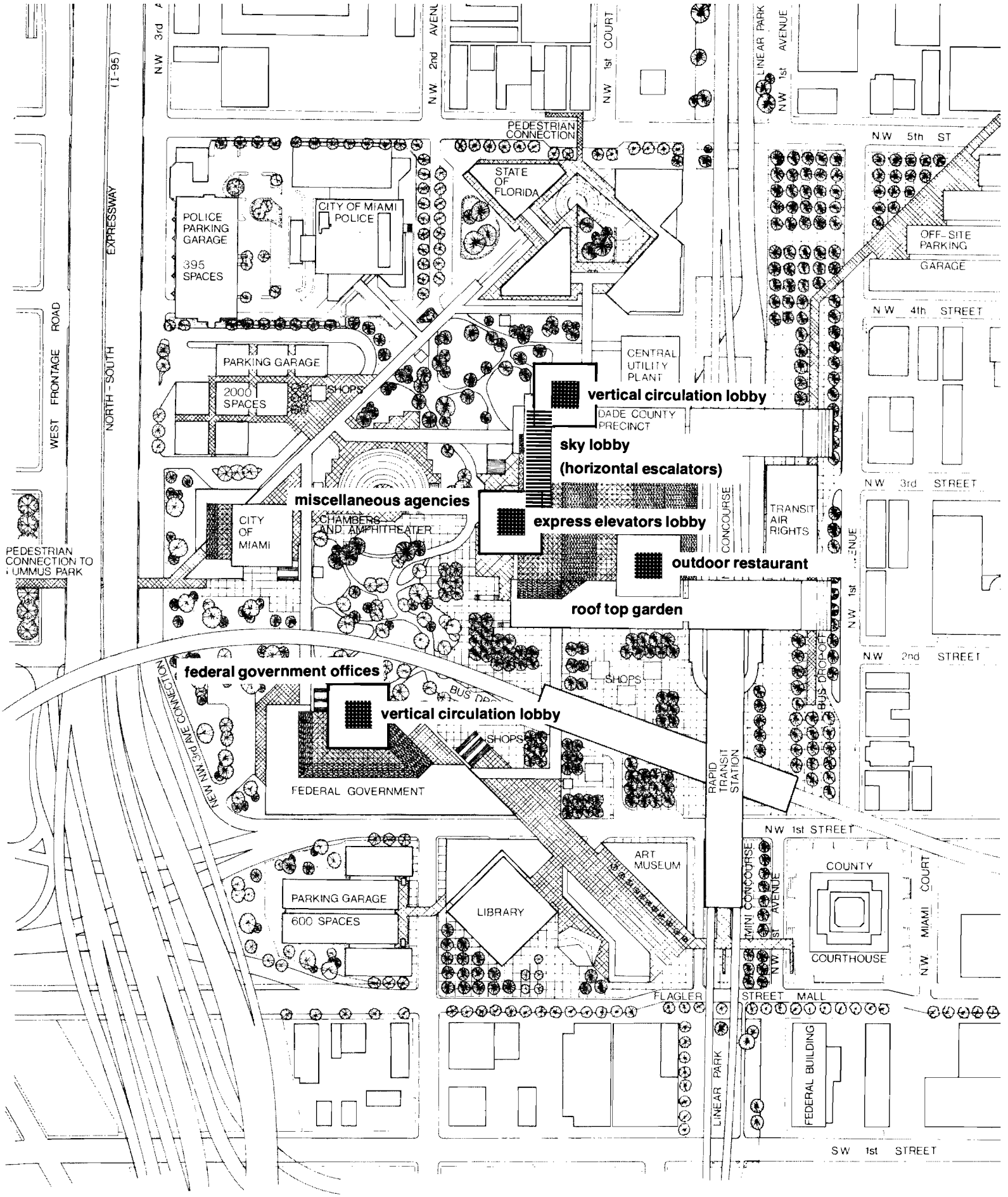
5

0 50 100 150 200 250 300



AERIAL CONCOURSE LEVEL PLAN + 70 feet

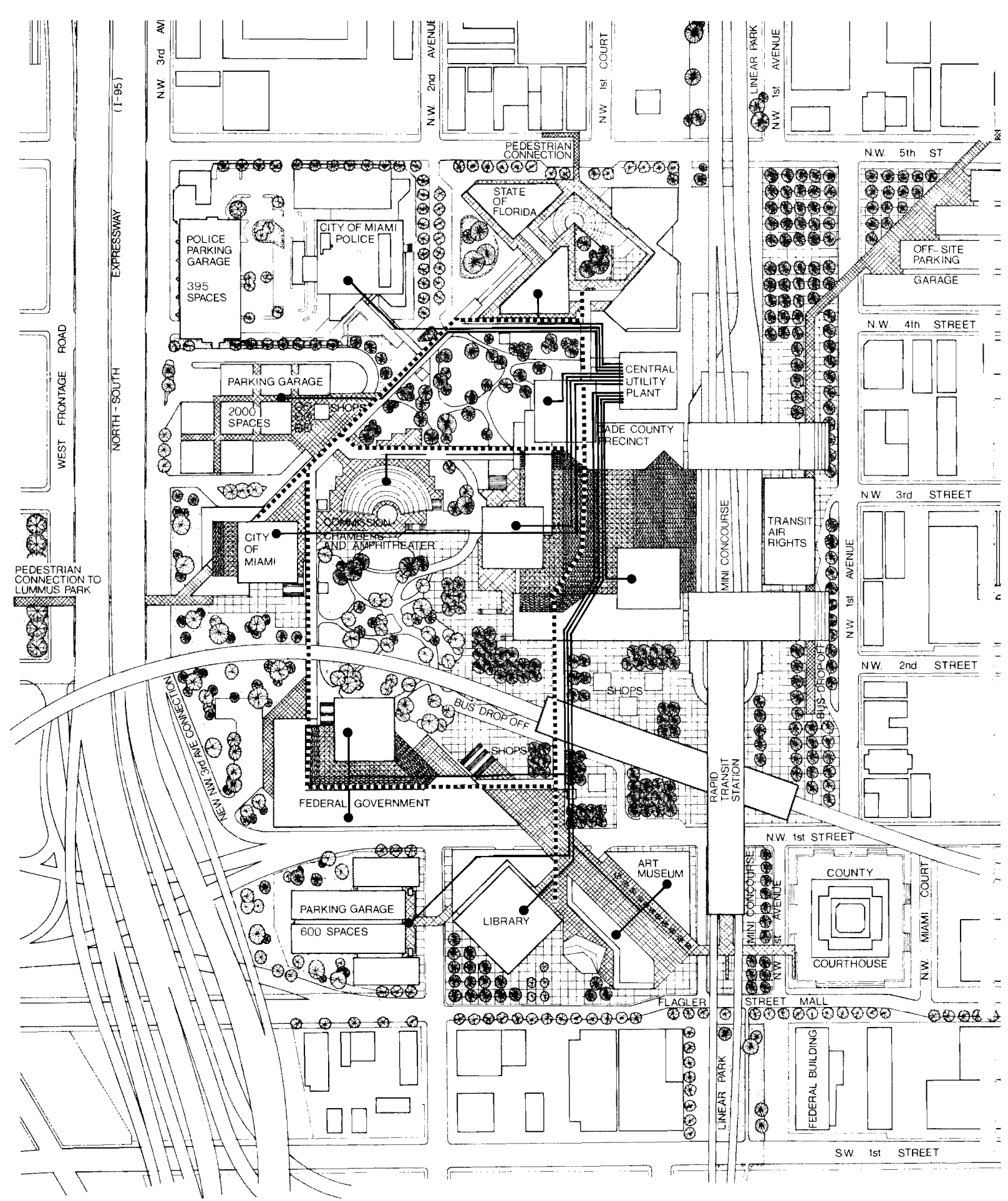
6



7

SKY LOBBY LEVEL PLAN
+ 245 feet

0 50 100 150 200 250 300



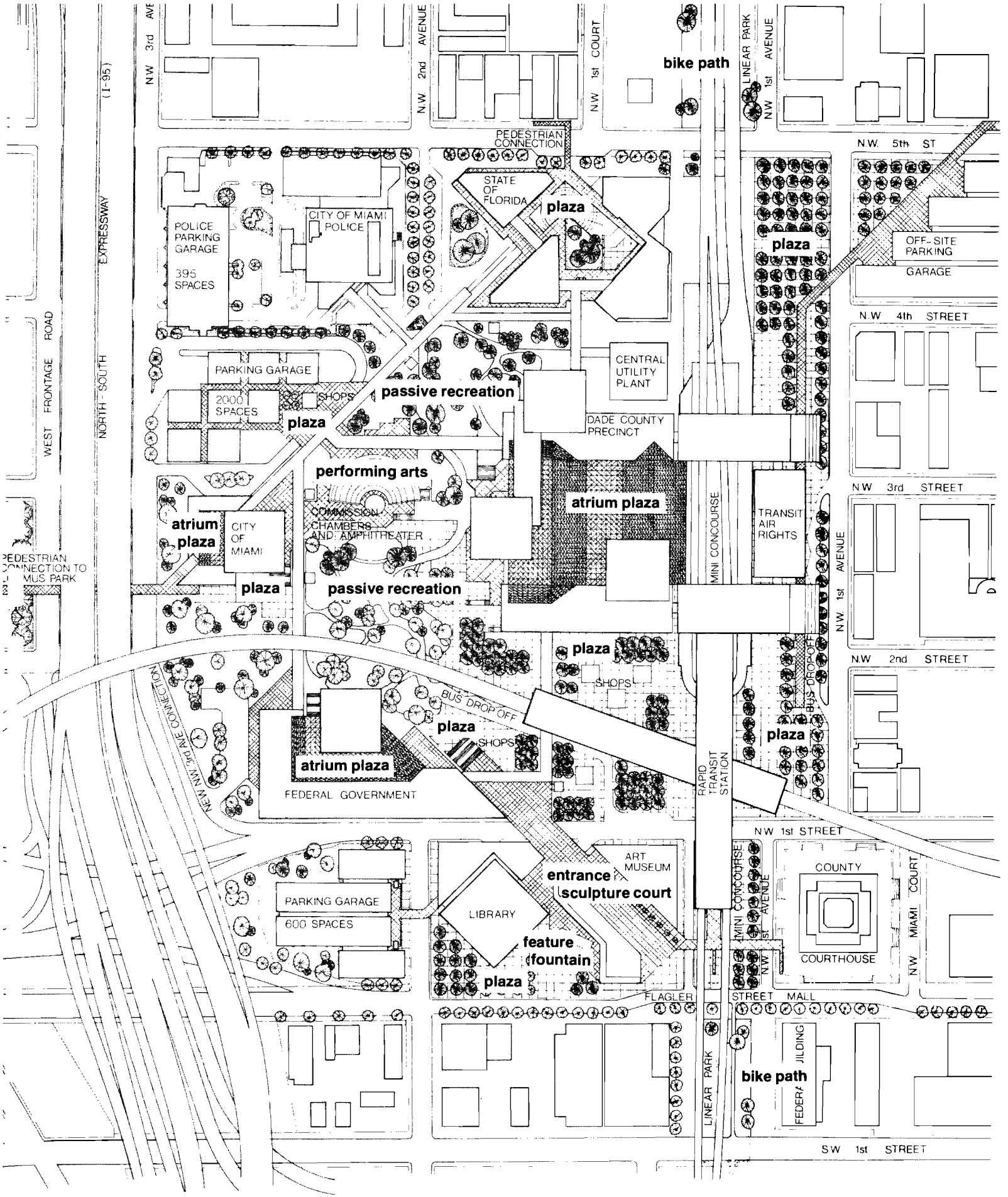
..... POWER AND FIRE MAINS

——— AIR-CONDITIONING AND DOMESTIC HOT WATER

UTILITY PLAN

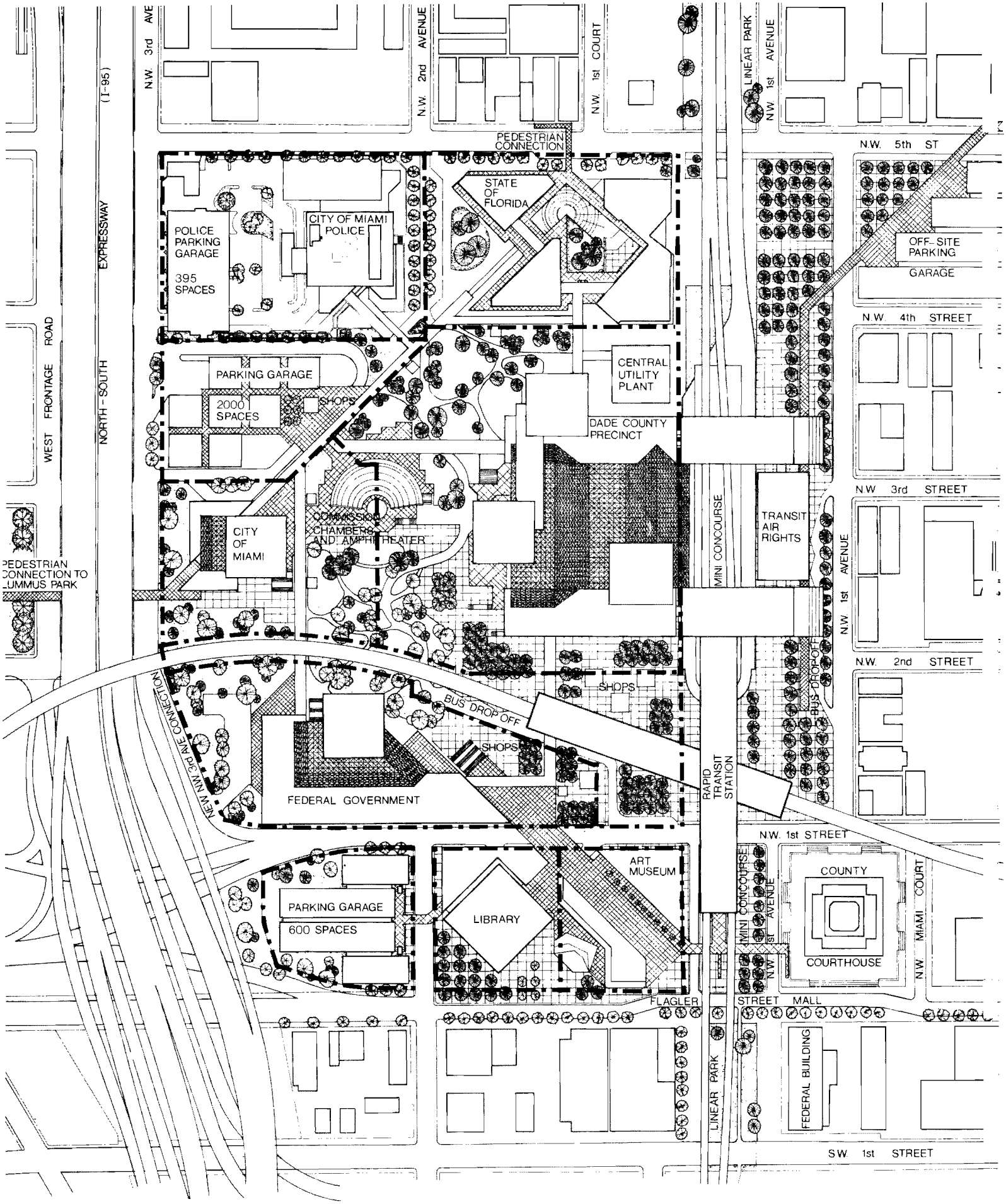
8

0 50 100 150 200 250 300



LANDSCAPE PLAN

9

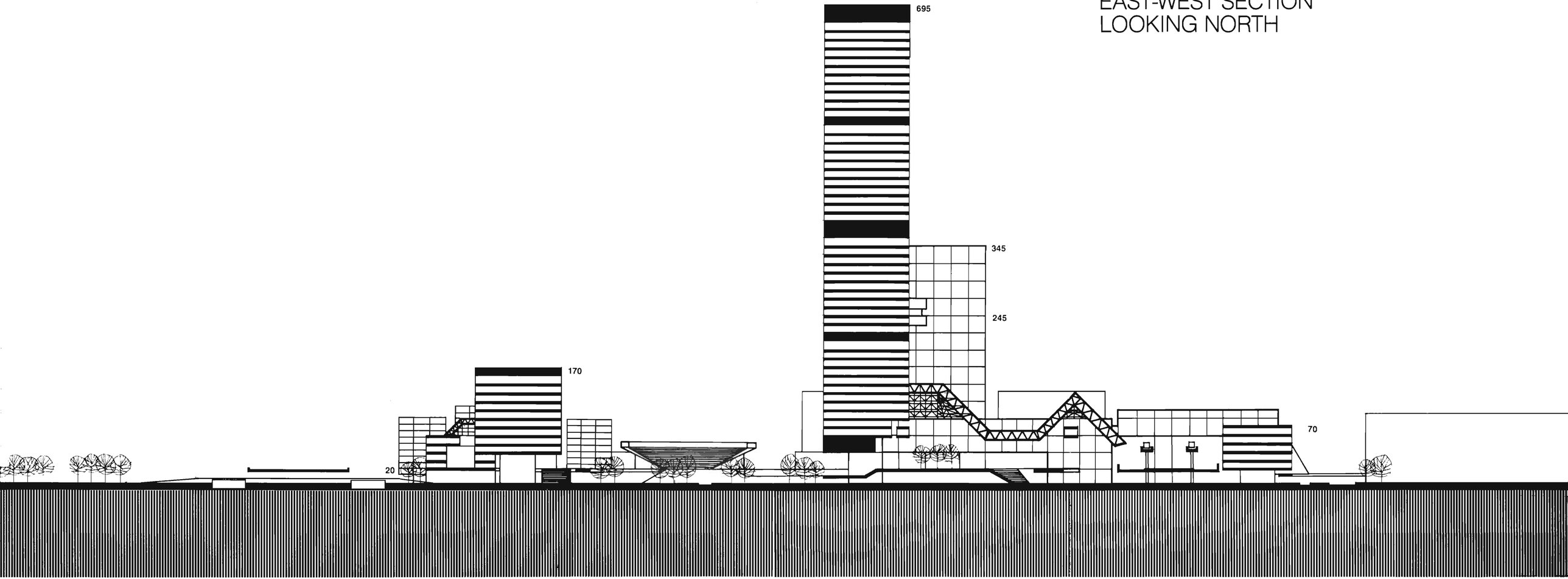


PARCEL PLAN

10

0 50 100 150 200 250 300

EAST-WEST SECTION
LOOKING NORTH



LUMMUS PARK

PEDESTRIAN CROSSING UNDER I-95

CITY OF MIAMI

MIAMI-DADE COMMISSION CHAMBERS AMPHITHEATER

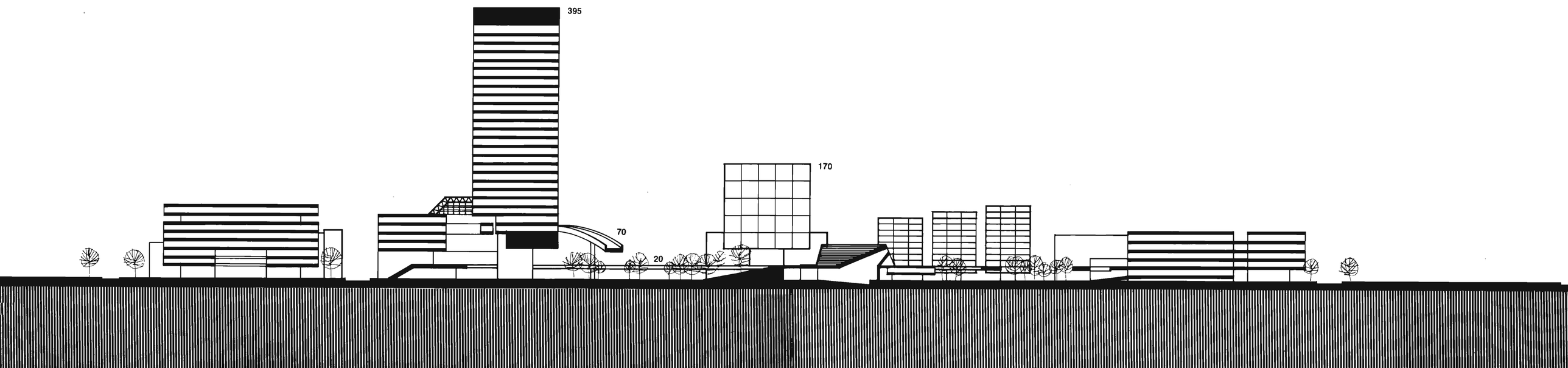
DADE COUNTY PRECINCT ADMINISTRATION, COURTS, ETC.,

BUS PLATFORM

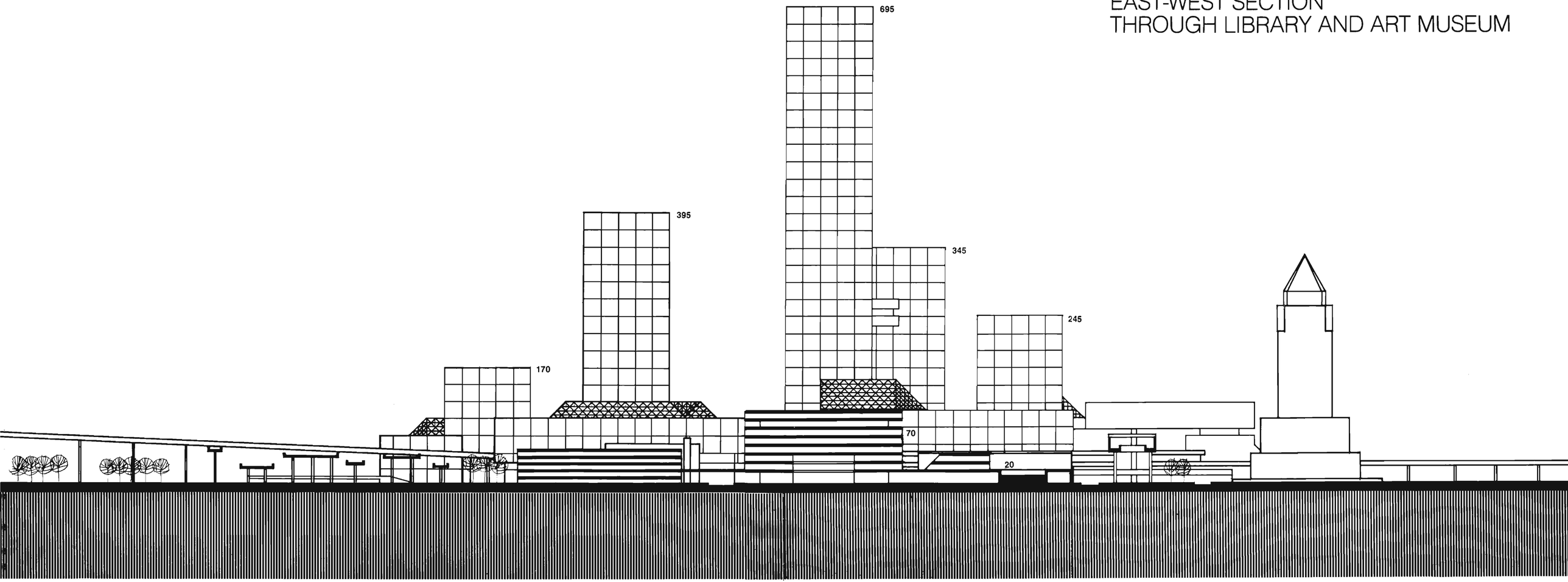
TRANSIT AIR-RIGHTS

OFF-SITE PARKING GARAGE

NORTH-SOUTH SECTION LOOKING WEST

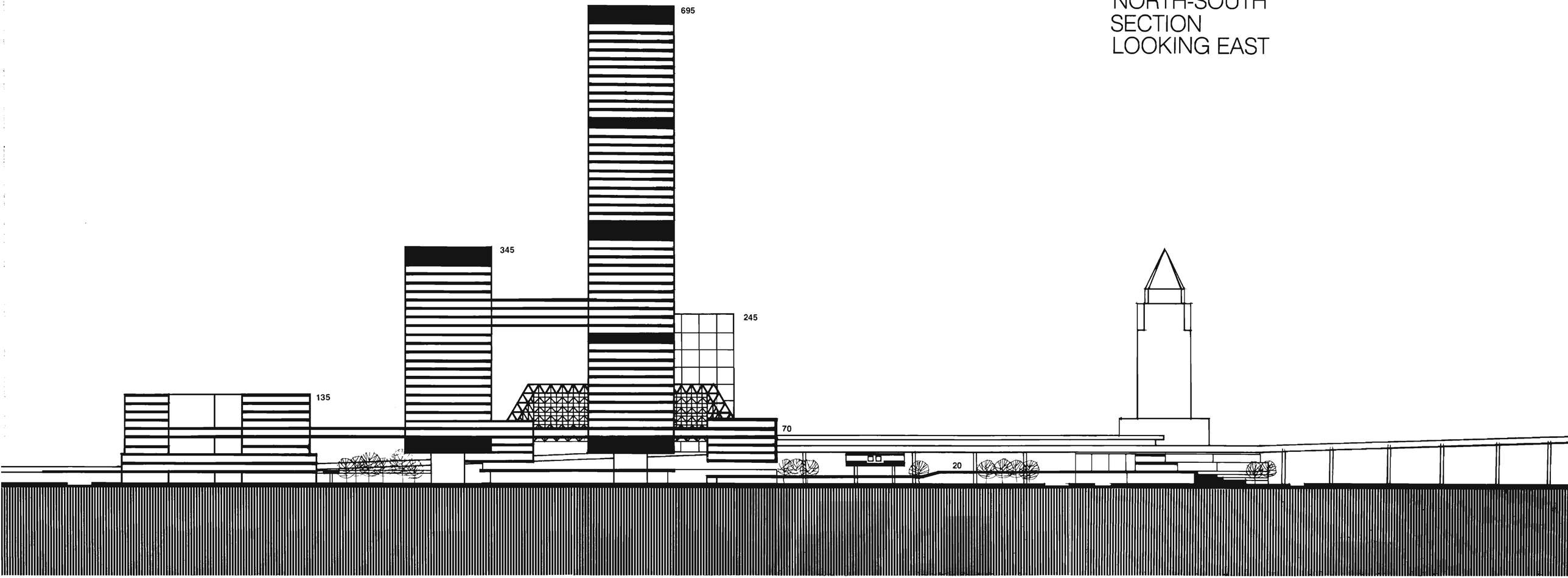


EAST-WEST SECTION
THROUGH LIBRARY AND ART MUSEUM



I-95 | PARKING GARAGE | LIBRARY | ART MUSEUM | MINI-CONCOURSE RAPID TRANSIT STATION | COUNTY COURTHOUSE

NORTH-SOUTH SECTION LOOKING EAST



FUTURE PEDESTRIAN CROSSING

STATE REGIONAL SERVICE CENTER

DADE COUNTY PRECINCT ADMINISTRATION, COURTS, ETC.

RAPID TRANSIT STATION

ART MUSEUM

6.0 IMPLEMENTATION PROCESS

Implementation of the Downtown Government Center Master Plan will bring to the site a unique environment, visual order and an effective coordination of many varied government services and activities. However, the effort to achieve this goal will involve major commitments by various tenants to finance and construct their facilities within the framework of the Design Plan. Without these commitments, the Plan cannot be implemented. Since Dade County is the major tenant and land owner in the DGC, it should naturally take the lead in the implementation process. Dade County should undertake the following actions to bring the DGC into being:

6.1 RECOMMENDED ACTIONS

- Initiate a continuing program of public information and participation to encourage and obtain public acceptance of the project.
- Take formal action endorsing the DGC Master Plan.
- Initiate a commitment by the City of Miami to accept the DGC Master Plan.
- Appoint a fulltime DGC Project Coordinator who will report directly to the County Manager and who will devote full time on implementing the project.
- Engage a General Consultant to coordinate the implementation of the Design Plan.

