

DawnTown 2009: Metromover



A public international architecture ideas competition for a new Metromover station in Downtown Miami.

Sponsored by the John S. and James L. Knight Foundation, the Miami Downtown Development Authority, Marquis, and Akerman Senterfitt.



Produced in partnership with the University of Miami School of Architecture, Florida International University School of Architecture, Miami Dade College School of Architecture, Design and Architecture Senior High (DASH), Miami Art Museum, and the City of Miami.



DawnTown 2009: Metromover



Competition Brief

1. About DawnTown

DawnTown is the annual public international architecture ideas competition for Downtown Miami. DawnTown's mission is to bring creative architecture to Downtown Miami, and to help tell the exciting urban story of Downtown Miami to the world.

2. Site

The subject of DawnTown 2009: Metromover is the site of the existing Metromover station on the north edge of Museum Park. The Metromover is an elevated public transportation system in Downtown Miami, further detailed in Section 5. The site is currently occupied by a Metromover station, but it is closed because the park is considered unsafe due to a large homeless population and poor visibility.

However, the station occupies a location that will one day be very prominent. Immediately south of the site is a park owned by the City of Miami ("City"), which has ambitious plans to re-landscape the park and introduce two museums. To view the Museum Park master plan by Cooper Robertson, please see link in the Appendix.

The site is a narrow strip of land that is part of the much wider right-of-way for the highway immediately to the north. The Metromover tracks run east-west through the site. The existing station consists of an elevated platform between two tracks, with a canopy and vertical circulation (stairs, escalators, and elevators). To view photos and video of the existing station and surrounding areas, please see links in the Appendix.

As mentioned above, immediately south of the site is a large City-owned park that will become the home of the Miami Art Museum, currently being designed by Herzog & de Meuron, and the Miami Science Museum, currently being designed by Grimshaw. To view drawings of the proposed museums, please see links in Appendix.

Historically, the park was the site of Miami's main industrial port. Currently the park is mostly unused except for large concerts and special events. Visibility from the rest of Downtown Miami into the park is prevented by large berms and a sewer pump station (subject of last year's DawnTown, see link in Appendix) on the west side of the park. South of the park is a large (but unused) boat slip and the American Airlines Arena, home of the Miami Heat.

Immediately north of the site is the on-ramp to the highway, specifically the east-bound lanes that lead to the City of Miami Beach. The west-bound lanes lead to the Miami International Airport. This segment of highway is well-traveled by both Miami-Dade County residents and tourists.

However, as many other elevated highways through cities, it detracts from efforts to make Miami a more pedestrian-friendly city. The on-ramp is not welcoming for pedestrians and is excessively long, but it could be shortened to allow portions of the on-ramp to be made more like extensions of the surrounding city street grid.

Pedestrian destinations on the other (north) side of the highway include the new Arsht Center for the performing arts (designed by Cesar Pelli & Associates), the Miami Herald building, and the Omni mixed-use complex. In fact, the subject site would be the closest Metromover station to the new Arsht Center, but requires walking under the highway.

Immediately to the west of the site is Biscayne Boulevard with a wide sidewalk split by the entrance to the on-ramp. The sidewalk was designed by Roberto Burle Marx, the famous landscape architect, and extends south for several blocks. This sidewalk is one of the iconic features of Downtown Miami. On the west side of Biscayne Boulevard are four condominium apartment towers (including Marquis, location of the 2009 award ceremony) constructed during Miami's most recent real estate development boom. For photos of the boulevard and towers, please see link in the Appendix.

To the east of the site is Biscayne Bay, particularly the turning basin for the Miami cruise ship port, the largest cruise ship port in the world. Massive cruise ships docked at the nearby port are loaded with passengers, enter the basin, spin around, and sail out to sea.

Thus the site is in a highly strategic location, among a park, museums, the bay, iconic Biscayne Boulevard, massive new residential buildings, a sports arena, and a performing arts center, and is highly visible from the highway. A new Metromover station would be not only be an important infrastructure investment, but also the focal point for pedestrian access and connecting the area to the larger Downtown Miami and region.

