

3.0 URBAN DESIGN ELEMENT

The physical environments of FIU's three main campuses are integral to the educational experiences of its students and to the health and well being of all of those who come in contact with the university. As such, the urban design character of each of its campuses should emphasize the creation of model public spaces developed upon best practices in sustainable sub-tropical systems.

This Comprehensive Master Plan Update reflects the University's commitment to the refinement and extension of the base concepts earlier efforts have created. FIU proposes enhancements to its urban design character by the creation of a sequence of "memorable" Campus Spaces, creating identifiable Campus Streets and entrances, developing Campus Edges that increase the connection and aesthetic appeal of the University to the community, and establishing focal elements within the internal campus along significant axes; all which contribute greatly to the enhancement of the urban design context on campus.

FIU's campuses have historically been insulated from off-campus land use influences. Modesto A. Maidique Campus and Engineering Center are surrounded by the major highways and large open spaces of lawn and surface parking lots that have acted as barriers, disconnected them from their surrounding communities while the Biscayne Bay Campus is isolated from context area land uses by large state parks (See Figure 3.0A & 3.0B). With the expected increase in density and continual challenge of attracting the best students and faculty, the existing separation from their surroundings must change. Already this shift has begun with the planned Academic Health Sciences Plan that begins to define the edges of Modesto A. Maidique Campus in a more typical urban solution while engaging the surrounding community along the northeast edge of the campus.

The response at Modesto A. Maidique Campus is to encourage a more compact, "urban" pattern within the academic core and along its eastern edge. A sense of geometric order with renewed emphasis on axial patterns and the spatial sequences of campus open spaces such as quads, parks and courtyards to define the future development pattern of the campus. In addition, the campus loop road, termed the Greenbelt, will define the limits of the traditional academic campus core while still providing access throughout the growing campus. The majority of surface parking lots will be strategically replaced with parking structures placed along the edges of the campus allowing the expansion of the academic buildings within the academic core to truly define the proposed sequence of open spaces and suggest pedestrian circulation (See Figure 3.1).

Engineering Center, although visually separated from Modesto A. Maidique Campus, will maintain its connectivity to the main campus through a consistency in design fabric in the form of enhanced pedestrian corridors, enhanced edge conditions, gateway treatments, and site furnishing elements such as lighting and signage similar to of that Modesto A. Maidique Campus (see Figure 3.2). This consistency is to be considered whenever upgrades or expansion occurs. Other issues such as building to space relationships, pedestrian movement, activity nodes, parking and landscaping are crucial to enhancing the character and appeal of this campus.

At Biscayne Bay Campus the challenge is to preserve the existing open space and views that enhance the sustainability objective of the campus while consolidating a compact academic core, increasing student services and improving the on-campus housing options (See Figure 3.3). This campus is unlike that of the other FIU campuses. While Modesto A. Maidique Campus and Engineering Center are located within an existing urban fabric, the Biscayne Bay campus is surrounded by state parks and is physically disconnected from its adjacent neighbors. If the campus is to be truly sustainable while still being attractive to potential students, the campus must function more as a small town than an isolated campus. Increasing the services, creating higher density development and establishing a sense of place are crucial in highlighting the uniqueness of this campus.

GOAL 1: Florida International University shall create high quality, memorable campus environments suited to education and a sense of collegiality, comprising a compact formal development pattern within a rich outdoor tropical environment.

Objective 1.1 Regulating Axes (Visual corridors): Develop, enhance and preserve existing and proposed visual corridors on campus. All future development shall place buildings and landscape features so as to preserve and reinforce the visual corridors significance.

Policy 1.1.1 **MODESTO A. MAIDIQUE CAMPUS**

East-West Axis 1 (Avenue of the Professions): The “Avenue of the Professions” connects the FIU Arena, Green Library, the Earnest R. Graham Center and University Park Apartments. Orient and configure The Social Science Complex, Graham Center expansion and future academic buildings to the west of the Library in a manner to reinforce the axis through Law School to the Green Library and beyond. This axis may allow for in direct path of circulation but should maintain a visual connection between building entrances.

Policy 1.1.2 ***East-West Axis 2 (Avenue of the Students):*** Extending from the west facade of Owa Ehan at the northern end of the building west to the Education Building and continuing west through the School of Architecture, north to the proposed Graduate School of Business. This axis should continue west through the existing loop road to the Parking Deck 3. This axis shall maintain a very linear character with oaths indicating a direct line of circulation.

Policy 1.1.3 ***East-West Axis 3 (Main Vehicular Entrance):*** Visual corridor from SW 107th Avenue entrance to the Panther Village housing quadrangle. This axis shall maintain a linear visual corridor but due to the existing lake, may not maintain a direct pedestrian alignment.