Public Information Program

Because public funds will be used to implement much of the DGC, public support is considered essential, and a program of public information and participation is recommended. This can be accomplished by widely distributing this

report throughout Dade County so that interested citizens will have an opportunity to acquaint themselves with the project and the DGC Design Plan. Additionally, the DGC model should be displayed in several prominent public locations in Dade County so the public may further acquaint themselves with the DGC Design Plan.

County Plan Endorsement

The next step in the implementation process is the formal action endorsing the Master Plan by the Metro Commission. Such action should be preceded by public hearings.

The endorsement of the Plan will achieve several important objectives. Besides initiating fruition of the Design Plan, it will make certain common components of the Plan eligible for federal financial aid.

City Plan Endorsement

The County should urge formal action by the City of Miami endorsing the Master Plan. Particular attention needs to be given to the site selected for the City of Miami administrative facilities and those elements of the Design Plan that call for City-owned or shared facilities.

There should be a clear understanding and public discussion about the planned Commission Chambers. Both the City and County need to decide whether the shared facility is to be built or not built. Neither the City of Miami nor Dade County can be expected to proceed with its facility until there is a mutual commitment to share the cost and operation of the Commission Chambers.

Project Coordinator

It is recommended that a Project Coordinator be appointed by the County Manager to direct County implementation efforts for the DGC. The Project Coordinator will represent Dade County in the daily inter-government relations that are necessary for the successful coordination and implementation of the Design Plans. He will be the prime mover in seeking federal and/or private funds for County-owned and private facilities.

He will be responsible for developing the financial formulas by which certain common facility or maintenance costs can be shared by all DGC tenants.

He will also be responsible for approving all DGC facility plans of the DGC proposed tenants, for the County Manager, and directing the work of the General Consultant.

General Consultant

In compliance with existing regulations relating to competitive selection procedures for engaging consultants, all of the planned facilities in the DGC will be designed by separate architects, engineers, landscape architects, etc. who will be individually selected by the participating governments. The need exists to closely coordinate the design of the individual facilities with the DGC Design Plan.

In order to assure coordinated implementation of the DGC Design Plan, it is recommended that Dade County engage a General Consultant. The General Consultant will review facility plans in the DGC for their compliance with the DGC Design Plan and make approval recommendations to the DGC Project Coordinator.

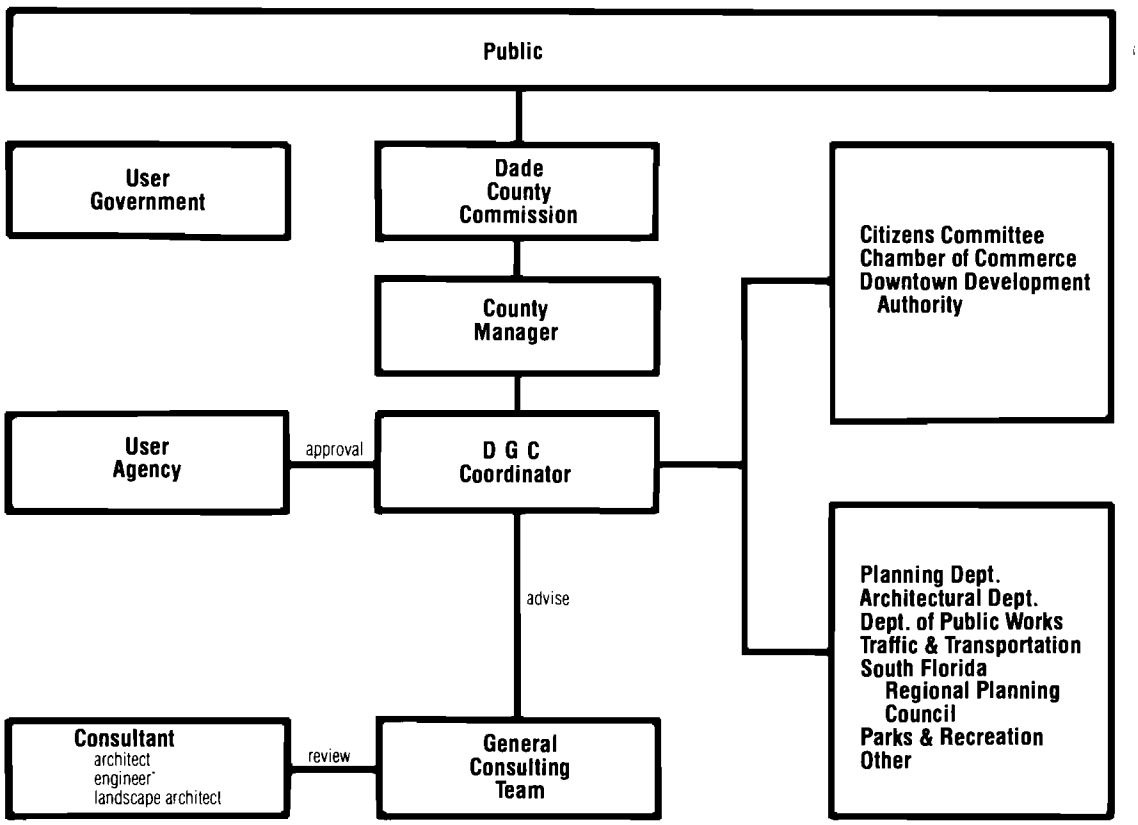
Some of the duties and responsibilities of the General Consultant are outlined below:

- Distribute Design Plans and Manual of Planning and Design Criteria to Dade County and to the facility designers.
- Review plans of proposed facilities for compliance with Design Plan and Planning and Design Criteria.
- Modify and maintain Design Plans to reflect final facility design plans.
- Maintain CPM schedule, copies of current Design Plans, approved facility plans and as-built facility plans.
- Provide architectural, engineering and other services for certain central facilities as requested.

6.2 FUNDING STRATEGIES

The area of greatest importance concerning implementation of the Design Plan is the unresolved issue of funding for certain of the major DGC facilities. Although several of the Government Center facilities already have been funded, such as the Dade County Library, City of Miami Police Headquarters, and State Regional Service Center, others have not. Those that have not yet been funded include certain common facilities such as the parking garages, the People Mover System, the DGC Park, and the proposed Central Utility Plant and System. Individual facilities that have not yet been funded include the City and County Precincts, the Commission Chambers and the Federal Facilities. Although a bond issue has been authorized for the Art Museum, the DGC site has not yet been selected for this facility.

DOWNTOWN GOVERNMENT CENTER IMPLEMENTATION ORGANIZATION



Although federal construction funding has not yet been secured for the proposed transit system, the system is proceeding on schedule as final design money has been provided by UMTA.

Common Facilities

The construction, operation and funding of the common facilities should be pursued by Dade County. The cost and feasibility of each of the common facilities needs to be separately determined. Additionally, the operational costs and management of each of these common facilities needs to be determined, along with a recommended formula that equitably assigns construction and operating costs to all DGC tenants.

Parking Garages

DGC parking garages should be constructed and operated by the Department of Offstreet Parking which is an independent agency authorized by the State of Florida to construct and operate parking facilities in Dade County. Upon completion of a satisfactory feasibility study, the Department of Offstreet Parking will sell revenue bonds for the design, construction and operation of the DGC garages. No land purchase is necessary for the planned off-site garage because the Department of Offstreet Parking owns this parcel. Land will have to be purchased from Dade County and the City of Miami for the two planned on-site garages. Because City of Miami Police Headquarters bond money has been used to purchase block 88N, the City's parcel, these bonds may have to be retired before the land is purchased. It is expected that the parking garages will be financially self-sufficient and provided as needs arise.

People Mover System

An essential unifying element in the DGC Design Plan is the People Mover System, which is a unique development of the public right-of-way. Design and construction of the People Mover System should commence at the same time as the Dade County Precinct and should be publicly owned. If the Dade County Precinct is built by a private developer, the People Mover System can also be built by the same private developer, but because it functions similar to a sidewalk, the system of elevated walkways should be owned by the public.

If the Dade County Precinct is owned by Metro, Dade County could build the entire DGC People Mover System and be reimbursed for its costs by other DGC tenants, according to a predetermined formula. Another method of implementing the planned People Mover System is for each DGC tenant to individually build its own segment of the planned system. This method is recommended if construction of all planned facilities begins at about the same time. Otherwise, most of the system should be built by Dade County when construction of the Dade County Precinct is commenced.

It may be possible to secure federal funds to implement the People Mover System. Demonstration Grants are available through UMTA to develop, test, and demonstrate new facilities, equipment, techniques, and methods that will improve urban transportation. Additionally, the federal Community Development Block Grant Program provides construction funds for pedestrian malls and walkways. In order to be eligible for either of these programs, the Master Plan must be endorsed by Dade County and reviewed and approved by the South Florida Regional

Planning Council. Applications for federal funds can be made by the DGC Coordinator with assistance from the General Consultant.

DGC Park

One of the most important features of the DGC Design Plan is the large auto-free zone and park, planned in the heart of the DGC site. This facility, including the amphitheater, plantings, berms, minibus, roadways, pedestrian paths, etc., should be built by Dade County. An amenity such as this, which serves all residents of Dade County, should be built and owned by the public.

Nearly all of the land planned as Park will be owned by Dade County once acquisition is completed. Exceptions are the streets, which are owned by the City of Miami, and the southeast corner of block 88N, which has been purchased with City of Miami Police Headquarters bonding monies.

It is recommended that the entire Park be designed and built by Dade County when construction of the County Precinct begins. Because the Park is the most important unifying element in the Design Plan, a piecemeal design or construction of this facility may not result in the most desirable environment. Again, the cost of building the park can be passed onto other DGC tenants according to an equitable formula. It is also recommended that the maintenance of the Park be undertaken by the Dade County Department of Parks and Recreation, or if mutually agreeable, the park can be maintained by the City of Miami's Department of Parks and Recreation.

Federal funds may be available for implementation of the DGC Park through the Community Development Block Grant Program. This program contains construction grants for public works and site improvements for streets, street lights, street furniture, trees, parks and other facilities for recreational participation, and the beautification of urban land. Again, in order to be eligible for this aid, the Master Plan must be endorsed by Dade County and reviewed and approved by the South Florida Regional Planning Council.

Additionally, a portion of the Decade of Progress Bond monies for parks and recreation may be available for the DGC Park implementation. If so, the DGC park can be one of the first facilities built in the DGC. It is considered desirable to implement a large segment of the park as early as possible to quickly create the planned environmental amenities.

Central Utility Plant and System

The Central Utility Plant and System should be built at the same time as the Dade County Precinct. The Central Utility System should also be owned by the same entity that will own the County Precinct. If the County Precinct is built and owned by Metro, then the Central Plant should also be built and owned by the County. If, however, the County Precinct is built and owned by a private developer, and rented to Metro, the Central Plant should be owned by the same private developer. The Central Plant should be designed for expansion, so other tenants can also utilize the facility.

An early commitment to construct the planned central utility plant in the DGC is essential in order for the facility to be viable. The architects for the individual DGC buildings will need to know whether this facility will be built prior

to the design of their buildings. Before this commitment can be made, however, a feasibility study should be undertaken and the following questions should be answered:

- How much will it cost to design and build?
- How much will it cost to operate?
- Who should own the central utility facility?

If publicly owned,

- How will it be financed?
- How will it be managed?
- How will operating costs be distributed to DGC users?

In the final analysis, the critical feasibility factor will be the scheduling of connections to the Central Plant from individual DGC facilities.

Dade County Facilities

Dade County Library

The next building to be constructed in the DGC, after the State Regional Service Center, will be Dade County's new Main Library. In November, 1972, the citizens of Dade County approved the issuance of $553,100,000 in County Bonds to support funding for a Decade of Progress. Of this amount, $11,925,000 was approved for the new Main Library which is to be built in the DGC. According to most recent plans, Dade County plans to sell the Library bonds in two installments. The initial sale will be in October, 1977, for design funds; in October, 1978, construction bonds will be sold. Therefore, construction of the New Main Dade County Library is scheduled to begin in late 1978. The land is scheduled to have been acquired by that time and no delays are anticipated.

Dade County Art Museum

Also, as part of the Decade of Progress Bond Issue $75,800,000 was approved by the citizens of the County for Parks Recreation and Cultural Facilities. Of this amount, $2,000,000 was designated for a multi-purpose Arts Building. Although this facility was originally planned to be built at the existing County facility at Viscaya, later studies found that it was not feasible to construct the Art Museum at Viscaya, and several new sites were considered for the Art Museum. In March, 1975, Harold Lewis Malt and Associates published a report on the proposed "Dade County Art Museum". This report outlined the type of activities and programs to be accommodated in the new facility, the kind of facility best suited for these activities, where the facility should be located, and what form of governance is appropriate.

The County Commission is presently appointing an Arts and Science Council. Once the Downtown Government Center site has been accepted by this Council and the Dade County Commission, then Museum design and construction bonds can be sold. Assuming this can be accomplished by the end of 1976, then programming and design of the Art Museum can commence in late 1977 and construction can begin in 1978. It is desirable to design both the Museum and Library together as a unified cultural complex; therefore, early action by the County Commission endorsing the DGC Master Plan, which will also serve to select the DGC site for the Art Museum, is of paramount importance.

Dade County Precinct

The Dade County Precinct is essentially comprised of facilities for the Dade County Courts and Dade County Administrative facilities. Since the physical needs of each are somewhat different, implementation funding for the Courts and Administrative facilities are discussed separately below.

County Courts

Florida State law requires Dade County to provide adequate physical facilities for the County Courts. Due to its unique physical requirements, however, it is unlikely that adequate facilities for the Courts can be rented. Typical rental office space that is available in the marketplace, is not designed and is not suitable for the unique physical requirements of the Courts. In order to comply with State law, therefore, new court facilities for the Civil and Probate Divisions of the Circuit Court and Civil Division of the County Court will have to be built, since present facilities are overcrowded and inadequate. Furthermore, the recent Justice Reform Bill passed by the electorate requires changes and expansion of the entire Courts System.