3. Program

In order to be considered meritorious by the jury, each entry must address the following program, which includes architecture, urban design, and landscape architecture:

- The proposed station may be completely new or adaptive reuse of the existing structure, but must be a permanent structure consisting at minimum of platform, track configuration, shelter, support, and vertical circulation. The platform may be between the tracks, or split with the tracks running between.

- The design and materials must consider the climate of Miami, the heat, humidity, rain, and sometimes hurricanes. Any escalators and elevators should be designed for maximum reliability given the humidity and likelihood of corrosion.
- Station design should be innovative and express the spirit and civic pride of Miami (as the entrant understands it) and the importance of infrastructure, particularly public transportation, resulting in an iconic structure.
- Design must reflect study of all elevations, must incorporate "green" features and techniques, and should assume no budget, zoning, or arbitrary design restrictions. Design should focus on the Metromover station, but each entry must also address connections to surroundings.
- Connections to the north: aside from the station itself, the most interesting challenge of the competition is to create direct connections from the station to the streets and areas to the north, mitigating the divisive effect of the highway and on-ramp. This could be achieved by eliminating the fence between the station and the on-ramp and showing the on-ramp as a more pedestrian-friendly street, similar to those farther north and west. Connecting the station to the north could also be achieved by creating a bridge over the highway. Entrants are invited to explore these and other solutions, or a combination.
- Connections to the south: south of the station is Museum Park and, in the future, two proposed museums. Design must define connections to the park. This could be achieved by moving the station east so that passengers on the platform will be able to see between the museums and into the park. The current park master plan shows the science museum blocking views from the station into the park. Design must also define connections to the museums and the plaza between the museums. This could be achieved with ramps directly into the museums and vertical circulation oriented towards the plaza. Entrants are invited to explore these and other solutions, or a combination.
- Connections to the west: design must provide pedestrian connection to Biscayne Boulevard, and may include reconfiguration of entrance to on-ramp to give priority to pedestrians.
- Connections to the east: Design must explore providing visual or other connections from the station to the Bay.
- Focal point of the area: designs should capitalize on the strategic location of the site among many urban amenities. Entrants are invited to explore the central location of the site by proposing a design that is visible from surrounding areas, a landmark for wayfinding around the station and back to the station. Such a design will draw visitors into the park and signal the presence of a public transportation station to encourage use of the Metromover system.

4. History of Metromover

The official history of Miami-Dade Transit and the Metromover system can be found at the link below. What follows consisted of selections from and summary of the website.

www.miamidade.gov/transit/history_1930.asp
www.miamidade.gov/transit/transitfacts.asp - mover

The Metromover, part of the larger Miami-Dade Transit system, is part of a history in Miami-Dade County ("County") of local circulator trolleys. For example, Miami Beach had streetcars until 1939, and Miami until the year after. After 1940, busses became the primary mode of public transportation in the County for several decades.

In 1964, the County began the Miami Urban Area Transportation Study. The first phase of the study, completed in 1969, concluded that it would be feasible and desirable to re-establish rapid transit (light rail) in Miami-Dade County, which would become known as Metrorail.

In 1976, the United States Federal Department of Transportation announced a nationwide competition for funding downtown people movers (DPM) in urban areas. More than 65 cities expressed interest; eleven, including Miami-Dade County, were selected as finalists. This people mover concept would become the Metromover.

In January of 1979, the County created the Downtown People Mover Policy Committee (DPMPC) to aid in the decision-making necessary during preliminary engineering. Included were representatives of interested public bodies (County, City, Downtown Development Authority), private organizations (Greater Miami Chamber of Commerce), civic organizations, and the general public. Very quickly in March of 1979, the County and City adopted a Metromover route map.

In April of 1986, Metromover began daily passenger service on the loop around the central business district. Thus after a 46-year absence, local circulator trolley service returned to the County, although to a very limited area. 8 years later, in May of 1994, 30 years after the transportation study began, the Metromover north and south spurs, known as the Omni and Brickell extensions or outer loops, open for daily passenger service.

