

## **TARC RESOLUTION # 1-07**

**ACCEPTING FDOT SUGGESTIONS FOR TARC INVOLVEMENT IN THE SOUTH FLORIDA EAST COAST CORRIDOR TRANSIT ANALYSIS (SFECCTA); RECOMMENDING THE CREATION OF A SET OF STATION AND CORRIDOR DESIGN GUIDELINES, TO BE PART OF THE ENVIRONMENTAL IMPACT STATEMENT (EIS), TO INCLUDE DESCRIPTIONS OF DESIGN OUTLOOK AND CHARACTER FOR EACH STATION WITHIN THE ENTIRE CORRIDOR, WITH INVOLVEMENT OF THE COMMUNITIES SURROUNDING EACH, TO CREATE INDIVIDUAL IDENTITIES FOR EACH, ADDRESSING AESTHETIC DEVELOPMENT FOR ALL ELEMENTS OF THE PROJECT; RECOMMENDING EARLY INTEGRATION OF ART IN PUBLIC PLACES; AND EXPLORING AESTHETICS BETWEEN STATIONS**

WHEREAS, the Metropolitan Planning Organization (MPO) has established the Transportation Aesthetics Review Committee (TARC) to ensure that development of major transportation projects in Miami-Dade County incorporates quality aesthetic criteria and professional standards of design, and

WHEREAS, a number of eastern communities in the Southeast Florida region had begun to examine the Florida East Coast (FEC) Railway right-of-way (ROW), for it's possible use as a transit corridor, and

WHEREAS, while the FEC would consider public use of its right-of way, it wanted a comprehensive study of the entire corridor, and

WHEREAS, FDOT District IV and VI, the MPOs of Miami-Dade, Broward and Palm Beach Counties, and the South Florida Regional Transportation Authority (SFRTA) agreed to fund and cooperate with this study, with District IV taking the lead, and

WHEREAS, the TARC received a presentation on the South Florida East Coast Corridor Transit Analysis (SFECCTA) study by the District IV project manager, just after Tier I was completed, and

WHEREAS, they considered together how TARC could best participate in the study, and

WHEREAS, project manager had prepared some ideas for TARC participation such as standard station types, and mostly standardized station elements, but also with some sense of identity, and

WHEREAS, the TARC spoke mostly about how to individualize the stations, and

WHEREAS, the TARC considered it important to get the descriptions of the elements in at this stage to ensure that the aesthetic development is not an afterthought but part of the mission, and that it is included in the costing of the project, making it less likely to be removed from the plan to save money later

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION AESTHETICS REVIEW COMMITTEE OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That they accept the suggestions of the SFECCTA project manager for TARC involvement which include:

- a. Standard Station Types
- b. Function and Ridership
  - Intermodal/transfer center
  - Park and Ride
  - Community
  - Destination
- c. Layout and most elements standardized
- d. Sense of identity
- e. Conceptual preferences on style or form
- f. Approach for TARC Involvement

SECTION 2. That they recommend that a set of design guidelines be created, which includes design character and outlook descriptions for each station, to be developed by the master planner along with the community, which would guide each station team to design a station identifiable with the particular community they were working in

SECTION 3. That they suggest that the description level of detail, using landscaping as an example, need not be as specific as indicating species, but can be described as native-based, creating a canopy, and which is lit at night

SECTION 4. That they request to look at all stations in all counties in the corridor

SECTION 5. That they suggest that all elements for TARC review be part of a manual which would be a design component of the EIS, or at the least, a chapter which addressed the aesthetic development for all of the elements, including landscape, signage, lighting, wall finishing, graphics, and color

SECTION 6. That they recommend that Art in Public Places be integrated early, to be part of a collaborative effort

SECTION 7. That they suggest that initial work could include schematics and later on consider the environment of the station including any vernacular architecture

SECTION 8. That they recommend that the team also look internodally at what happens between stations including landscape buffering of neighborhoods.

SECTION 9. That they look forward to seeing the manual during its development

The foregoing resolution was offered by Juan A. Crespi and seconded by Alex David, and upon being put to a vote, the vote was as follows:

Carlos Cardelle	absent
Juan Crespi	aye
Enrique Crooks	absent
Alex A. David	aye
Ken Gardner	aye
Jackie Genard	aye
Jason Greene	absent
James Kanter	aye
Steve Lefton	absent
Cheryl Polite-Eaford	absent
Danny Perez-Zarraga	aye
Steve Pinna	aye
Olga Vera	absent

The Chairperson thereupon declared the resolution duly passed and adopted this 7th day of March, 2007.

**TRANSPORTATION AESTHETICS REVIEW COMMITTEE  
(TARC)**

By   
**Susan Schreiber**  
**TARC Secretariat**