The fact that voters rejected a bond issue in 1972 that included new court facilities should not rule out future bonding possibilities for the County Courts. In the rejected issue were many projects that were not related to the court facilities. Properly promoted to an informed public, the court facilities, by themselves, might be accepted by the voting public as a legitimate general obligation. However, the acceptance by the voting public is not predictable, and alternative funding plans should be prepared and kept in reserve. The recommended funding strategy for the Courts is listed below:

- Establish the cost of building the facility.
- Identify, analyze and recommend the most favorable (to the taxpayer) funding plan for the court facility. These include the following:

  General Obligation Bonds

  Non-Profit Corporation

  Private Developer

  Investment of public employee pension funds.
- Initiate a public information program to inform the residents of Dade County as to the most efficient method of financing the proposed court facility.
- Hold public hearings and take formal action to proceed with the funding for the facility.

County Administration Facilities

The residents of Dade County are not eager to assume the financial burden for government buildings as demonstrated by the history of public referendums for government buildings. Yet Metro pays an annual rent in excess of $1 million to rent office space for administrative use. This money comes from the County's general operating fund, which is passed on to taxpayers in real estate taxes. If Metro does not build its planned facilities in the DGC, Dade County taxpayers will still have to bear the increasing burden of renting private office space. Unlike the courts, County administrative functions have no unusual physical requirements and normally require general

office space, which is readily available for rent in Dade County. There are two issues here.

The first issue is whether certain County administrative functions should be centralized in the DGC.

This issue has been resolved by numerous County policy decisions, since 1960, to relocate County administrative facilities to the DGC.

The second issue is whether the rental of privately developed office space in the DGC is more costly to Dade County residents than the public ownership of such facilities.

The issue is clearly not whether it should be built, but how it should be funded. There are several ways to fund the County administrative facilities. Some, such as a non-profit corporation or lease-back agreement with a private developer, have previously been proposed. The limited number of such proposals to date has not provided sufficient choice upon which to base a decision and take positive action.

The following analysis should be undertaken before the County decides upon a funding plan:

- A necessary first step in the determination process is to establish the cost of building the facilities.
- Identify, analyze and recommend the most favorable (to the taxpayer) ownership, operating and financial plan for the facility.

These include the following:

- General Obligation Bonds
- Non-Profit Corporation
- Private Developer
- Investment of public employee pension funds.
- Based upon the above, the County Commission should initiate a program of public support for the preferred financial plan.

Careful consideration should be given to another attempt at a General Obligation Bond; however, because of the risk of failure, a GOB is not recommended unless three conditions are satisfied: 1) It is clearly demonstrated that this type of funding for County administrative facilities will result in significant savings to the taxpayer; 2) the concept of savings can be adequately promoted to the voter; and 3) there is a good chance that the voter will approve the bond sale.

One of the implementation considerations for the Dade County Precinct is the establishment of a DGC Authority or non-profit corporation by the State of Florida, which would have the ability to sell revenue bonds, and construct facilities in the DGC. These facilities would be rented to tenants, such as Dade County for their use as administrative office space. The financial advantages and disadvantages of the non-profit corporation need to be weighed against other financial plans to determine the best plan. Again, this is beyond the scope of this report.

County administrative buildings in the DGC can be built by private developers and rented to Metro. This owner-tenant relationship is identical to the current procedure

by which the County utilizes and rents private office space; this procedure will not require approval by County voters.

One of the features of the DGC Design Plan is that the plan for the Dade County Precinct lends itself to implementation by several developers. Similar to an Urban Renewal project, Dade County can prepare and distribute design packages for the County precinct and solicit proposals from developers to build and lease back office space to Dade County over a 30 year period. Afterward, the buildings may revert to County ownership. By subordinating land costs to the developers, the rent that the County pays will be substantially lower. Again, the legal implications need study and are beyond the scope of this report.

Other funding plans need to be carefully considered first, however, because County residents may achieve significant cost savings by one of the other funding alternatives.

Recent federal laws encourage the investment of pension funds in certain real estate ventures. Because this financial resource may be larger than other resources, and it may be possible for Metro's public employee pension funds to be invested in this project, this source of financing should not be overlooked.

Once the financial issue is resolved, final programming and design of DGC common facilities and the County Precinct can commence. Assuming programming and design can begin in 1978, first stage construction can begin in 1979. Because first stage construction of the County facilities is expected to take about two years, the initial County occupancy date could be 1981.

City of Miami

Like Dade County, the City of Miami is faced with a funding dilemma. Although existing City offices at Dinner Key were supposed to be temporary quarters when they were moved there in 1954, the offices are still there more than twenty years later. Additionally, City residents time and again turned down bond issues to construct new City offices. Unlike Dade County, the City of Miami owns the buildings it occupies at Dinner Key and is not burdened with annual rental costs for administrative office space. However, in June, 1972, the City endorsed a Master Plan for Dinner Key, which calls for the relocation of all City administrative functions from Dinner Key to the Government Center.

Because of the apparent similar public sentiment of both City and County residents towards public buildings, we recommend that the City of Miami consider joining with Dade County in the following:

- Initiation of program of public information and participation to encourage and obtain public acceptance of the project.
- Endorsement of DGC Master Plan.
- Joint exploration of available funding alternatives such as the investment of employee pension funds in City owned DGC facilities.

State of Florida

The first stage of the Regional Service Center is under construction; although money has not yet been allocated for Stages Two through

Four, there is no reason to believe they will not be funded on schedule.

The Federal Precinct

The General Services Administration of the Federal Government cannot at this time make commitments to build federal office space in the DGC. They do, however, view the project favorably and can be expected to follow suit by building new GSA facilities in the DGC. Funding for federal office facilities requires an act of Congress, which is usually achieved when justification is demonstrated.

The formula that GSA uses to evaluate long-term leases in private buildings vs. outright construction and ownership of its own buildings, has been recently changed. The new formula favors GSA ownership. Hence, GSA will be looking more favorably to constructing and owning its own buildings in the future and the likelihood of relocating existing federal agencies, that presently rent space in Dade County, to the Downtown Government Center is high.

The establishment and maintenance of a liaison with the Regional Commissioner of Public Building Service and Florida members of Congress is recommended.

Rapid Transit System

Although funding has been secured for the final design of Phase I, the need exists to coordinate the transit final design with the design of the DGC. This vital design coordination will be undertaken by the General Consultant.

TECHNICAL APPENDIX TRANSPORTATION AND PARKING

Mode of Access

To project the percentage of people using various modes of transportation, previous studies by Alan M. Voorhees and Associates were used as a base. Because the impact of the proposed rapid transit system is likely to significantly alter the mode of access splits, two cases are studied. First, modal splits are determined by assuming that rapid transit will not be in operation during the study period. Then, the modal split assumes implementation of the rapid transit system as planned.

Several important assumptions are made regarding future attitudes toward the use of private automobiles. These assumptions have a direct bearing on modal split projections to the year 2000. They are listed below:

- The cost of operation of the private automobile will continue to increase.
- Future automobiles will tend to be smaller, on the average, than today's full-sized automobiles.
- Carpooling will become more widespread, especially with the consolidation of destinations such as the Government Center will achieve. Economic constraints, government action and environmental awareness will also provide some stimulus to increased carpooling.
- Technical advances in pollution control systems and more economical propulsion systems will allow the automobile to remain a viable means of transportation.
- Some form of improved transportation feeder system will be implemented to enhance the current bus system even if the hard transit system is not constructed.

Based on these assumptions, mode of access summaries are presented. The first deals with employee trips while the second deals with visitors. In all cases where there is more than one probability of employee or visitor population, that probability which results in the larger population is used. So long as the services in the Government Center are used by all residents of Dade County with somewhat equal frequency, the projections for modal split as shown should be realistic. Should Government Center services favor any special ethnic or regional group, however, the transportation characteristics of that group could seriously alter the modal splits, particularly for visitor trips.

The projected increasing percentage of visitor trips by other modes is the result of multiple destination trips where the Government Center may be a secondary destination to another close-by facility.

The projected decreasing percentage of auto trips by visitors, compared to employees, is the result of an assumption that there will be a slightly higher use of Government Center facilities by the old and poor, who may be transit captive, than those who regularly travel by automobile. Since carpooling is less likely for visitor trips, car occupancy projections for visitors are anticipated to be less than those for employees.

EMPLOYEE AND VISITOR TRIPS
NO RAPID TRANSIT

Employees

	Mode	1980	1985	1990	1995	2000
%	Auto	70	67	63	59	55
%	Transit	20	23	27	31	35
%	Other	10	10	10	10	10
	Car Occupancy	1.20	1.24	1.28	1.32	1.35

Visitors

	Mode	1980	1985	1990	1995	2000
%	Auto	68	62	58	54	50
%	Transit	15	18	20	23	26
%	Other	17	20	22	23	24
	Car Occupancy	1.10	1.12	1.15	1.17	1.20

The percentage changes shown on the previous page are based on linear projections. These changes, however, are likely to be step functions relating to specific events, such as the introduction of improved transit service, etc. For the purpose of this study, it is assumed that the linear projection will approximate the step function since the timing of those specific events will probably be demand related.

Effect of the Rapid Transit

According to current rapid transit plans, all stages of the proposed rapid transit system will be complete and in full operation by 1985. The initial patronage of the system is expected to be approximately twelve percent of the daily automotive trips in Dade County. As the system operates over a period of time, a change in Dade County development patterns is expected, principally adjacent to stations, which will tend to increase population density along the system segments. It is assumed that the design and construction period for the transit system will allow sufficient time for these patterns to begin to shift so that a relatively constant growth rate in transit ridership will be established shortly after the full system is in operation. The following tables show projected modal split percentages with the rapid transit system in operation.

VISITOR AND EMPLOYEE TRIPS
RAPID TRANSIT IN OPERATION

Visitors

	Mode	1985	1990	1995	2000
%	Auto	52	46	40	34
%	Transit	28	32	37	42
%	Other	20	22	23	24
	Car Occupancy	1.12	1.15	1.17	1.20

Employees

	Mode	1985	1990	1995	2000
%	Auto	55	49	43	37
%	Transit	35	41	47	53
%	Other	10	10	10	10
	Car Occupancy	1.24	1.28	1.32	1.35

The effect of the rapid transit system is expected to be greater on visitors than employees since the larger number of transit riders is projected to be visitors, including the old and the poor who may have more reason to utilize the Government Center facilities. These projections represent a 16.7 percent trip shift to transit (from auto) in 1985 increasing to nearly 33 percent in the year 2000. Since the shift from auto to transit will be higher for central locations, rather than suburban areas, these percentages appear reasonable.

Trip Distribution

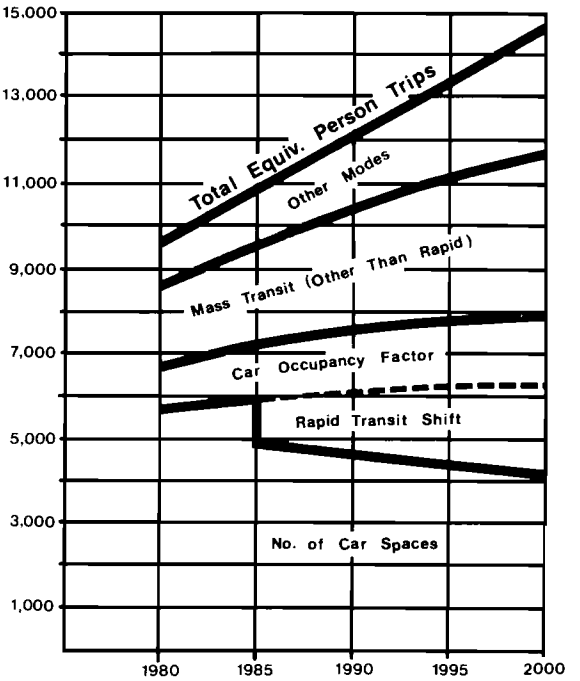
The gross number of daily trips, by mode, is derived from the projected daytime population and the projected modal distribution. The opposite chart projects the total number of daily trips, by mode, that will be generated by the Downtown Government Center.

The tables on the following page project the total number of daily trips, by mode, under both rapid transit and non-rapid transit conditions throughout the planning period.

Without the rapid transit system, the growth of the auto trips increases at a much lower percentage than the total trips, principally because of the projected increase in mass transit ridership. With the rapid transit system in operation, the projected number of auto trips actually decreases because the percentage shift from auto to rapid transit is greater than the percentage increase in total trips. The most significant evidence of this projection is to occur in 1985 when the rapid transit system first goes into operation. The incremental shift of modes after 1985 is projected to be less than initial shift, when the system is planned to be operational.

ANTICIPATED TRIP DISTRIBUTION

Assume Space Needs Are Provided as Required



TOTAL DAILY EMPLOYEE TRIPS

Without Transit

Mode	1980	1985	1990	1995	2000
Auto	8,754	9,398	9,795	10,217	10,497
Transit	2,501	3,226	4,198	5,368	6,680
Other	1,250	1,403	1,555	1,732	1,909
Total	12,505	14,027	15,548	17,317	19,086

With Transit

Mode	1980	1985	1990	1995	2000
Auto	8,754	7,715	7,618	7,446	7,061
Transit	2,501	4,909	6,375	8,139	10,116
Other	1,250	1,403	1,555	1,732	1,909
Total	12,505	14,027	15,548	17,317	19,086

TOTAL DAILY VISITOR TRIPS

Without Transit

Mode	1980	1985	1990	1995	2000
Auto	18,292	18,864	19,691	20,642	21,250
Transit	4,035	5,477	6,790	8,792	11,050
Other	4,573	6,085	7,469	8,792	10,200
Total	26,900	30,426	33,950	38,226	42,500

With Transit

Mode	1980	1985	1990	1995	2000
Auto	18,292	15,822	15,617	15,290	14,450
Transit	4,035	8,519	10,864	14,144	17,850
Other	4,573	6,085	7,469	8,792	10,200
Total	26,900	30,426	33,950	38,226	42,500

GENERATED AVERAGE DAILY TRAFFIC

Without Transit

Year	Employee	Visitor	Total
1980	7,295	16,629	23,924
1985	7,579	16,843	24,422
1990	7,730	17,123	24,853
1995	7,740	17,643	25,383
2000	7,776	17,708	25,484

With Transit

Year	Employee	Visitor	Total	% Reduction
1980	7,295	16,629	23,924	0
1985	6,222	14,127	20,349	16.7
1990	5,952	13,580	19,532	21.4
1995	5,641	13,068	18,709	26.3
2000	5,230	12,042	17,272	32.2

The number of trips is reduced to auto movements on a daily basis to give a relative measure of the traffic.