5. The Metromover System

Official information about the Metromover system, including a route map and information on each station, can be found at the links below. What follows includes selected information from the websites.

www.miamidade.gov/transit/transitfacts.asp#mover
www.miamidade.gov/transit/moverstations.asp

Metromover is an elevated, electrically-powered, fully-automated people mover system. There is no fare to ride Metromover. The loop around the central business district, known as the inner loop, is 2 miles, the Omni extension is 1.5 miles, and the Brickell extension is 1 mile. Metromover connects to Metrorail at the Government Center station.

There are 20 Metromover stations, each a few blocks apart. Pedestrians access each station by stair, elevator, or escalator. Elevator service is poor, and until recently, many escalators were broken due to corrosion caused by Miami's rain and humidity. These maintenance problems greatly discouraged Downtown Miami pedestrians from using the Metromover system.

Platforms are covered to provide shade, but open on all sides. Platforms are either between the tracks or divided with the tracks running between. Platforms are equipped with kiosks featuring maps of the Metromover system and electronic signs announcing the next arriving car: inner loop, Omni, or Brickell.

Inner loop cars (double) only circulate the loop around the central business district in a clockwise direction. Omni loop cars (single) move around the central business district in a counter-clockwise direction, turn onto the Omni extension, go to the end of the extension, reverse direction, and re-join the loop continuing in counter-clockwise direction. Brickell loop cars (also single) do likewise but turn onto the Brickell extension.

Notable destinations served by Metromover include the central business district, Bayfront Park, Brickell financial district, Mary Brickell Village restaurant district, County Government Center including the existing Miami Art Museum; the American Airlines Arena, home of the Miami Heat basketball team; and on the north spur, the Miami Herald building and the Arsht Center for the performing arts.

6. Schedule

Launch Date	Thursday 08/27/2009
Questions Deadline	Wednesday 09/23/2009
Answers Posted	Wednesday 09/30/2009
Registration Deadline	Wednesday 10/14/2009
Materials Deadline	Wednesday 10/28/2009
Award Ceremony	Friday 12/04/2009

7. Jury

The following individuals have agreed to participate in the Competition jury:

- Terry Riley, Director, Miami Art Museum
- Gillian Thomas, CEO, Miami Science Museum
- Dennis Scholl, Miami program director, John S. and James L. Knight Foundation
- Mera Rubell, Rubell Family Collection
- Harpal Kapoor, Director, Miami Dade Transit

However, DawnTown reserves the right to substitute or otherwise change jury membership at their sole discretion and without notice. The jury acts completely independently of DawnTown, its directors, officers, employees, and agents.

8. Criteria

The jury will make its selections based on subjective evaluation of how well each entry addresses the program and context outlined above.

9. Award Ceremony

Jury selections will be announced at an award ceremony on the morning of Friday, December 4, 2009 from 8:30 to 10 AM in Downtown Miami. The venue for the award ceremony will be the Marquis condominium apartment and hotel building across Biscayne Boulevard from the site, see www.marquis-miami.com.

Prize winners will be contacted in advance of the award ceremony, and any prize winner who is unable to attend may appear by Skype or iChat, or email a 3-minute video (maximum 30MB).

At the award ceremony, many entries will be displayed on easels and/or video screens. However, space and time limitations will most likely preclude display of all entries. DawnTown reserves the right to select entries for display at its sole discretion.

10. Prizes

Prizes will be as follows: first prize \$8000; second prize \$4000; third prize \$2000. Honorable mentions may be selected in the jury's sole discretion.

NOTE: CASH PRIZES MAY BE CONSIDERED INCOME BY THE UNITED STATES INTERNAL REVENUE SERVICE ("IRS"), AND MAY REQUIRE WITHHOLDING OF ESTIMATED TAXES. NO PRIZE SHALL BE PAID UNLESS AND UNTIL THE WINNER PROVIDES DAWNTOWN WITH A SOCIAL SECURITY NUMBER OR OTHER UNITED STATES INDIVIDUAL TAXPAYER IDENTIFICATION NUMBER. DAWNTOWN SHALL, IN ITS SOLE DISCRETION, DETERMINE ANY AMOUNT TO BE WITHHELD. AFTER A PRIZE IS PAID, THE WINNER MAY REQUEST FROM THE IRS A REFUND OF THE AMOUNT WITHHELD. DAWNTOWN SHALL NOT BE RESPONSIBLE OR LIABLE FOR ANY SUCH REQUEST FOR REFUND OR ANY DECISION OF THE IRS REGARDING SUCH REQUEST.

