

## **DOWNTOWN CORAL GABLES STREETScape DESIGN PROGRAM**

These recommendations for streetscape improvements to Giralda Avenue and Miracle Mile are based on studies by the Streetscape Committee and its consultant planners and urban designers, Dr. Charles Bohl of the University of Miami and Jaime Correa of the University of Miami and Jamie Correa and Associates.

Analysis included the study of existing conditions, exemplary urban main streets and streetscape elements in other communities, and the development and review of a dozen streetscape design scenarios.

The work of the Streetscape Committee and its consultants encompassed conferences, studio work of consultants and committee members, public workshops, public presentations, and discussions over the past six months.

Based upon the foregoing, the Streetscape Design Committee finds that the existing street conditions of both Giralda Avenue and Miracle Mile are unable to provide functional infrastructure and the visual quality and comfort necessary to sustain the Downtown as a destination. To remedy and resolve these problems, the Streetscape Design Committee respectfully submits the following recommendations for improvements of Giralda Avenue and Miracle Mile.

### **GIRALDA AVENUE**

Design Giralda as a shared street with some parallel parking to remain, dedicated valet stations, two-way traffic with 10-foot wide traffic lanes, shade trees, allowing for gazebos (including vertical elements on public right of way) and building canopy encroachments.

A shared street is defined as a curb-less right of way with differentiation of uses by texture of materials and placement of bollards, allowing for maximum flexibility to shift between café space, on-street parking, valet stations and simple opening & closing of street with removable bollards. Shade trees placed far enough apart to allow flexibility for parking between trees as needs change. The objective is to redesign the street as a linear plaza with no curbs that includes pavers, planters, bollards and urban landscaping; creating a “pedestrian priority” street that still accommodates cars.

### **MIRACLE MILE**

Design Miracle Mile to create a premier main street destination that strikes a better balance between pedestrian and vehicular traffic, converting existing angled parking to parallel parking to create an urban streetscape that supports enhanced pedestrian circulation, the creation of natural gathering places, and the activation of the sidewalk through enhanced dining, retail, public art and kiosk uses. Design retains the current landscaped median, and narrows traffic lanes slightly to calm traffic and further free up space for sidewalk widening. An improved tree canopy, the introduction of café pavilions, improved canopies and awnings, and the use of seasonal climate control for outdoor seating areas will greatly improve the comfort and attractiveness for shopping, dining and spending leisure time on the Mile.

To mitigate the loss of Miracle Mile parking and to provide for comfortable and easily accessible parking for the Mile, the design shall include enhancing the pedestrian connections between existing garages and Miracle Mile. This shall include the orientation of garage access and functions to existing and future paseos, as well as the implementation of alley walkways, and general alley improvements (e.g., walkway pavers or stamped concrete, textured wall treatments, attractive lighting). Entrances to connection to garages shall be marked with appropriate hierarchy.

Full implementation of this recommendation include changes to the zoning code in respect to encroachments to sidewalk space as well as providing for use which would attract guests and shoppers during nighttime and weekend hours.

### **FEATURES TO BE INCLUDED**

Streetscape improvements shall include enhanced urban lighting, alley bumps, raised crosswalks, space marking, wayfaring signage, one-way alleys, bulb-outs, covered connections, valet parking signage, permanent valet stations, enhanced urban landscaping (e.g., container gardens) and street furniture.

The project shall also establish design standards for sidewalk cafes, dining pavilions and gazebos for both streets that emulate the best urban models while allowing for economical and creative design.

In summary, the Streetscape Design Committee strongly recommends that the adoption of a “shared street” design on Giralda Avenue will create an ideal dining street to support downtown’s “restaurant row,” and the reconfiguration of Miracle Mile’s streetscape will create a greatly enhanced urban main street destination that is highly visible, colorful, and attractive while greatly increasing space for sidewalk cafes, kiosks and gathering places all of which, in the aggregate, will render the downtown as a “Destination”.

### **Presented by:**

Charles C. Bohl, *UM School of Architecture*  
Burton Hersh, *BID Board/ Architect*  
Jaime Correa, *UM School of Architecture*  
David Plummer, *Transportation/Engineering*  
Matt Bukolt, *Kimley-Horn/URG*  
Glenn Pratt, *Architect/Planner*

John Fullerton, *Architect/Planner*  
Jorge Hernandez, *Architect/Planner*  
Mari Molina, *BID of Coral Gables*  
Kerry Newman, *Koniver Stern*  
John O'Rourke, *Montica Jewelry*  
Martin Lynch, *JohnMartin's Restaurant*

### **Approved by:**

The undersigned President of The Business Improvement District, Inc., (“BID”), does hereby certify that a resolution unanimously approving the aforementioned design program was duly adopted at a meeting of the Board of Directors of the BID (“Board”) duly called and held in Coral Gables, Florida on October 15th, 2008, in which meeting a quorum was present and acting throughout.

  
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Brad Rosenblatt, President