It is apparent that the relatively small yearly growth in auto traffic without the proposed transit system is a result of a lower projected percentage of people using this mode and of the projected increase in car occupancy. The yearly decrease in ADT with the proposed transit system is the result of the same factors with the addition of the major shift of mode (auto to transit).

Peak hour traffic is derived by assuming that 60 percent of all employee trips and 15 percent of all visitor trips would occur during the peak hour. The table on page 8 illustrates the projected Design Hourly Volume (DHV) using the above assumptions for both transit conditions.

The distribution of the DHV to the proposed roadway system is projected on page 7. The directional distribution developed earlier by Alan M. Voorhees and Associates was reviewed and adjusted for the deletion of the Interama Expressway.

DIRECTIONAL DISTRIBUTION

Direction	Via	Percent of Total Trips
North	I-95	43
North	3rd. Ave.	7
North	2nd. Ave.	7
East	N.E. 5th and 6th St.	3
East	N.E. 2nd St.	2
South	I-95	25
South	2nd Ave.	7
West	N.W. 3rd & 6th St.	3
West	N.W. 1st St.	3

A major problem with the existing street system is the large volume of motorists wishing to use I-95 Northbound at the PM peak hour. Currently, the best available access to Northbound I-95, close to the site, is the N.W. 8th Street single lane entry ramp, currently heavily used and difficult to expand. An apparent alternative is to assign a relatively large percentage of projected traffic volumes eastbound via 5th Street to N.E. 1st Avenue, and then northbound to I-395 where other existing connections to I-95 northbound exist.

This routing is rather indirect for a large percentage of Government Center traffic. Because of the current capacity and expansion constraints on the 8th Street ramp, this routing appears realistic for a portion of the northbound traffic. It should be noted that should the rapid transit system be implemented, as planned, it would provide a very good alternative to the indirect auto movements and would make transit use more desirable as it becomes available.

The proposed traffic plan will require some modification to the existing street system. The chart on page 9 indicates proposed modifications to existing streets in and around the Government Center site.

DESIGN HOURLY VOLUME

With Transit

Year	Employee	Visitor	Total
1980	2,189	1,247	3,436
1985	1,867	1,059	2,926
1990	1,786	1,019	2,805
1995	1,692	980	2,672
2000	1,569	903	2,472

Without Transit

Year	Employee	Visitor	Total
1980	2,189	1,247	3,436
1985	2,274	1,263	3,537
1990	2,319	1,284	3,603
1995	2,322	1,323	3,645
2000	2,333	1,328	3,661

PROPOSED STREET MODIFICATIONS

ROADWAY	EXISTING	PROPOSED
N.W. 1st Street	Two moving lanes, one way westbound except for one block between N.W. Miami Court and N.W. 1 Avenue.	Three lanes, one way westbound from N.W. 1 Avenue. Existing two way section and street parking to be eliminated.
N.W. 2nd Street	Two lanes, one way eastbound; two parking lanes.	Closed through DGC site.
N.W. 3rd Street	Two lanes, one way westbound; two parking lanes.	Closed through DGC site.
N.W. 4th Street	Two lanes, one way eastbound; two parking lanes.	Closed through DGC site.
N.W. 5th Street	Two moving lanes, one way eastbound east of N.W. 3rd Avenue; two parking lanes.	Three lanes, one way eastbound east of N.W. 3rd Avenue; no street parking.
N.W. 6th Street	Two moving lanes; two way; parking on both sides.	Three lanes, one way westbound east of N.W. 3rd Avenue; no street parking.
N.W. 1st Avenue between N.W. 5th Street and 1st Street	Two moving lanes, two way facility; parking on both sides.	Three lanes; one lane southbound, one left turn storage lane southbound, one lane northbound from N.W. 5th Street to N.W. 1st Street; no street parking.
N.W. 1st Avenue between N.W. 1st and Flagler St.	Two moving lanes, one way for each divided roadway; parking on all sides.	Two bus lanes, one way, for each divided roadway; closed to all other traffic; no street parking.
N.W. 1st Court	Two lanes, one way northbound; two parking lanes.	Closed through DGC site.
N.W. 2nd Avenue	Four lanes, two way; no street parking.	Closed to traffic between N.W. 1st Street and N.W. 5th Street; new alignment, one way, open to bus and emergency vehicles only.
N.W. 3rd Avenue	Three moving lanes, one way northbound east of I-95, three moving lanes, one way southbound west of I-95.	Extend two lanes to N.W. 1st Street from N.W. 2nd Street to N.W. 5th Street, four lanes, one way northbound, three lanes one way southbound; no street parking.
Flagler Street	Two moving lanes, one way westbound east of N.W. 1st Avenue, two way west of N.W. 1st Street.	Pedestrian mall; open to buses and emergency vehicles only during normal working hours. Open to service vehicles during other hours.

Parking

Parking demand in the Government Center is directly related to the number of employees and visitors that are projected to utilize the facilities. The following table illustrates the projected demand for parking spaces for the Government Center throughout the planning period:

PARKING DEMAND

With Transit

Year	Long Term	Short Term	Total
1980	3,648	2,079	5,727
1985	3,111	1,766	4,877
1990	2,976	1,698	4,674
1995	2,820	1,634	4,454
2000	2,615	1,505	4,120

Without Rapid Transit

Year	Long Term	Short Term	Total
1980	3,648	2,079	5,727
1985	3,790	2,105	5,895
1990	3,826	2,140	5,966
1995	3,870	2,205	6,075
2000	3,888	2,214	6,102

Anticipated parking demand for long term spaces is based upon projections of the total number of vehicles used by employees commuting to work. Short term spaces represent the projected automotive visitor trips with an assumed stay of two hours for each trip purpose.

Implementation of the transit system will significantly reduce the required number of spaces for both employees and visitors. If the system is implemented, there is still an early demand (1980) for slightly more than 5,700 spaces. It is apparent that if 1) the DGC is built at a rate equal to projected space demands; 2) parking structures are built to serve Government Center needs, and 3) the rapid transit system is built by 1985, there may be a substantial excess of parking spaces on the site as early as 1986.

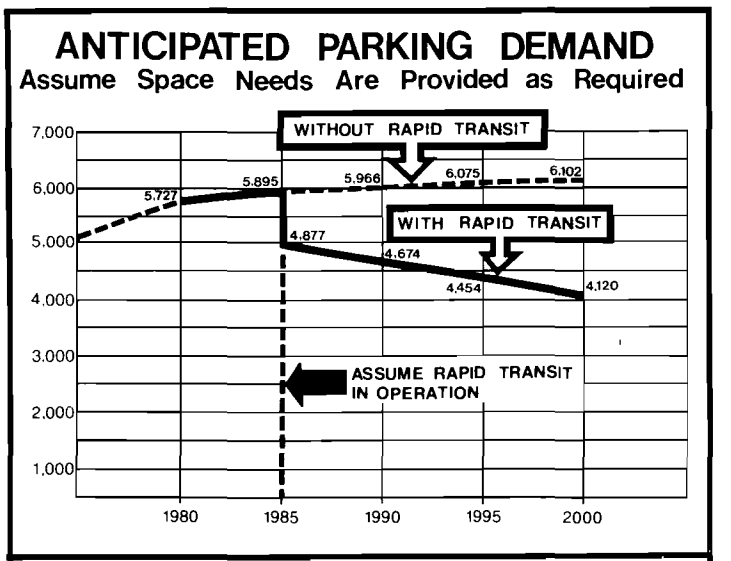
The proposed zoning ordinance for downtown Miami requires that no more than one-third of the potential parking demand for any development in downtown (excepting DGC-Special District) be provided on site. The remaining two-thirds of the demand should be provided in the City designated off-site satellite parking locations. Further, the Downtown Government Center area was identified as one of such potential sites.

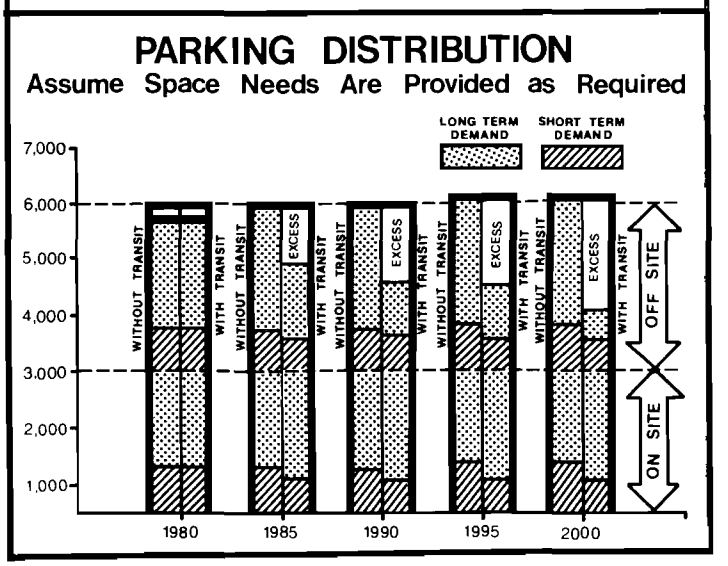
It would, therefore, be realistic to assume that excess parking provided in connection with DGC could house these off-site parking demands.

For the following reasons, consideration was given to likely future off-site developments in determining the best locations for DGC parking garages:

- It may be impractical to provide on-site parking at a large number of adjacent development sites.
- Land for off-site parking for these future adjacent developments may not be readily available.
- Additional parking areas, which will themselves become traffic generators, may disrupt traffic flow patterns in downtown and around the DGC site causing congestion.

Relative projected parking demands with and without the transit system and planned on and off-site DGC parking distribution are illustrated on the charts below.



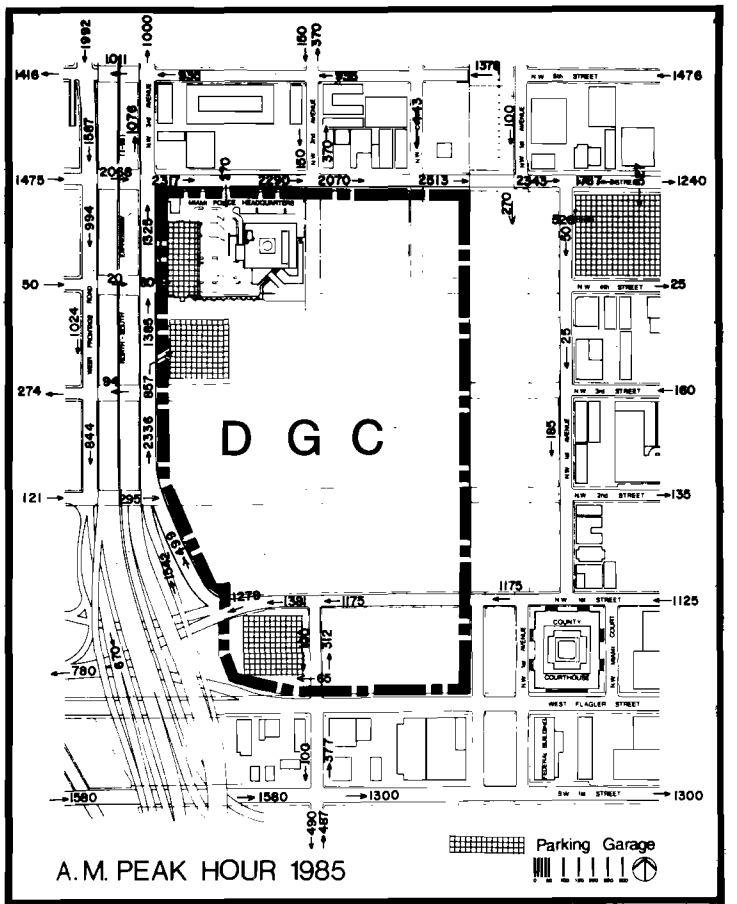


The following illustrations show projected traffic distribution on the modified DGC street system in the A.M. and P.M. 1985 peak hours.

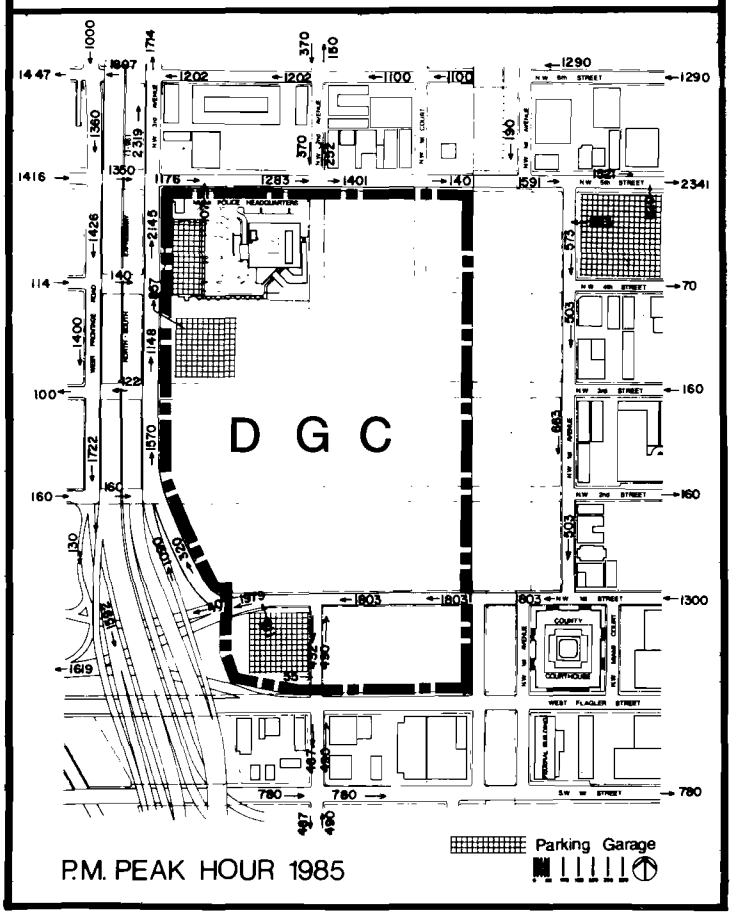
Assuming Government Center space needs are filled according to projected demand, and the proposed transit system for Dade County will be operational in 1985, then peak parking demand for the Government Center is expected to occur just prior to the opening of the transit system. Peak demand is projected to be about 5,900 parking spaces. Even though the daily visitor and employee population in the DGC is expected to continue to increase to the year 2000, parking demand is expected to decrease. This is caused by the assumed increase in future car occupancy, the assumed extensive improvements in the public bus systems and the shift that will be caused by the proposed transit system.