Policy 1.1.4 **North-South Axis 1 (Avenue of the Arts):** “Avenue of the Arts” pedestrian corridor that connects Graham Center to Wertheim Performing Arts Center. This axis is well defined with Parking Garage 1 & 2 to the east and the Art Museum and Advanced Research Building to the west. The pedestrian route and landscape should continue to reinforce this axis.

Policy 1.1.5 **North-South Axis 2 (Main Entrance):** Visual corridor from S W 8th Street through mall to Ryder Business Administration. With the creation of a dramatic roundabout at the intersection of the entrance drive and existing loop road, SW 112th Avenue loop will be closed south of the loop road to create a non-vehicular quadrangle. Wide pedestrian walks shall replace the existing drives south of the loop road. The quad shall preserve the visual corridor of the axis by maintaining a limited canopy structure and preserving the lawn.

Policy 1.1.6 **North-South Axis 3:** Develop a pedestrian circulation corridor from the eastern end of Panther Stadium north to the Ave of Professions. As future housing is developed to the west of Panther Hall, there will be increasing pressure to allow pedestrian movement north to the campuses main quad. The axis will be narrow, clearly defined by future buildings. Pedestrian walks should reinforce the linear nature of the space.

Policy 1.1.7 **Diagonal Axis 1 (Avenue of the Students):** The "Avenue of the Students" pedestrian corridor links a sequence of spaces extending from the Panther Village housing quadrangle to the central campus quadrangle and on to the northeast Academic Health Sciences campus, the future signature corner of the University. The reconfiguration of the existing Loop Road is crucial to the strategic development of this area. As equally important is the reinforcing of the axis as a linking element between the existing campus and the future, more urban character of the Academic Health Sciences. Consideration should be given to redeveloping the existing Graham Center / Library Plaza to reinforce the importance of this axis and allow for connecting pedestrian traffic to effectively move through the space.

Policy 1.1.8 **ENGINEERING CENTER**

East-West Axis: Develop a pedestrian corridor from the eastern pedestrian entrance of the Engineering Building to the Wall of Wind facility. The proposed academic building should define the northern edge of this axis while the southern edge should be defined by the campus's proposed quad. The space should be linear in form, defined by a predominately hardscape groundplane and canopy

trees.

Policy 1.1.9 **North-South Axis:** Develop a pedestrian spine from the proposed park edge to the future northern parking lots. This spine would visually and functionally bind the Engineering Center building to the proposed academic buildings. In addition it creates a link between the park edge and community to the campus. The pedestrian route and landscape should continue to reinforce this axis, terminating with the relocated solar decathlon house within the park edge.

Policy 1.1.10 **BISCAYNE BAY CAMPUS**
East-West Axis 1: Remove the existing parking and develop an east-west axis north of Academic One and Two. As the academic core of the campus expands and defines the limits of the northern quad, the axis will become the framework for the future expansion of the quad west towards Bay Vista Blvd. The axis shall provide a visual corridor from the primary entry to the campus to Biscayne Bay. It should be primarily canopy trees and a clear understory. Pedestrian linkages should be placed along the edges of the space closest to the buildings with be primarily canopy trees and lawn understory.

Policy 1.1.11 **East-West Axis 2:** The east west axis shall define the visual corridor of the southern quad. Centered on the proposed residential housing building to the west, the axis shall preserve the view corridor from “Main Street” east to Biscayne Bay. Pedestrian walks should be centered in the space creating a connection between the resident’s hall and the quad while minimizing the impact to the proposed Mangrove restoration. The axis should center on and preserve the existing lake south of Wolf University Center Building.

Policy 1.1.12 **North-South Axis 1 (Green Spine):** Develop a north-south axis along the proposed Green spine corridor. The axis would unify the campus by creating a pedestrian, vegetative and vehicular connection from the existing academic core to the conference center and on to the proposed faculty housing to the south.

Policy 1.1.13 **North-South Axis 2:** Continue to develop and enhance the existing axis that begins between Academic One and Two to the north and the proposed academic building then south through the proposed academic building of the southern quad to the conference center. This connection will create a linear pedestrian and visual connection between the academic core and the conference center district

Objective 1.2 Develop, protect and enhance the Campus Spaces as a

sequence of interconnected of open spaces. All future development shall place buildings and landscape features so as to preserve and reinforce the open space network of quadrangles, plazas, promenades, courtyards and special purpose landscape areas.

Policy 1.2.1

UNIVERSITY-WIDE

Design review procedures shall ensure that all future buildings are sited to avoid encroachments upon designated open spaces, axes, pedestrian corridors and view corridors.

Policy 1.2.2

Funding for new and enhanced open spaces shall be secured by:
Allocating proportional costs to future building programs and budgets.
Establishing funding line items for open space enhancements.