For instructions on how to obtain an Individual Taxpayer Identification Number, please see:

www.irs.gov/businesses/small/international/article/0,,id=96696,00.html

11. Registration Eligibility

The competition is open anyone anywhere in the world, including architects, landscape architects, designers, engineers, artists, and students, and excluding members of DawnTown and its Topic Committee.

12. Registration Procedure

Registration may be as an individual or team. To register, an individual or team must send an email by the Registration Deadline to dawntownreg@gmail.com and include all of the following information: name, email address, city, and country of each individual, and team name, if any. Only an individual or team that strictly complies with these requirements will be registered for the Competition ("Registrant").

Within five business days of receiving such email, DawnTown will reply with Registrant's registration confirmation and number, which must appear on all required entry materials, i.e. each drawing sheet, both physical and/or electronic ("Materials").

13. Entry Materials

In order for a Registrant to be reviewed by the jury and eligible for one of the cash prizes, Registrant must file all Materials by the Materials Deadline listed above. Only Registrants may file Materials. Each Registrant is responsible for ensuring and confirming that all Materials are received by DawnTown on or before the Materials Deadline.

Required Materials are two sheets of original drawings, subject to the following conditions:

- Each sheet must be rectangular and vertically oriented.
- Each sheet may be a maximum of 24 inches by 36 inches, and Registrants are encouraged to maximize the dimensions of their sheets.
- Each sheet must include the Registrant's registration number in characters at least 1/36 of the height of the sheet, and no other identifying information that could be connected to an individual or team member. This requirement will be strictly enforced to ensure each Registrants' anonymity and the impartiality of the jury.
- Each sheet must also include the DawnTown 2009: Metromover logo (see link in the Appendix) at least 1/12 of the height of the sheet.
- For examples of drawing sheets that may be acceptable, please see gallery of last year's entry materials at www.flickr.com/photos/dawntownmiami
- One of the two sheets must include a perspective rendering at least 15 inches by 15 inches, including blank space, with no other images superimposed over it. The same sheet must also include at least 50 words of text describing the main ideas of the proposed design.

- The other sheet may include any drawings the Registrant deems appropriate. Such drawings may include plans, elevations, axonometric views, details, and additional perspective renderings.

Sheets must be submitted in two forms: printed and mounted on "foam core" or other rigid board, and as high-resolution electronic jpg files.

In order to protect the environment by reducing packaging materials, sheets must be printed in Miami at FedEx Office and Ship Center. FedEx Office will print 24x36 inches or similar, full-color photographic quality on heavy paper, and will mount printed sheets on foam core board and laminate with UV-protection coating. The retail price for printing two such boards is \$180 plus tax, but FedEx has arranged a discount for DawnTown Registrants of \$10 per board and taxes included, for a total of \$160.

To print your sheets, if the image files you want to print are 8 MB or smaller, you may email files and a scan of the payment form fully completed (in space for "Customer Name," write name and registration number) to USA5045@fedex.com and copy Pablo.Lopesdasilva@fedex.com.

If your image files for printing are larger than 8 MB, you must use FedEx Office Print Online.

- Go to www.fedex.com/us/office/copyprint/online/print/index.html
- Upload your files.
- When asked for printing instructions, type in "DawnTown architecture competition, print Signature poster, 24x36 full-color mounted and laminated."
- When asked to search for pickup location, enter zip code 33140 and select "Miami FL Fontainebleau, 4441 Collins Ave, Miami Beach, FL 33140."
- When asked to designate a recipient, type in the appropriate boxes: Andrew Frey, DawnTown, 305 982 5510, dawntownmaterials@gmail.com.
- When filling out sender information, put your registration number in the "Company" box.