If the proposed transit system is not built, peak parking demand is expected to occur when the Government Center is completed in the year 2000. With no rapid transit system, peak parking demand is expected to be about 6,100 spaces.

It is therefore proposed that off-site DGC parking structures be built to partially house the initial parking demand of DGC tenants. When DGC parking demand drops off as projected, excess parking in these structures should be made available to demands elsewhere in downtown Miami.



A.M. PEAK HOUR 1985



P.M. PEAK HOUR 1985

Plan Evaluation

The planned one-way loop system around the Government Center is capable of efficiently moving traffic in the area. Left turn conflicts, which cause delay and congestion, have been eliminated by the planned one-way system.

Projected traffic flows can be accommodated within existing street rights-of-way. The closure of Second, Third and Fourth Streets will, however, increase the projected traffic volumes on First and Fifth Streets and Third Avenue. A potential traffic problem may appear to have been created by the recommended closure of Second Street, since the ramp from I-95, which connects with Second Street, provides one of the main access routes into the downtown area from the south. This, however, is not viewed as a major problem because this traffic can be easily routed to N.W. Second Street via N.W. Third Avenue, N.W. Fifth Street and N.W. First Avenue. It should also be noted that Dade County's transit consultants also recommend that N.W. Second Street be closed.

Also, if N.W. Second Street is allowed to cross through the Government Center Site, the planned park and pedestrian precinct within the Government Center will be somewhat reduced in size and violated by through traffic.

The problems with traffic plan evaluation for the Government Center have been two-fold. First, the data used to obtain base traffic was the 1964 M.U.A.T.S. traffic assignment, adjusted for the deletion of the Interama Expressway. Although the traffic generated by the Government Center is based on criteria which can be critically appraised, the M.U.A.T.S. data is not for several reasons. The M.U.A.T.S. data does not include the development of a Government Center and its associated redistribution of employee and visitor trips. Secondly, the modification to the M.U.A.T.S. data to delete the Interama Expressway could only be adjusted in a subjective fashion without benefit of a detailed analysis of the trip origins and destinations.

In summary, the proposed roadway system in the Downtown Government Center area appears capable of accommodating both A.M. and P.M. projected peak hour traffic volumes. Parking facilities are conveniently located for both internal distribution and exterior traffic flow. Most importantly, the Government Center will be highly accessible to all areas of the County, with only moderate congestion and a minimum of delay.

MANUAL OF PLANNING AND DESIGN CRITERIA

1.0 GENERAL

1.1 Foreward

In order to maintain a high level of order and consistency among all the elements of the Downtown Government Center, it is imperative that certain planning and design criteria be established to implement the Design Plan and to serve as tools for evaluating the design of individual buildings and facilities. These criteria, along with the Design Plan, will guide the development of the Downtown Government Center.

General Policy statements are expressed herein as objectives. The guidelines that follow meet these general objectives and will serve to evaluate specific plans. Recognizing that guidelines need not preclude the creativity of individual facility designers, it is important nevertheless, that individual plans reflect adherence to certain essential guidelines for the purposes of Design Plan conformity, efficiency, and maintenance of a unified character.

1.2 Objectives

A. Create a consolidated Governmental Seat for the various public agencies in one central area.

B. Create a unified organization of components so as to effectuate a harmonious and a well-functioning plan.

C. Create a public-use environment true to the principle of democratic government.

D. Create a symbolic public center in downtown Miami.

E. Use the Government Center as a catalyst to enhance the quality of downtown Miami.

F. Develop a plan that is integral with the overall development plans for downtown Miami.

G. Develop a plan that encourages the use of mass transit and modes of transportation other than the private automobile.

H. Develop a Plan that has flexibility and allows for modification if the spatial requirements change.

I. Develop a plan that provides for economy by efficiently combining common facilities and functions.

1.3 Design Philosophy

The experience of a consolidated Government Center, housing many levels of government agencies and services in one complex, will be relatively new to Dade County. It is important, therefore, to create a sense of familiarity and involvement to this new part of the community by giving the Center, as a whole, a character of unity, and a sense of belonging.

Public-use environment is important. Downtown needs to remain active for a longer period at night to deter crime and to attract more people. The DGC, therefore, must encourage public usage by incorporating plazas, landscaped open spaces, retail commercial facilities, cultural facilities, and other public-congregation facilities.

2.0 PLAN IMPLEMENTATION

2.1 Introduction

This section deals with the criteria for Plan Implementation. Plan Implementation involves the mechanism for Design Plan implementation, revision, funding criteria, administration of the Plan, staging and the review process.

2.2 Design Plan Objectives

The basic goal of the Design Plan is to guide the implementation of the DGC, so the resulting physical environment is consistent with the fundamental concepts of the Plan.

A. The integrity of the Design Plan is to be preserved and the fundamental concepts of the Design Plan will not change unless there are major program or objective revisions to the Master Plan.

B. The Design Plan is a living document that allows for revision and minor adjustments as certain parameters change and more information becomes available.

2.3 Design Plan Guidelines

A. The following constitutes the fundamental concepts of the Design Plan and should not be changed:

1. The major central park.
2. Location of building precincts.
3. Vehicular circulation system.
4. Pedestrian movement system.
5. Relationship of building masses to one another.
6. The main plaza level at ± 20'-0".
7. The planned Open Space system.

B. The following components of the Design Plan are viewed as somewhat flexible and are adaptable to change as more information becomes available.

1. The precise footprint that each facility makes on the site.
2. The exact number of stories in each building.
3. The final shape of each building.
4. The location and number of vertical circulation elements along the People Mover System.
5. The location and size of structural elements such as the columns under the transit lines.

C. The Design Plan should be modified to reflect minor adjustments for the following reasons:

1. If the east-west line of the Rapid Transit system is deleted through the DGC.
2. If the vertical alignment of the north-south Rapid Transit line is altered through the DGC.
3. If there is any shift in traffic flow projections in the downtown area affecting DGC.
4. If there is a minor change in the program not affecting the basic concept of the plan.

5. If the parking system for the major structure on the site is changed from mechanical to conventional type.

6. If there is a change in the alignment of existing utilities.

D. The Design Plan should be reviewed and changed, if necessary, if the following happen:

1. A major new facility is added to the DGC program.

2. A major planned facility is deleted from the DGC program.

3. The horizontal alignment of the Rapid Transit system is altered within the DGC area.

4. A major change in the Rapid Transit system affecting DGC is made, such as moving the DGC station.

2.4 Development Staging—Objectives

A. The DGC should be designed to include the spatial requirements for the initial stage-1980, intermediate stages and the year 2000 ultimate stage.

B. Construction should be staged so disruption to existing facilities is minimized.

C. The plan should be staged so that the major features of the Design Plan, such as the DGC Park, appear in the initial construction stage.

2.5 Development Staging—Guidelines

A. The initial stage should be planned for completion in 1980. This stage should satisfy space needs for 1985.

B. Certain facilities will need to be constructed during intermediate stages prior to the ultimate stage, accommodating year 2000 requirements.

C. Staging has been planned so vertical expansion is not required. As much as possible, each stage should be a separate building.

D. The plan provides for construction road access during all construction stages.

E. A basic design vocabulary should be followed through all the stages in a building precinct. This continuity is extremely important.

F. The ground footprint that is planned for later construction stages should be nominally landscaped during Stage One construction.

2.6 Funding Objectives

A. The funding alternatives selected should be the ones that are most economical and acceptable to the public.

B. The selected funding should be easy to secure on a continuing basis during the development of the project.

C. The basis of funding should facilitate single ownership, construction and maintenance of all common facilities such as the park, people mover system, etc.

2.7 Administration

A. The administration of the implementation process should be the responsibility of a public official who would be advised by a General Consultant.

B. The administrator should seek public participation through an information program to achieve wide acceptance of the Design Plan.

C. The project should utilize the most advanced techniques available to monitor the scheduling of the project.

D. The administrator should assist with required intergovernmental approvals for all the proposed facility plans.

E. The facility plans of all DGC tenants shall be reviewed and approved by the administrator for compliance with the Design Plan.

2.8 Review and Approval

All facility plans for the DGC must be reviewed and approved by a DGC Administrator or Coordinator. The following aspects of the facility design should be particularly reviewed:

A. The major objectives of the Master Plan are met.

B. The facility designs are consistent with the fundamental concepts of the DGC Design Plan.

C. The different levels of pedestrian interface with other DGC facilities are well coordinated.

3.0 URBAN FORM

3.1 Introduction

The DGC is planned as a unified complex of public buildings, around a central park. Each of the components of the DGC will be individually designed by architects, engineers and landscape architects who will be responsible for compliance with the Design Plan.

These criteria deal with the urban design aspects of the development. The purpose is to create a set of guidelines that can be applied to the Design Plan of the Government Center and the design of individual facilities in order to achieve a desirable overall urban form. These guidelines deal with the aspects of human scale, orientation of major structures, proportion and volume relationships.

3.2 Objectives

A. As stated in the general objectives, the Government Center is a gateway to downtown.

Therefore, a unique urban form, easily recognizable in the existing mosaic, should be created.

B. A harmonious relationship among the various elements that go into creating an urban form should be developed compatible with the general design philosophy.

C. The composition of various elements on-site may include a singular ground-level focal point, that could serve as a reference point.

D. Buildings should exhibit adherence to certain elements of a vocabulary in terms of proportion and configuration.

E. The proposed development should consider aesthetics, insuring

a symbiotic relationship between growth and the environment rather than resulting in degradation of the environment.

F. Due consideration should be given to the human scale at the pedestrian level in the design of individual buildings, as well as at the overall City form level.

G. Advantage should be taken of the bright sunshine in casting shades and shadows in desirable areas at particular times by controlling building orientations.

H. Consideration should be given to energy conservation by the proper orientation of major structures.

3.3 Guidelines

A. A unique physical plan is created with a central park and elevated People Mover System as its primary unifying elements.

B. Miami-Dade Commission Chambers, as the single most central function is designated as the facility to serve as a singular focal point and therefore is located and should be designed in a way that it serves as a focal point. This focal point is a point of attraction from all major points of access.

C. A language of architectural composition that articulates the vertical, the horizontal and unique sculptural image in all the structures should be recognizable. All building proportions should be an expression of verticality, horizontality and/or a unique sculptural quality.

D. Open space appropriate with the height of structures has been provided adjacent to buildings so an onlooker can enjoy the urban-form and inter-relationships among buildings. Planned open space should be adhered to with the design of each building.

E. Orientation with respect to the sun must be carefully considered to minimize solar heat gain and, in case the use of solar energy is proposed, to also maximize solar radiation on collectors.

F. Public-use spaces could be used more extensively if the orientation of high-rise structures creates shaded areas. Thus, the solar direction, at varying periods in the daytime, should be taken into account when designing the buildings and public-use open spaces.

4.0 FACILITY PLANNING

4.1 Introduction

This section deals with the criteria regarding the location of facilities on-site and development of a strategy for staged construction.

4.2 Objectives

A. The Design Plan should consider projects already under construction or planned for construction in the project vicinity.

B. The Design Plan must coordinate the latest development plans approved for the project area.

C. The location of buildings and facilities should be based upon

proximity requirements among the individual facilities.

D. Consideration should be given to shared common facilities for a group of governmental functions for reasons of economy and efficiency.

E. The impact of DGC traffic movement on the rest of downtown Miami must be considered.

F. The Design Plan should be coordinated with the other urban design plans for downtown Miami.

4.3 Guidelines

A. Projects currently under construction on the site, such as the City of Miami's Police Headquarters, have been considered as long-range givens and built integrally into the plan of the center. Projects in their design stage, such as the State Regional Service Center and Rapid Transit System, have been considered as givens with parameters identified. The Design Plan accommodates these plans, working within their parameters with recommendations for revisions or elaboration of those plans as they would best suit the DGC development. They include:

1. Ground level and 20-foot connections from the DGC People Mover System to the Police Headquarters and the State Regional Service Center.

2. Recommending the utilization of Air-rights over the north-south rapid transit station for office and commercial facilities that would complement the planned County facilities.

3. A mini-concourse is planned under the proposed I-95 busway to distribute transit patrons more evenly to the northern end of the DGC.

4. A second mini-concourse is planned at the southern end of the north-south station platform that would better serve the cultural center at the southern end of the DGC and Flager Street by using the platform to provide an elevated street crossing over N.W. First Street.

B. The Rapid Transit System contains a major interface facility in the DGC area which has been coordinated with the DGC plan. The transit facility has been integrated into the entire site and is used as a positive asset. The Rapid Transit structures penetrating the site will carry moving vehicles. Vistas from these elevated vehicles have to be considered.

C. The relationships among the various tenants based on frequencies and magnitude of physical travel is considered. Facilities requiring maximum contact with large numbers of other facilities are more centrally located.

D. Though it may not be feasible to share common facilities (such as - word processing, mailing, storage, reproduction, etc.) on an intergovernmental level, it is possible to exercise economies of scale at the intra-government level without sacrificing efficiency. It is proposed, however, that Dade

County centralize its common facilities in the DGC County precinct.

E. The DGC Master Plan has utilized the PAD (Planned Area Development) Concept, therefore, no density standards are imposed for individual blocks. The overall density is compatible with the proposed revisions to Miami's Zoning Ordinance.

5.0 CIRCULATION/MOVEMENT

5.1 Introduction

The following transportation modes may be used in the movements of people and goods in the Downtown Government Center area.

1. Walking
2. Bicycles
3. Taxis/Minibuses
4. People Mover System
5. Buses
6. Rapid Transit System
7. Automobiles, Scooters, Motorcycles
8. Trucks
9. Pneumatic tubes
10. Escalators and Elevators
11. Conveyors

This section deals with the criteria for accommodating these movement modes ensuring safety, efficiency and convenience.