Policy 1.2.3

MODESTO A. MAIDIQUE CAMPUS

As part of the Academic Health Science development, create a quality open space within a proposed quadrangle between the proposed loop road realignment (also known as Greenbelt) and the Nursing & Health Sciences building. Maintain proposed build-to lines and clearly delineate the eastern edge of the space along the realigned loop road with hardscape and landscaping.

Policy 1.2.4

As part of the Academic Health Science development, create a quality open space within a proposed quadrangle between the proposed Ambulatory clinic to the west, MOB building to the north and Research Building 1 to the south. This space will become the most prominent vision of the campus from the surrounding communities while providing gathering space for students.

Policy 1.2.5

Develop a quality open space south of the proposed western residential buildings adjacent to the Greenbelt. This space will expand as the future buildings are implemented and the Avenue of the Students is completed. Within a residential quad allow for active recreation opportunities to occur while clearly delineating the limits of the space.

Policy 1.2.6

Develop a quality open space between the proposed academic buildings west of the College of Business Complex. This space should be similar in use and style to the existing quad to the east, formal and structured, a space for reflection and gatherings but not for active recreation.

Policy 1.2.7

Develop a quality open space west of the proposed residential buildings west of the existing Panther Village. The quad should integrate a vehicular drop-off and loading for students.

- Policy 1.2.8 **ENGINEERING CENTER**
Develop a quality open space at the center of campus. Similar to a Savannah Square, the space would include a vehicular and transit drop-off opportunity within a proposed quadrangle between the Engineering Center building to the west and south of the proposed academic building.
- Policy 1.2.9 Develop a north-south pedestrian spine between the proposed park edge on Flagler Ave to the proposed northern parking lot. The spine will organize the pedestrian connections on campus creating direct links between buildings and parking areas. At the southern end of the spine, the existing student Solar Decathlon house should be placed to terminate the view
- Policy 1.2.10 **BISCAYNE BAY CAMPUS**
Create a prominent formal quadrangle north of Academic One and Two to serve as a campus core arrival. This space would remove unnecessary parking and replace it with a traditional campus quad. A proposed academic building west of the existing library will define the northern edge of the quad. A continuation of the formal linear walkway in front of Academic Two should be extended to the proposed Green spine to clearly mark the main pedestrian route through the quad and define the edge of the space. Vehicular and transit drop-off only shall be permitted.
- Policy 1.2.11 Further develop the southern quad south of Academic One and Two with the placement of academic buildings aligned with the Marine Biology building to the south and the proposed residential building to the west to define the limits of the space. An existing lake within the quad should suggest an informal arrangement of hardscape and plantings.
- Policy 1.2.12 Continue to improve and enhance remaining plazas associated with Academic One and Academic Two and Wolfe Student Center with improved pavements, site furnishings signage and landscaping.
- Objective 1.3 Enhance the internal vehicular circulation of the Campus Streets within the Florida International University campuses to become a binding element between campus districts as well as a means of circulation.**
- Policy 1.3.1 **MODESTO A. MAIDIQUE CAMPUS**
Continue to develop the existing "Greenbelt" into a multi-purpose

circulation corridor that will define the limits of the central academic core. The Greenbelt should be distinguishable from other internal vehicular streets by enhancing the aesthetic character of the loop. The Greenbelt shall include vehicular, bicycle and pedestrian paths. The existing vehicular lane widths should be reduced to accommodate bike lanes along the shoulder. Where needed, the curb and gutter may need to be adjusted to accommodate these lanes. The pedestrian paths should be separated from the street by a clearly defined planting zone that provides a level of traffic calming while still allowing for sufficient circulation.

Policy 1.3.2 Located south of Panther Village and within the Greenbelt corridor, develop a Main Street that would attract retailers to provide services on-campus. Similar to that of other traditional universities, such as MIT's or Georgia Tech's Technology Square or historic downtowns such as Coral Gables' Miracle Mile, Main Street would become a pedestrian activity node within the campus that provides for shopping opportunities, restaurants and gathering areas for athletic events as well as student services. The proposed Alumni Hall would become an anchor to the area, increasing visitors to the campus.

Policy 1.3.3 The western entrance from SW 117th Ave should be enhanced to the level of the existing entrances from 8th St and 107th Ave. This will include widening the existing drive to allow for a landscaped median.

Policy 1.3.4 Traffic roundabouts and circles shall be used at significant intersections. The circles allow for a sense of arrival to various districts within the campus as well as traffic-calming device.

Policy 1.3.5 **ENGINEERING CENTER**
Continue to develop the entrance from West Flagler St with landscaping materials and lighting standards similar to Modesto A. Maidique Campus to visual link the campuses. The current location of the sidewalks to the campus should be removed. A planting strip should be placed between the sidewalks and drive lanes. The planting strip and median should include palms to replicate the entrance treatment at Modesto A. Maidique Campus.

