RED FIELDS TO

green fields

Parks Rescue & Restore

Economic, Environmental & Public Health

The Ojus Quarry transformed in the 1930s, with the help of the Civilian Conservation Corps, into Greynolds Park, is now a renowned Miami-Dade Heritage Park.

Miami-Dade County Parks · Public Spaces · Natural Areas · Cultural Areas · Greenways · Water · Streets

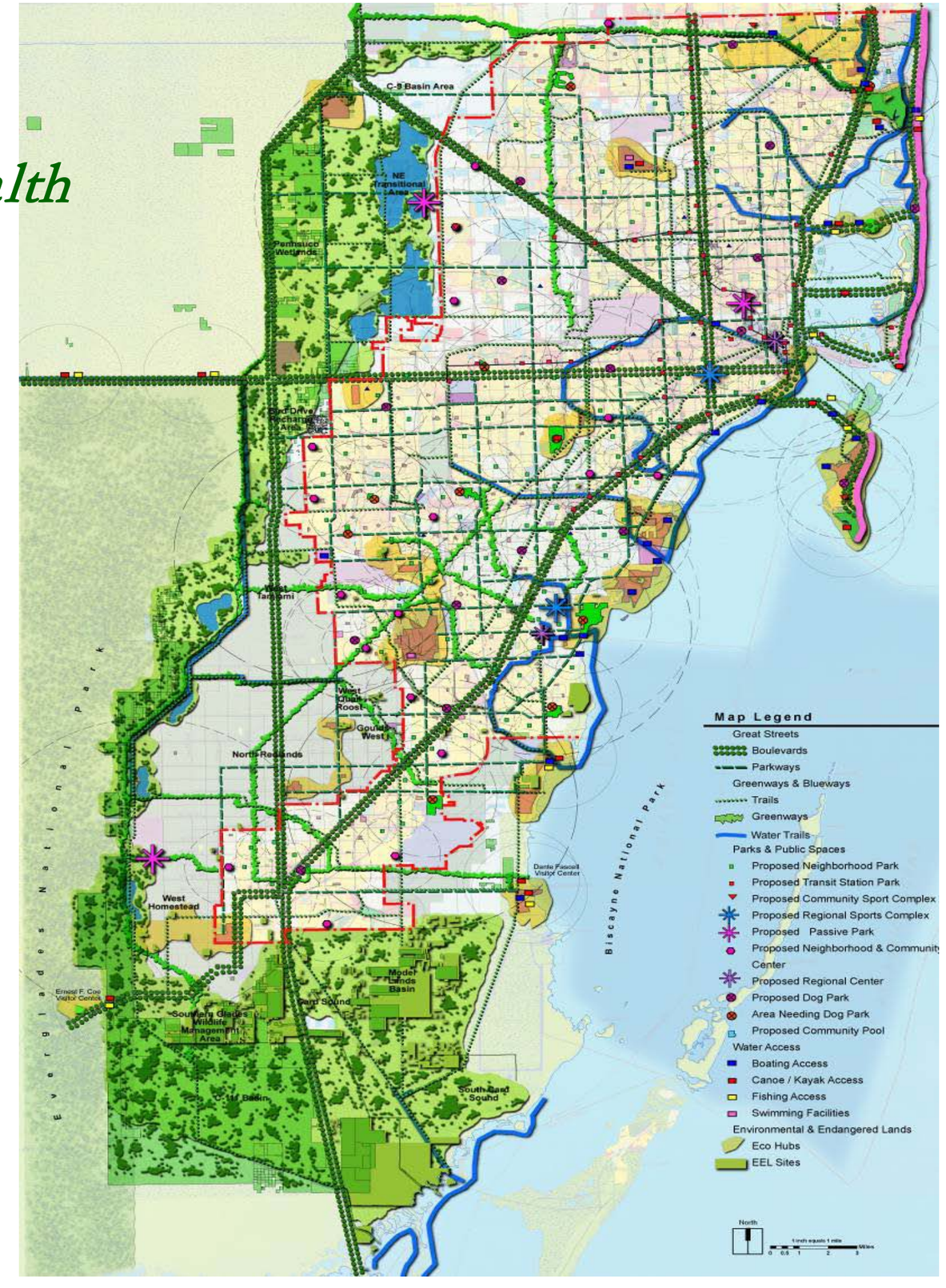
Key Issues

- Economic
- Green Deficit
- Public Health
- Environmental Health

Parks Rescue & Restore

Economic, Environmental & Public Health

Miami Dade County is poised for this transformation. With a parks and open space Master plan based on a three-year consensus planning process, Miami-Dade has 3 primary strategic actions to jump start economic development, recalibrate local property values, create walkable neighborhoods to support public and environmental health.