5.2 Objectives

A. To provide for safety of all the employees and visitors to, from, or through the Government Center.

B. To establish traffic patterns that will allow convenient, rapid pedestrian and vehicular movement.

C. To provide easy access to, and egress from, the parking facilities.

D. To make every major facility in the DGC area closely accessible from the movement systems.

E. To provide, as far as possible, for the uninterrupted movement of service vehicles.

F. To promote the use of mass transit systems and modes of transportation other than the private automobile.

5.3 General Guidelines

A. A maximum separation between different modes of movement is achieved. Following is the order of priority of this separation.

1. Between pedestrians and all vehicle modes.

2. Between public and private transportation (Buses vs. automobile).

3. Between taxi/minibuses and parking facilities.

4. Between bicycles and motorized vehicles.

B. It is important that the users do not lose orientation; therefore, a clear and efficient traffic and circulation system is provided.

C. Circulation for arriving vehicles and pedestrians should be considered more critical than for departing ones. Peak congestions are,

however, expected to occur during employee departing hours.

D. Traffic signals need not be used within the DGC or at grade-separated movement paths.

E. Vehicular entrances and circulation patterns should be designed so they do not cause back-ups of traffic on the expressway ramps, railroad crossings or major intersections. Adequate stacking space on secondary streets and within the parking areas should be provided to avoid back-ups.

F. Functions generating large trip requirements have been situated in close proximity to the transportation terminals.

5.4 Vehicle Entrances

A. Entrances should be located so vehicular loads are well distributed over all traffic facilities surrounding the site.

B. Vehicular entrances less than 150 ft. apart should be avoided along any street.

C. Separate lanes within vehicle storage facilities are recommended for entering and exiting vehicles.

D. Where the length of parking structures permit, the left turns in and out should be separated. If possible, left turns should be eliminated altogether.

E. The location of parking facilities should take the proximity of expressway ramps into consideration. Care should be taken so there is no back-up of traffic on ramps or at major intersections.

5.5 Pedestrian Walkways and Accesses

A. Separation of pedestrian from vehicular circulation is essential.

B. Direct and safe pedestrian approaches should be provided from all adjacent streets within the DGC area. Minimum unobstructed width of walkways should be 5'-0".

C. Pedestrian crosswalks should be emphasized to avoid confusion with other pavement markings.

D. Pedestrian bridges should not be less than 8'-0" in width.

E. Pedestrian ramps should not have any slope greater than 1:12.

F. Pedestrian crossings must have good visibility both for pedestrians and drivers.

5.6 Bicycles, Scooters and Motorcycles

A. Adequate spaces for bicycle, scooter and motorcycle parking should be provided close to parking attendants for better surveillance.

B. Parking areas for bicycles should be separated from those for motorcycles and scooters.

C. Parking areas for bicycles and for motorcycles and scooters should offer provisions for locking.

D. Separate bicycle circulation may be provided and should conform to existing safety standards.

5.7 Taxis/Minibuses

Convenient spaces for taxi-waiting, mini-bus pick-up and drop-off, and private automobile kiss-and-ride pick-up and drop-off should be provided.

5.8 People Mover System

Consideration should be given to providing a people mover system - possibly in the future - to facilitate easy and convenient connections between major structures, and easy access from the transportation terminals.

5.9 Rapid Transit System

Careful planning of circulation patterns can enhance the effectiveness of the Rapid Transit station. Private entrances into major buildings from the stations should be considered to permit efficient circulation.

The rapid transit station locations should be considered a central location for generating trips for the Government Center. The circulation pattern for the Center should be well integrated with the stations' entrances.

5.10 Linkages

Linkages between different functions are important. Except for service purposes, these linkages include pedestrian walkways at grade-separated levels and the People Mover system. Linkage should directly connect with the vertical circulation core in individual structures.

Linkages between any two related structures should be as direct as possible. The width of the linkages is a function of the amount and frequency of usage.

6.0 COMPATIBLE DESIGN ELEMENTS

6.1 Introduction

Compatible design elements are the unifying physical components of the site and individual buildings that establish a single unified theme. It is because of these elements that this development will be different from any other. These elements include the following:

A. Materials - the general category of the primary building material used for the structure and the walls.

B. Proportions - Volumetric enclosures and the external proportions of structures.

C. Pedestrian Walkways - At grade and aerial walkways connecting different functions.

D. Landscaping, Graphics and Street Furniture.

6.2 Materials

A. Objectives. General criteria for any material selection are based primarily on the objectives of safety, (which include fire resistance and smoke generation and hazards from dislodgement), durability, ease of maintenance, cost, visual delight and availability.

B. Guidelines. In order to ensure attainment of the aforesaid objectives and to guarantee the desired degree of visual harmony, a list of preferred materials and finishes is prepared as the recommended design palate.

6.3 Proportions

A. Objectives. As an elaboration of the Urban Form guideline (3.2D), building proportions act as important design compatibility elements. These proportions are honest expressions within the design vocabulary of the three external attributes of any structure. These are:

1. The Vertical
2. The Horizontal
3. The Independent

B. Guidelines

1. Articulation of the Vertical should be clear and a reasonable height to width proportion should be followed. This proportion should apply to a total structure and/or major articulated elements of a structure. Low public access buildings should be expressed vertically.

2. Articulation of the horizontal should also be clear and a reasonable proportion in the length and height ratio should be followed. High public access buildings should be expressed horizontally.

3. Independent aspects of a total structure or parts of a structure are appreciated because of their adherence to certain geometrical shape, sculptural quality or a composition that is visually complete all by itself. Since this category permits proportions outside of paragraphs 1 and 2 above, it should be used to design structures with unique qualities. These include the Miami-Dade Commission Chambers, the Library and the Art Museum.

6.4 Pedestrian Walkways

A. Objectives. It is anticipated that various functions on the DGC site will be connected by a network of uninterrupted pedestrian walkways at different levels. These pedestrian walkways can be essential unifying physical elements. It is therefore the objective that pedestrian walkways and plazas be considered as Compatible Design Elements. These linkages should provide an easy, convenient and pleasant connection between functions.

B. Guidelines

1. The walkways should be adequately landscaped (see landscape criteria).

2. The levels of entrance lobbies in different buildings should be coordinated with various planned walkway levels including the People Mover System.

3. The walkways should be consistent in their design and design details in the DGC site.

4. The walkways should provide an easy, short, convenient and clear connection between any two functions. These walkways should connect with the parking facilities, the rapid transit terminals, and the People Mover System.

6.5 Landscaping, Graphics, Furnishings

The need for uniformity in design of landscaping, graphic systems, and furnishings is emphasized in Section 11 and 12. It is the objective that the graphic system, furnishings and landscape treatments be compatible with the design philosophy. Criteria set forth in 11 and 12 are therefore important to establish a single unified theme.

7.0 PUBLIC USE SPACES

7.1 Introduction

A major difference between a private commercial development and a large government use facility is the extent of public-use spaces. Private commercial developments usually do not provide for significant public use functions. It is essential that a great deal of public-use spaces be provided in the Downtown Government Center. These public-use spaces include large amounts of terraced, treated, and landscaped areas to serve as public plazas, squares or parks to facilitate public gatherings, recreation and pass-through.

7.2 Objectives

A. Provide spaces to serve as public gathering and waiting spaces that would enhance the quality of downtown Miami and also be used as walk-through spaces.

B. The public-use spaces should be safe, secure, pleasant and attractive.

7.3 Guidelines

A. Large areas - open to the sky, paved and landscaped - should be provided (at ground and/or upper levels), connecting to the DGC Park, rapid transit system, etc. These areas, though not mentioned specifically in the program, would serve as meeting spaces, walk-through areas, platforms for dissemination of public information (politics) and just general urban spaces.

B. Care should be taken in the design of these areas, so hidden areas that may attract crime are eliminated.

C. Plazas, squares, and parks should be properly illuminated to deter crime.

D. These areas should also serve, by virtue of their location, as extensions of existing and proposed parks, River Walks and the Flagler Street pedestrian syndrome.

E. Shaded areas should be furnished with seating units, waste receptacles, and appropriate outdoor sculpture.

F. Open-air outdoor restaurants should be considered to attract patronage in the evenings when weather permits.

8.0 SECURITY AND SAFETY

8.1 Introduction

Dade County has a high incidence of crime. In 1973 the crime rate in Miami SMSA was 63.4% above the U.S. rate. Aggravated assault, violent crime, and robbery are all in excess of 100% above the national rate. Potential for crime must be removed.

These criteria deal with the objectives of a Secure Environment and provisions for safety of the people. The security criteria deal with the principal security problems inherent in Dade County while the safety criteria try to minimize accidents in the Downtown Government Center Area.

8.2 Objectives of Security

A. Deter Crime - Facility plans should be effective in eliminating the opportunity for committing crime.

B. Detect Crime - An appropriate detection system can be employed to determine when a crime is being committed.

C. Respond to Crime - An efficient response system can minimize injuries due to crime.

8.3 Criteria for Security

A. The entire DGC area should be under appropriate security guard, 24 hours a day.

B. Parking areas must have a guard, at least after dark.

C. Electronic surveillance by low light level closed circuit TV should be considered for enclosed parking areas.

D. Entrances to all public restrooms should be under the visual surveillance of guards in the building lobbies.

E. Special attention should be given to areas underground or areas not receiving adequate natural light.

F. Development of retail-oriented commercial activity should be encouraged since it promotes security.

G. High-level lighting should be used in selected areas.

8.4 Objectives of Safety

Provisions of safety should be incorporated in the planning and design of each building and facility to minimize accidents and other potential hazards. Three basic types of hazards exist:

1. Construction related
2. Operation related
3. Maintenance related

8.5 Criteria for Safety

A. During construction, the highest safety standards and practices for major public works projects should be followed and the public should not be exposed to any extraordinary safety hazards.

B. Additional consideration should be given to the safety of physically handicapped people. Refer to Section 1.11 for more details.

C. High levels of illumination should be provided at points of great hazard potential, such as vertical openings and escalators.

D. Barriers must be provided at all places that may result in potential accident.

E. Provisions for fire fighting, smoke detection and emergency evacuation should be made for the entire area (See specific provisions in Section 15).

9.0 FACILITIES FOR THE HANDICAPPED

9.1 Introduction

A. Handicapped: Those persons whose mobility is limited, by any disability, to a degree which totally or partially restricts their ability to use public facilities but not their ability to leave home.

B. Implied in the definition is the concept of functional disability which is the decreased ability or total inability of a person to perform a function required for the use of a public facility such as:

- Travel more than two (2) blocks
- Self-propelled level change
- Sit down, stand up, stoop, crouch
- Reach, handle, grasp
- Identify visual and audible clues
- Move in crowds
- Wait -- standing position

C. The major classifications of disability that shall be considered in making design provisions are:

1. Sight Disabilities: Total blindness or impairments affecting sight to the extent that the individual functioning in public areas is insecure or exposed to danger.

2. Hearing Disabilities: Deafness or hearing handicaps that might make an individual insecure in public areas due to an inability to communicate verbally or hear warning signals.

3. Incoordination Disabilities: Faulty coordination or palsy from brain, spinal or peripheral nerve injury. Persons with these disabilities are adversely affected by standard system operation which requires a normal degree of coordination, such as: boarding rapid transit train, podium circulation, riding on elevator. Optimization of the general design criteria will aid those with such disabilities.

4. Aging: Those manifestations of the aging process that significantly reduce mobility, flexibility, coordination and perception, but are not accounted for in the other handicapped categories.

5. Semi-Ambulatory Disabilities: Impairments that cause individuals to require the use of braces or crutches such as amputees, arthritics, and spastics, pregnant women, and those with pulmonary and cardiac ills may be considered semi-ambulatory for purposes of the Government Center.

6. Non-Ambulatory: Impairments that, regardless of cause or manifestation, for all practical purposes confine individuals to wheelchairs.

9.2 Objectives

These criteria are intended to make all buildings and facilities used by the public accessible to, and functional for, the physically handicapped. These persons are to be accommodated to, through, and within the facilities, without loss of function, space, or the amenity where the general public is considered. The objective, therefore, is to provide for the classifications of disabilities, mentioned above in 9.1, establishing a great concern for safety of life and limb, accessibility and functional use.

9.3 Guidelines

A. Site Development. The grading of ground so that it is level with a building entrance makes a facility accessible to individuals with physical disabilities.

B. Walks

1. Public walks should be at least 48 inches wide and should have a gradient not greater than 5%.

2. Such walks shall be of a continuing common surface, not interrupted by steps or abrupt changes in level.

3. Wherever walks cross over walks, driveways or parking lots they should blend to a common level.

4. Walks or driveways should have a non-slip surface.

C. Parking Lots

1. Parking spaces that are accessible to facility entrances should be set aside and identified for use by individuals with physical disabilities. One percent of all the parking spaces provided should be reserved for the physically handicapped.

2. Parking spaces for the physically disabled should open on one side, allowing room for individuals in wheel chairs or individuals on braces and crutches to get in and out of an automobile onto a level surface, suitable for wheeling and walking.

3. Parking spaces for physically disabled people should be at least 12' 0" wide.

4. Care in planning should be exercised so that individuals in wheelchairs and individuals using braces and crutches are not compelled to wheel or walk behind parked cars.

5. The spaces for use by the disabled should be distributed according to the frequency and persistency of parking needs.

D. Structures

1. Ramps shall not have a slope greater than 1 in 12 or 8.33%. The ramp structure shall be of a non-slip surface. The ramp should have a handrail at least on one side that is 32" in height and that conforms with the American Safety Code A12-1932. The ramps should have level platforms at 30-foot intervals for purposes of rest and safety.

2. At least one primary entrance and almost all exits to and from each building shall be usable by individuals in wheelchairs. At least one entrance usable by such individuals shall be at a level that would make the elevators accessible.

3. Staircases shall conform to American Standard A9.1-1953 with additional consideration to nosing details and handrail heights.

E. Toilet Rooms, water fountains, and public telephones, in numbers and at locations as determined by the frequency and persistency of need, should be provided with special provisions (height, accessibility and size) for their use by handicapped persons.

F. The Rapid Transit Station shall be accessible to the physically handicapped by means of elevators at all transit levels.