Policy 1.3.6 **BISCAYNE BAY CAMPUS**
Develop an internal vehicular road connection as part of the Green Spine between the academic campus to the north and the conference center and faculty housing to the south. The street should be a two lane condition with bike lanes. Pedestrian walks should be located to both sides, separated from the road lanes by a planting strip to allow for canopy trees.

Policy 1.3.7 As part of the Green Spine, develop a Main Street environment with ground floor retail and student services with residential above to provide for opportunities for students, faculty and conference center visitors to gather, socialize, shop and eat on-campus outside of the traditional campus environment. The Main Street should include wide sidewalks, articulated retail facades at ground level, opportunities for outdoor dining and mix of services, all elements found on a typical small town main street associated with a college or university.

Objective 1.4 Define and enhance the Campus Edges to create a welcome and aesthetically pleasing interaction with the surrounding community through the appropriate placement of buildings, massing, and scale based on the existing or proposed character of the surrounding community, provide an enhanced ground level character and access to existing or proposed transit while still clearly delineating the boundaries of the campus.

FIU is committed to planning its campuses around the development of linkages to the surrounding communities. In this regard, efforts will be made to increase access through the development of new crosswalks, bridges, and other mechanisms to enhance the interaction between FIU and the communities in its neighborhoods. While this is particularly relevant to the MMC, it is also true of EC and BBC.

Policy 1.4.1 **UNIVERSITY WIDE**
FIU shall establish an urban design liaison with planning staff of Miami-Dade County, City of Sweetwater and City of North Miami and other entities within the context area to provide the mutual review of urban design implications of future developments near the campus/community interface.

Policy 1.4.2 **MODESTO A. MAIDIQUE CAMPUS**
Develop the edge along SW 107th as an urban edge. An urban edge is similar to that of a downtown city streetscape with wide sidewalks, large canopy street trees and building placement that engages the street and appropriate ground floor façade articulation.

Policy 1.4.3 Develop the edge along SW 8th St from the intersection of SW 107th west approximately 600 ft to eastern building limit of the proposed Ambulatory Care Clinic as an urban edge. An urban edge is similar to that of a downtown city streetscape with wide sidewalks, large canopy street trees and building placement that engages the street and appropriate ground floor façade articulation.

Policy 1.4.4 Develop the edge along SW 8th St from the eastern limits of the

proposed Ambulatory Care Clinic west to the existing soccer fields as a park edge. This edge is similar to a traditional park, generally a large open space with canopy trees, minimal hardscape and a clear understory of lawn or meadow.

Policy 1.4.5 Continue to develop the edge along SW 117th Ave as a landscape edge. A landscape edge clearly delineates the boundary between the public realm and the campus through the use of vegetation and site elements such as decorative walls and fencing. An improved landscape edge would visually screen the existing and predominately support services from the Florida turnpike. This would enhance the visual perception of the University as well as buffer these services from the intense road conditions associated with the street.

Policy 1.4.6 **ENGINEERING CENTER**
Develop an edge along West Flagler Ave as a park edge. This edge is similar to a traditional park, generally a large, open space with canopy trees, minimal hardscape and a clear understory of lawn or meadow.

Policy 1.4.7 Continue to develop the edge along NW 107th Ave as a landscape edge. A landscape edge clearly delineates the boundary between the public realm and the campus through the use of vegetation and site elements such as decorative walls and fencing. While the existing edge effectively screens the campus from view, it does not enhance the aesthetic appeal of the campus. An improved edge with canopy trees, hardscape and lighting would still maintain the existing boundary of the campus while improving the overall aesthetic of the campus and the street corridor.

Policy 1.4.8 **BISCAYNE BAY CAMPUS**
Develop an edge along Bay Vista Blvd as a landscape edge. A landscape edge clearly delineates the boundary between the public realm and the campus through the use of vegetation and site elements such as decorative fencing. In addition it visual screens the internal uses of the campus from public view. In particular it would screen the large surface parking lots of the campus while visually enhancing the Bay Vista Blvd corridor. The landscape edge should incorporate a bike path that links to the Baywalk to provide for a continuous pedestrian circulation route around the campus.

Policy 1.4.9 Continue to develop the edge along the coastline as a Baywalk. The Baywalk is an amenity unequalled by most University campuses. Preservation of the existing vegetation is essential in maintaining the appeal of this space. Opportunities for an additional pier should be identified. The existing bike path should be the only pedestrian and

vehicular hardscape. The understory should remain clear with the existing service trail remediated to match the surrounding ground plane.

**Objective 1.5 Functional Linkages:
Maintain and enhance functional campus linkages between major campus activity centers.**

Policy 1.5.1 **UNIVERSITY-WIDE**
Encourage the development of an alternative internal campus transit system.