If you have any questions or problems, call +1 305 672 1177 and ask for Pablo Lopes Da Silva.

Printed sheets must be ready for pickup from FedEx Office at or before 5 PM on the Materials Deadline.

Drawing sheets must also be filed (in electronic form) directly with DawnTown by sending an email to dawntownmaterials@gmail.com with "DawnTown Materials [registration number]" as the subject and jpgs of the sheets as separate attachments, each between 1 MB and 5 MB file size. This email with attached jpgs of the sheets must be received by 5 PM on or before the Materials Deadline.

If DawnTown has not received both required sheets in both printed and electronic form by 5 PM on the entry Materials Deadline, the entry will be incomplete and will not be judged. Physical models will not be accepted. Any materials filed, whether complete or incomplete or not accepted, will not be returned to Registrants.

14. Questions

Questions regarding contest brief and requirements may be sent to dawntownquestions@gmail.com by 5 PM on or before the Questions Deadline listed above. Responses will be posted on the competition website (www.dawntown.org) on the “Answers Posted” date listed above, and emailed to all Registrants as of that date.

15. Authorship

By filing any Materials, each Registrant certifies that such materials and their content are entirely the Registrant's own and does not infringe any patent or copyright, and releases to DawnTown, its successors and assigns, sponsors and partners, all rights of publication and exhibition of such Materials.

16. Ownership and Use of the Design Submissions

Each Entrant retains control of intellectual property contained in any Materials filed. However, by filing any Material for the Competition, each Entrant agrees that DawnTown owns any such material and may use such material for any purpose reasonably related to the Competition.

17. Disqualification

Any competitors who do not strictly comply with any of the rules and requirements set forth above will be disqualified and their Materials will not be reviewed by the jury.

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Appendix A - Links

Google Maps

maps.google.com/maps?hl=en&ie=UTF8&ll=25.785966,-80.187936&spn=0.000565,0.001368&t=h&z=20

Bing Maps

www.bing.com/maps/default.aspx?v=2&FORM=LMLTCP&cp=25.785933~-80.187924&style=h&lvl=19&tilt=-90&dir=0&alt=-1000&phx=0&phy=0&phscl=1&encType=1

Photos of Site and Surrounding Building, Models of Proposed Museums, and DawnTown 2009: Metromover logo (click on album called "DawnTown 2009: Brief")

www.flickr.com/photos/dawntownmiami

Video of Site (also search Youtube for other great videos of the Miami Metromover)

www.youtube.com/watch?v=eBLNfopwP1k

Aerial Photos - Station with park and Arsht Center

virtualaerodrome.com/image_detail.html?p_aircraft_id=8&p_image_id=1648&offset=96

Aerial Photos - Station with highway and Arsht Center

virtualaerodrome.com/image_detail.html?p_aircraft_id=8&p_image_id=12671&offset=

Aerial Photos - Metromover tracks and bay

virtualaerodrome.com/image_detail.html?p_aircraft_id=8&p_image_id=12817&offset=

Aerial Photos - Residential condominium towers to the west of Bicentennial Park

virtualaerodrome.com/image_detail.html?p_aircraft_id=8&p_image_id=12756&offset=

Bicentennial (Museum) Park Master Plan

www.ci.miami.fl.us/Planning/pages/urban_design/Bicentennial.asp

Proposed new Miami Art Museum - text narrative

www.miamiartmuseum.org/new_building.asp

Proposed new Miami Science Museum - text updates

www.miamisci.org/www/new-museum.php

Proposed plaza between proposed museums - RFP

www.miamiartmuseum.org/pdf/MAM%20MSM%2009%2005%2021%20Plaza%20RFP.pdf

Miami Downtown Development Authority - DRAFT Data and Analysis for Master Plan

gallery.miamidda.com/Executive_Summary92507.pdf

Miami Downtown Development Authority - Database of new residential buildings in Downtown. For those closest to subject station, go to "Districts" drop-down menu and select "Park West."

miamidda.com/business_search.asp