G. Graphics and Signals

1. Special graphics shall be provided for identification of handicapped facilities including symbol and/or color methods as well as complete information systems to aid first time users and visitors. These should include braille information systems at the Rapid Transit Station.

2. Audible warning signals shall be accompanied by simultaneous visual signals for the benefit of those with hearing disabilities at the Rapid Transit Station.

3. Visual signals shall be accompanied by simultaneous audible signals for the benefit of the blind at the Rapid Transit Station.

4. Potential hazards such as manholes, access panels and barricades should be obviated by appropriate warning devices.

H. Special consideration shall be given to achieving the highest lighting levels in areas where the greatest potential danger exists, such as at edges, railings, escalators, vehicular crossings, etc. to aid those with sight disabilities who are not totally blind.

10.0 SITE LIGHTING

10.1 Introduction

Lighting is one of the means by which an image of soothing comfort, pleasantness, cleanliness and security can be provided. These criteria are intended as a guide to photometric performance, component design and selection of lighting equipment to achieve the desired standards of performance.

10.2 Objectives

The following are the general objectives for lighting design in the Downtown Government Center Site.

A Environment - of comfort, pleasantness, cleanliness, security and safety.

B. Visual Discipline - orderly system of lighting fixtures.

C. Integrated Plan - lighting design should be integrated with the total Master Plan and its characteristics.

D. Transitional Changes - abrupt lighting level changes between any two areas (mainly indoor and outdoor) should be avoided so that the transition is gradual.

E. Durability - long and economical service without losing performance quality.

F. Ease of Maintenance - standardization and vandal proof.

10.3 Guidelines

A. Lighting should function as an effective system under all conditions of weather and vandalism.

B. Fixtures and lighting components shall be standardized throughout the Center to the greatest extent possible for reasons of economy, ease of replacement and visual uniformity.

C. Illumination levels for similar areas throughout the Center should be standardized. This, however, does not preclude variations in illumination levels to add interest or promote orientation or direction.

D. Non-corroding metal should be used, with adequate protection against galvanic action between dissimilar metals.

E. Light patterns and sign illumination shall be used to aid in orientation, and to focus attention at danger areas (stairs, escalators, podium edges, plaza openings, hidden corners, etc.) and at decision areas (turning points, etc.).

F. It is important that a reasonable level of illumination level be provided at any place that may be susceptible to crime.

G. Lights that produce glare should be discouraged.

H. Lighting in the parking areas should utilize a minimum number of poles and be coordinated with landscaping to avoid blockage.

I. Lighting arrangements for pedestrian walkways should be based on a number of low intensity lights rather than a few high intensity sources.

J. Specially lighted signs when needed, should be backlit as

they are more easily seen at night than surface illuminated signs.

10.4 Illumination Levels

Optimum levels of illumination:

Pedestrian walkways	3 foot candles
Parking areas	2 foot candles
Entrance and Exit Roadways	2 foot candles
Bus loading-unloading areas	5 foot candles
Taxi Waiting Space	5 foot candles
Building Entrance Areas-Night	10 foot candles
Day	30 foot candles
Enclosed Passageways	20 foot candles

These criteria are a guide to optimum levels for safety and convenience. Illumination levels should be higher at building entrances in the daylight hours to minimize the otherwise abrupt change from outdoors to indoors. The use of photoelectric cells for the operation of additional lighting fixtures should be considered as a means to achieve this objective.

11.0 LANDSCAPING

11.1 Introduction

This section establishes the basic design criteria applicable to the landscape development for the DGC area. Landscaping shall consist of any of the following or combination thereof: material such as, but not limited to grass, ground covers, shrubs, hedges, trees or palms; and non-living durable material commonly used in landscaping such as, rocks, pebbles, sand, etc. Water could also be an important element in the landscaping plans.

11.2 Objectives

A. Enhance the visual experience of visiting the facilities.

B. Provide a relief against solar glare and shade for user comfort.

C. Ameliorate the micro-climate in all feasible ways.

D. Create urban landscaped spaces to attract public use and stimulate leisure time activity.

E. Provide sound buffers and diffusers to disperse undesirable noise from the rapid transit system.

11.3 Guidelines

A. Landscaping should be used to enhance the experience of visiting the facilities through the transition spaces. Most of the pedestrian walkways, plazas, and open waiting spaces should be appropriately landscaped.

B. Urban spaces, profusely landscaped with furniture for waiting and seating should be provided in the midst of main activity areas as relief spaces.

C. Landscaped malls should be created, where possible, integrating the retail shopping areas, restaurants and entrances to major facilities.

D. The use of water and fountains as landscape elements should be considered.

E. Large paving areas should be avoided. Smaller areas may be defined with plantings or change of materials.

F. Plant materials should be selected for optimum year-round attractiveness of form, foliage, bark, fruit, durability, maintenance, and seasonal color variations.

G. Parking areas open to the sky (if any) must be landscaped. In general, where landscape elements are used they should be massed rather than scattered thinly.

H. Landscape lighting should be used to provide safety, to ensure visibility, to give direction, to complement and accentuate the structure and to create a warm visual atmosphere.

I. Consideration should be given to adequately landscaping the roofs of low-rise buildings so as to create a pleasant view from taller buildings and also to reduce the heat and glare from the sun.

12.0 GRAPHICS/SIGNAGE/FURNISHINGS

12.1 Introduction

This section deals with the main principles and basic requirements for graphics in the bounds of the Downtown Government Center. The criteria are based on the need for a uniform graphic system throughout. The general consultant and facility designers should take these guidelines into consideration in the early design stages so that graphics will become an integral part of the Complex.

12.2 Objectives

A. To provide orientation and information to aid the users in directional decision making.

B. To channel visitors through the Center in an efficient and uncomplicated manner.

C. To warn the users of any potential hazards of safety.

D. To make clear the routes of fast and safe exits.

E. To make clear all special facilities and their location for persons with physical disabilities.

F. To provide the Complex with visual interest, color and an identity.

G. To unite the entire Complex into one uniform graphic system.

H. To establish a color code for various governmental agencies for reasons of consistency and easy identification.

12.3 General Criteria

A. Signs should be kept to the minimum necessary for visitor guidance. Signs should reinforce but not compete with the architectural elements and landscaping in identifying entrances, exits, and movement corridors.

B. The message on the graphic signs should be simple, clear and concise for easy understanding. The more widely

accepted international symbols and signs should be employed.

C. Signage should be placed at key points of separation and at intervals frequent enough to allow unsure patrons to find their way confidently.

D. Signage designs and their relative placements should be uniform in the entire Government Center to aid in immediate recognition by the user.

E. A logo should be developed for the Downtown Government Center. This logo should be a unifying and identifying graphic symbol to be used not only within the Center but also used elsewhere in the city as a symbol for directing people to the DGC site. This logo could also be used on uniforms, buses, and car pool vehicles etc. This symbol should be clear and simple enough to be immediately recognizable at a distance.

F. A single typeface of lettering (preferably Halvetica Medium) should be selected for use in all graphic signage in the Complex.

G. Color coding the signage system would be a great visual asset. Color coding could be according to the content category (i.e., County, State, Federal, City, etc.).

H. Information maps. Two types of information maps should be used in the DGC.

   1. DGC map - This map will be primarily for the visitors indicating the location of various government agencies in the DGC.

   2. Agency map - This map should be in each government precinct and will explain the various functions housed in the precinct.

I. Following is a partial list of signage that will be needed:

   1. Public Telephones
   2. Intercom Phones
   3. Signs for handicapped
   4. Clocks
   5. Bulletin Boards
   6. No Smoking Signs
   7. Warning Signs at Crossings, etc.
   8. Rapid Transit Signs
   9. Taxi Signs
   10. Minibus Signs
   11. Parking Lots
   12. No Parking Signs

J. Site furnishings will include seating units, waste receptacles and drinking fountains.

These furnishings shall be provided in appropriate numbers and at regular intervals at all levels of pedestrian plazas and landscaped areas. They shall be compatible and uniform in design, vandal-proof and require low maintenance.

13.0 PARKING FACILITIES

13.1 Introduction

This section deals with the design of the parking facilities in the DGC area. Parking facilities are classified into two categories according to use.

1. Employee Parking (Long Term)

2. Visitor Parking (Short Term)

13.2 General Objectives

A. Parking facilities should be located convenient to the use areas.

B. Adequate, but not abundant. parking should be provided.

C. The design of the parking facility should minimize any potential health hazards due to emission of fumes and oil spillage.

D. Priority should be given to the pedestrian, and his relationship with the ground, over the automobile.

E. Parking facilities should be conveniently accessible to transportation arteries.

F. Security of the patrons should be considered.

13.3 Criteria

A. Employee Parking spaces should be marked and reserved so that no time is spent looking for a space.

B. The capacity of all parking garages should not exceed DGC parking demand.

C. Design of the facilities:

1. Parking design should be based on a simple, non-disorienting and efficient flow of cars. Parking ramps should either be on a separate structural core to permit bypassing those floors that are full, or should be a fully automated mechanical parking system.

2. Ninety-degree parking is preferred with angle parking used only where space is very restricted. Parking designs must follow the minimum required standards of Metropolitan Dade County.

3. Fifteen percent of the spaces may be reserved for compact cars only. These spaces should be very clearly marked.

4. Parking facilities for bicycles and motorcycles should be provided close to the location of the parking attendant for better surveillance.

5. It is important that an acceptable air quality be maintained within the parking facility and the immediate area. If necessary, forced mechanical ventilation may have to be used as a means to achieve an acceptable air quality level.

6. A mechanical parking garage is proposed on the concept of material-handling and storage to achieve maximum efficiency. Mechanical garages should be so designed that their peak hour delivery rate is at least 60% of the capacity of the garage.

14.0 COMMERCIAL FACILITIES

14.1 Introduction

Certain convenience commercial facilities are planned in the DGC. These commercial facilities include: attended concession booths, retail stores, restaurants, walk-up banking, vending machines, etc.

14.2 Objectives

A. To provide commercial facilities and space for concessions for the convenience of DGC employees and visitors.

B. To ensure that concession operations do not interfere with main pedestrian circulation.

C. To provide a possible source of revenue for the Downtown Government Center tenants.

D. To provide a source of new employment.

E. To promote additional security through increased surveillance.

F. To assure coordination in the design of commercial advertising and displays.

14.3 Guidelines

A. For the convenience of the users and to the benefit of the retailers, shopping facilities should be adjacent to the main pedestrian circulation flows but they should not obstruct pedestrian movement.

B. The design of structures for concessions should be integral with the design of the Government Center. Necessary advertising and signage should be uniform.

C. Haphazard installation of vending machines and concession booths is prohibited.

D. Restaurant facilities should be well distributed around the DGC for uniform usage.

E. Advertising should be limited and restricted to certain controlled areas.

F. If commercial facilities are integral with certain government buildings, then provision for a private service entrance should be made.

G. Commercial facilities should be operational as late in the evening as possible.

1. DGC map - This map will be primarily for the visitors indicating the location of various government agencies in the DGC.

2. Agency map - This map should be in each government precinct and will explain the various functions housed in the precinct.

I. Following is a partial list of signage that will be needed:

1. Public Telephones
2. Intercom Phones
3. Signs for handicapped
4. Clocks
5. Bulletin Boards
6. No Smoking Signs
7. Warning Signs at Crossings, etc.
8. Rapid Transit Signs
9. Taxi Signs
10. Minibus Signs
11. Parking Lots
12. No Parking Signs

J. Site furnishings will include seating units, waste receptacles and drinking fountains.

These furnishings shall be provided in appropriate numbers and at regular intervals at all levels of pedestrian plazas and landscaped areas, according to the design. They shall be compatible and uniform in design, vandal-proof and require low maintenance.

15.0 AUXILIARY FACILITIES

15.1 Introduction

Auxiliary facilities are essentially the maintenance and service facilities needed to operate the Downtown Government Center. The criteria for these facilities are very general in nature and the appropriate building codes should be followed for the design of individual structures.

15.2 Fire Fighting Provisions

A. Accessibility-All buildings on the DGC should be accessible to fire-fighting vehicles. A minimum clearance of 12'-0" should be provided under any overhead structure.

B. Dispersal-The central park will serve as the dispersal area from all the buildings in case of fire.

C. Building Designs-The individual building designs shall meet all the Fire-Resistance Standards and protection criteria set by the South Florida building code and meet the approval of the Fire Marshall.

D. Water Supply-Water supply for standpipes shall follow the following standards:

Buildings up to 75' in height - 100 g.p.m.
Buildings up to 275' in height - 750 g.p.m.
Buildings higher than 275' - Follow NFPA 14 standards.

E. Pressure-The water supply shall be sufficient to maintain 65 pounds residual pressure at the topmost standpipe outlet with the required quantity of water flowing.

F. Fire Pumps-Fire pumps should be provided, if necessary, to maintain the minimum pressure for fire flow.

G. Fire Hydrants-An adequate number of Fire Hydrants as required by NFPA should be provided.

15.3 Emergency Power

A. Emergency power generation facilities are centralized to produce economies in initial cost and maintenance.

B. Emergency power generation facilities should be located along with other utilities in the central utility plant for better service.

15.4 Air Conditioning and Domestic Hot Water

A. If possible, cooling towers should be centralized and placed away from main pedestrian circulation areas.

Cooling towers may be constructed on parking structure roofs.

B. The domestic hot water system should utilize heat recovery from return air conditioning condenser water for preheating purposes.

C. Air conditioning for each building shall be centralized in the Central Utility plant.

15.5 Car Pools

Carpools are located on the perimeter of the site in close proximity to major government buildings. Parking in these areas should be limited to interagency carpools and other special requirements.

15.6 Mail Sorting and Handling

Each DGC tenant will have its own mail handling and sorting rooms within the separate DGC precincts. One or more small stamp dispensing facility is planned in the DGC commercial areas.

15.7 Service Chutes

If found necessary, consideration should be given to a pneumatic tube delivery system within the DGC to handle all inter-building paper communications. This system could utilize the planned people mover system as the spine for its movement.

15.8 Solid Waste

The compacting of solid waste on-site should be considered at the building source. Paper shredders should also be considered in all buildings that generate large volumes of paper.

15.9 Ground Maintenance Facilities

Adequate storage space for ground maintenance tools and implements is planned at selected locations within the service level of the Dade County Precinct.

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