Policy 1.5.2 Create effective continuous pedestrian and visual linkages with strong axial orientations. Enhance these linkages with canopy trees, varying landscape features and strategically located art pieces.

Policy 1.5.3 Create clusters of academic and support functions with building clusters characterized by compactness, compatibility of use and linkage features including continuous pedestrian corridors and covered walkways.

Policy 1.5.4 Distribute on-campus housing and related student services to “activate” all campus quadrants.

Policy 1.5.5 Create covered walkways where feasible to link facilities, provide protection from sun and rain, and enhance pedestrian movement across campus. Funding will be allocated from building construction money for the creation of covered walkways.

Policy 1.5.6 **MODESTO A. MAIDIQUE CAMPUS**
Distribute campus parking outside the academic core and differing campus quadrants, to minimize pedestrian-vehicular conflicts, walking distances and promote a pedestrian oriented campus.

Policy 1.5.7 Develop a pedestrian connection in the form of a boardwalk or promenade from the Recreation Center to the baseball and soccer stadiums. The connection should be wide enough to allow for good lines of sight both into and from within the Special Purpose Landscape areas. Pedestrian level lighting is crucial in creating a safe and secure space that is not detracting from the natural character of the space.

Policy 1.5.8 **ENGINEERING CENTER**
Develop a pedestrian connection from the western building entrance of Engineering Center to NW 107th Ave. This connection will allow a shorter route for students to the adjacent commercial corridor as well as placing a pedestrian connection in proximity to a proposed transit

station opportunity. The existing parking lot should be reconfigured to allow this pedestrian connection to be a separated route that is only interrupted once by vehicular circulation.

Policy 1.5.9

BISCAYNE BAY CAMPUS

Reconfigure parking lots as needed for greater ease of travel while developing covered connection corridors to the academic core of the campus.

Policy 1.5.10

Embellish existing entry drive with enhanced landscaping, signage and lighting to promote better way-finding and a sense of arrival to the campus.

Policy 1.5.11

Continue to improve the secondary entry drive located on axis with the Conference Center with additional planting, lighting and sidewalks.

Policy 1.5.12

Construct an enhanced drop-off in front of Academic Two within the proposed quad expansion to enhance sense of arrival. Improve with additional landscape, signage, furnishings and lighting to provide a quality formalized urban space.

Objective 1.6

Service and Loading:

Organize and place service and loading functions to avoid pedestrian conflicts and minimize visibility from the campus open space system.

Policy 1.6.1

UNIVERSITY WIDE

To the extent feasible service and loading areas shall be clustered to minimize service drives and geographic dispersion of service functions.

Policy 1.6.2

Service functions shall be placed in areas screened from major open spaces, with minimum crossing of open spaces by service drives.

Policy 1.6.3

Service and loading areas shall be provided with visual and acoustical screening including structural or landscape enclosures incorporating critical elements based on crime prevention through Environmental Design Principles.

Objective 1.7

Energy Efficiency:

Provide campus buildings and facilities which are energy efficient.

Policy 1.7.1

Establish the following design criteria as part of the architectural design and siting criteria for all future buildings.

UNIVERSITY WIDE

- High efficiency lighting fixtures and control systems.
- Minimum use of glass on west exposures and use of shading devices particularly on east and south facing windows.
- Placement of landscaping to provide maximum solar protection and direct optimum cooling breezes.
- Apply upgraded standards for building thermal insulation and high efficiency air conditioning systems.

Objective 1.7

Compliance:

Monitor conformance of future developments with the urban design guidelines referenced herein.

Policy 1.7.1

UNIVERSITY-WIDE

Staff shall review future development compliance with urban design criteria, integrated with the review of architectural and landscape design characteristics.

Objective 1.8

Implementation:

Development of the campus spatial environment shall be consistent with the development of future buildings and landscape improvements.

Policy 1.8.1

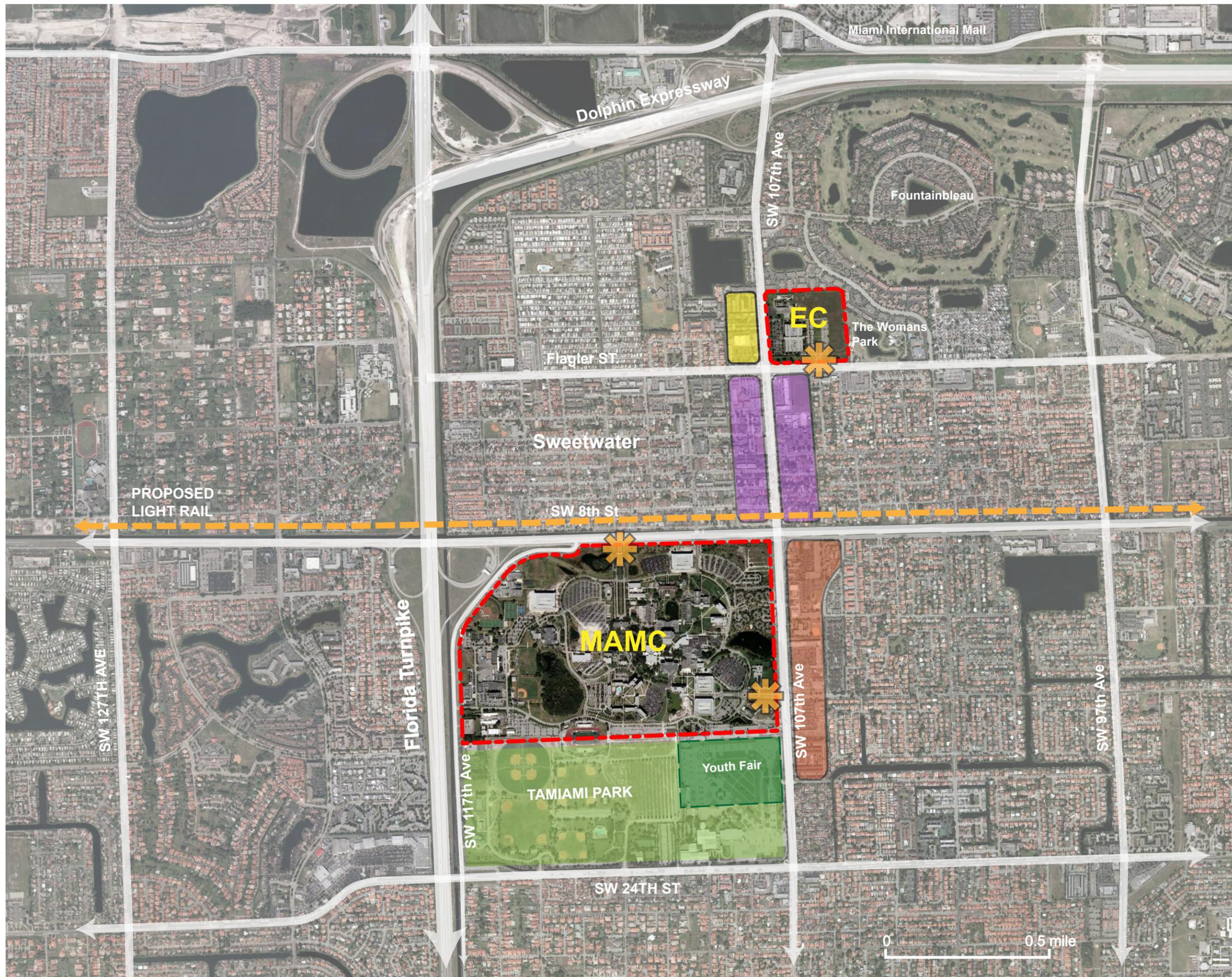
UNIVERSITY WIDE:

Timing and priorities for development of the spatial environment of the University shall reflect the timing and priorities for future buildings as described in Table 14.1 and the timing and priorities for future landscape and open space development.

Policy 1.8.2

UNIVERSITY-WIDE

“Landscaping improvements” as described in Section 16.1 shall create secure, environmentally sound campus settings of rich visual quality that seamlessly integrates new development sites with mature campus landscapes, enhances and defines open spaces, reinforce primary campus axis and entryways and establish a sense of campus character.



LEGEND

- EC Engineering Campus
- MAMC Modesto A. Maidique Campus
- Proposed EC Partnership
- Redevelopment Opportunity
- Existing Mixed-use Corridor
- Park and Fields
- ✱ Main Campus Entry
- Proposed Light Rail

KEY MAP

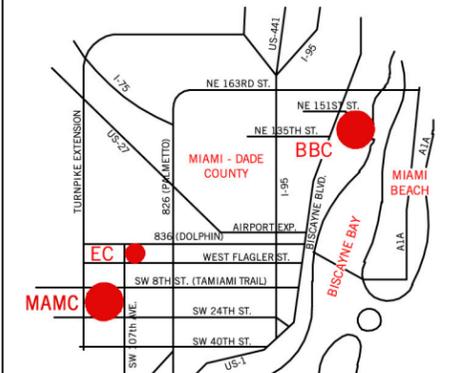


FIGURE: 3.0 A

Modesto A. Maidique Campus
Site Context



Campus Master Plan - June 2010

**PERKINS
+ WILL**



LEGEND

-  Biscayne Bay Campus
-  Main Campus Entry

KEY MAP

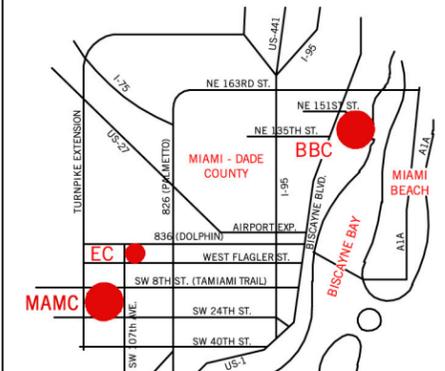


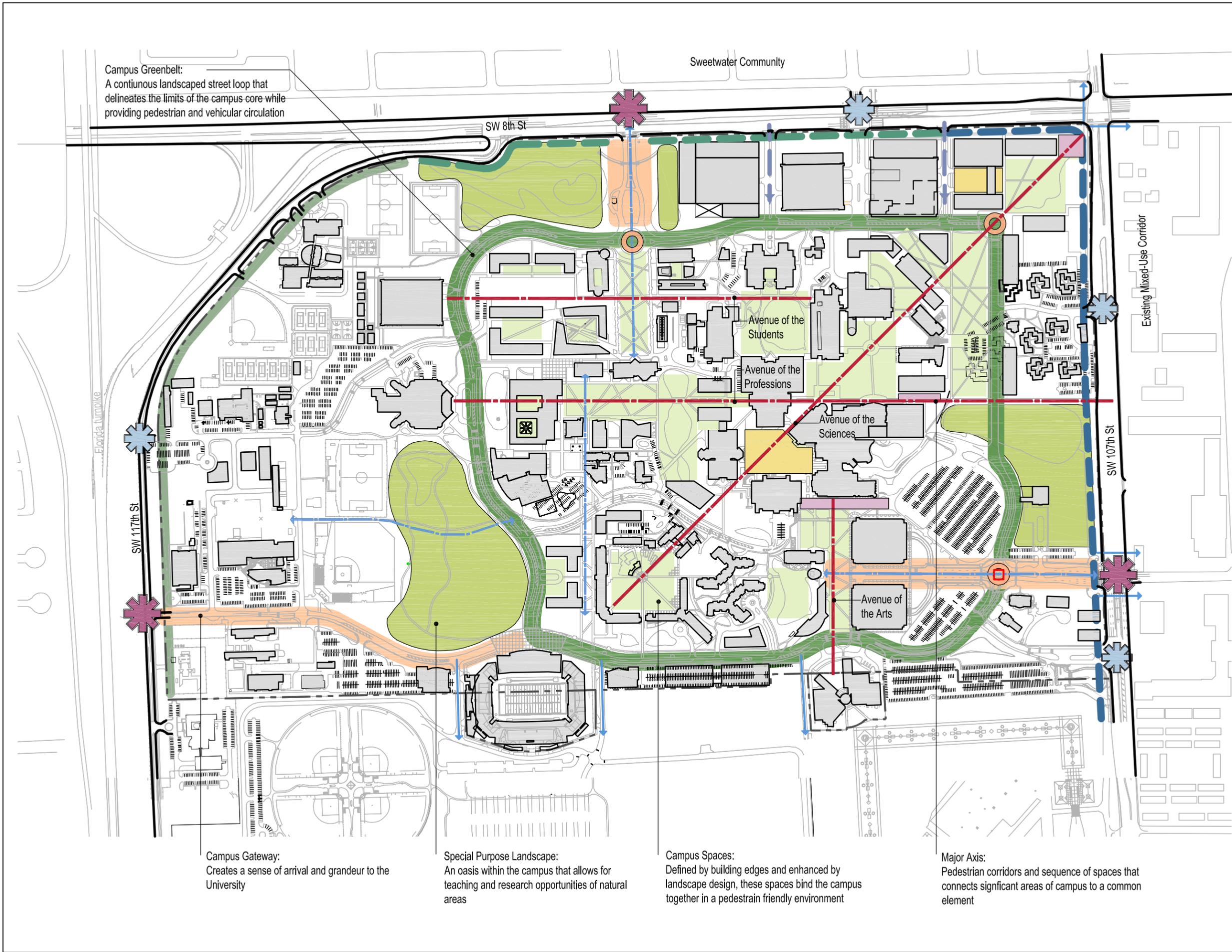
FIGURE: 3.0 B

Biscayne Bay Campus
Site Context

FIU FLORIDA
INTERNATIONAL
UNIVERSITY

Campus Master Plan - June 2010

**PERKINS
+WILL**



Campus Greenbelt:
A continuous landscaped street loop that delineates the limits of the campus core while providing pedestrian and vehicular circulation

Florida Turnpike

Sweetwater Community

Existing Mixed-Use Corridor

Campus Gateway:
Creates a sense of arrival and grandeur to the University

Special Purpose Landscape:
An oasis within the campus that allows for teaching and research opportunities of natural areas

Campus Spaces:
Defined by building edges and enhanced by landscape design, these spaces bind the campus together in a pedestrian friendly environment

Major Axis:
Pedestrian corridors and sequence of spaces that connects significant areas of campus to a common element

LEGEND

- Open space**
 - Structured Gathering Space
 - Special Purpose Landscape
- Connectivity**
 - Primary Entrance
 - Secondary Entrance
 - Tertiary Entrance
 - Regulating Line - Major Axis
 - Regulating Line - Secondary Axis
 - Pedestrian Connectivity
- Streets**
 - Roundabout
 - Campus Gateway
 - Adjacent Corridor
 - Campus Greenbelt
- Edges**
 - Park Edge
 - Urban Edge
 - Landscape Edge

KEY MAP

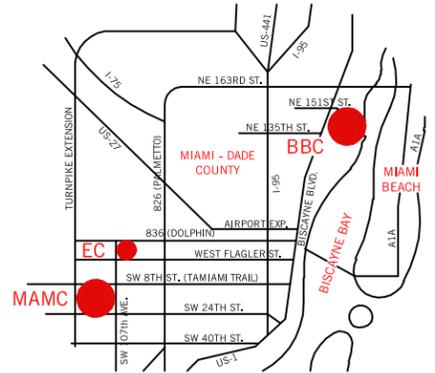


FIGURE: 3.1
Modesto A. Maidique Campus
2015 Urban Design Concept Plan



Campus Master Plan - June 2010





LEGEND

- Open space**
 - Gathering Space
 - Special Purpose Landscape
- Connectivity**
 - Primary Entrance
 - Secondary Entrance
 - Pedestrian Corridor
 - Regulating Line - Major Axis
- Streets**
 - Campus Gateway
 - Adjacent Corridor
- Edges**
 - Park Edge
 - Landscape Edge

KEY MAP

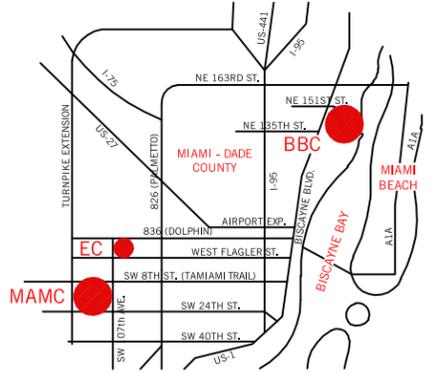


FIGURE: 3.2
Engineering Center
2015 Urban Design Concept Plan



Campus Master Plan - June 2010



Pedestrian Spine:
 It is the organizing element of the campus linking the buildings and parking areas together.

Future Redevelopment Area

Park Edge:
 Creates a connection between community and neighborhood park and university.
 Creates a buffering edge from existing traffic as well as enhancing the visual character of the campus

Wall of Wind

Quad:
 Creates opportunities for students and faculty to gather
 Creates a sense of arrival and vehicular circulation opportunity within the academic core

Women's Park

Existing Residential

Existing Residential

West Flagler Street

Engineering Center

W Park Drive

N.W. 10th Ave



To Biscayne Blvd.
Via NE 151 Street

Oleta River State Park

Oleta River State Park

Library

Wolfe University Center

Quad:
Expand existing quad to frame
academic core

Green Spine:
Pedestrian and vehicle connection that links the
academic campus to non-academic uses.
Delineates between developing urban framework of
west campus and more traditional framework of
eastern campus

Conference Center

Biscayne Bay

City of North Miami

Landscape Edge:
Visual screening of parking areas

LEGEND

- Open space
 - Gathering Space
 - Special Purpose Landscape
- Connectivity
 - Primary Entrance
 - Secondary Entrance
 - Regulating Line - Major Axis
 - Regulating Line - Secondary Axis
 - Green Spine
- Edges
 - Bay Walk
 - Landscape Edge

KEY MAP

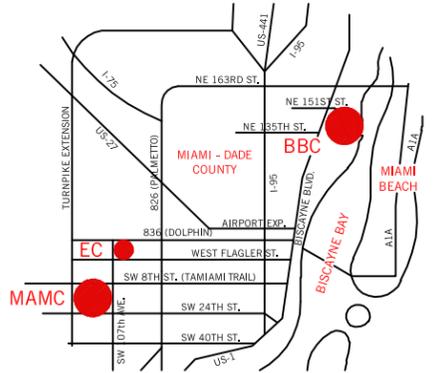


FIGURE: 3.3
Biscayne Bay
2015 Urban Design Concept Plan



Campus Master Plan - June 2010