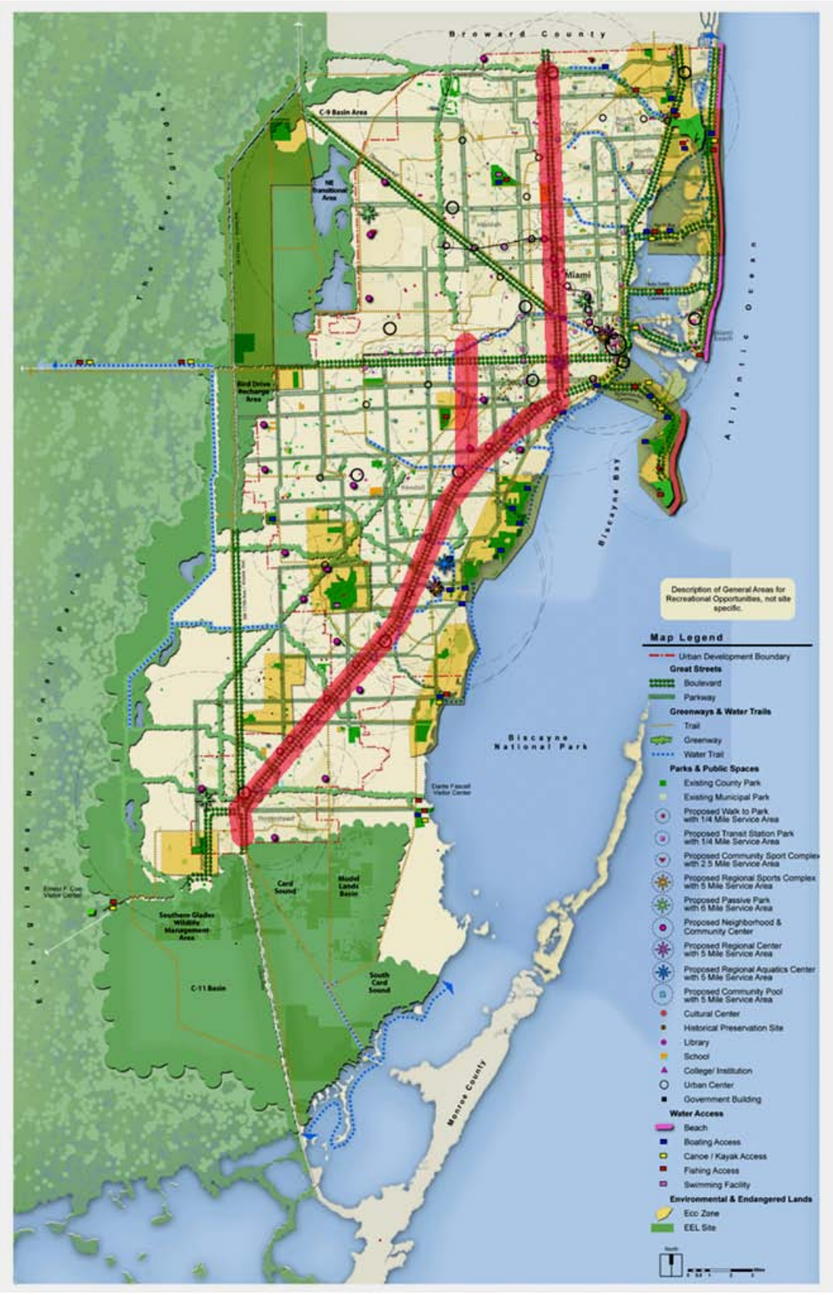
Red Fields to Green Fields –

Solving the Urban Real Estate Crisis

Parks Rescue and Restore Economic, Environmental & Public Health

Implementing the Vision

Land acquisition strategy

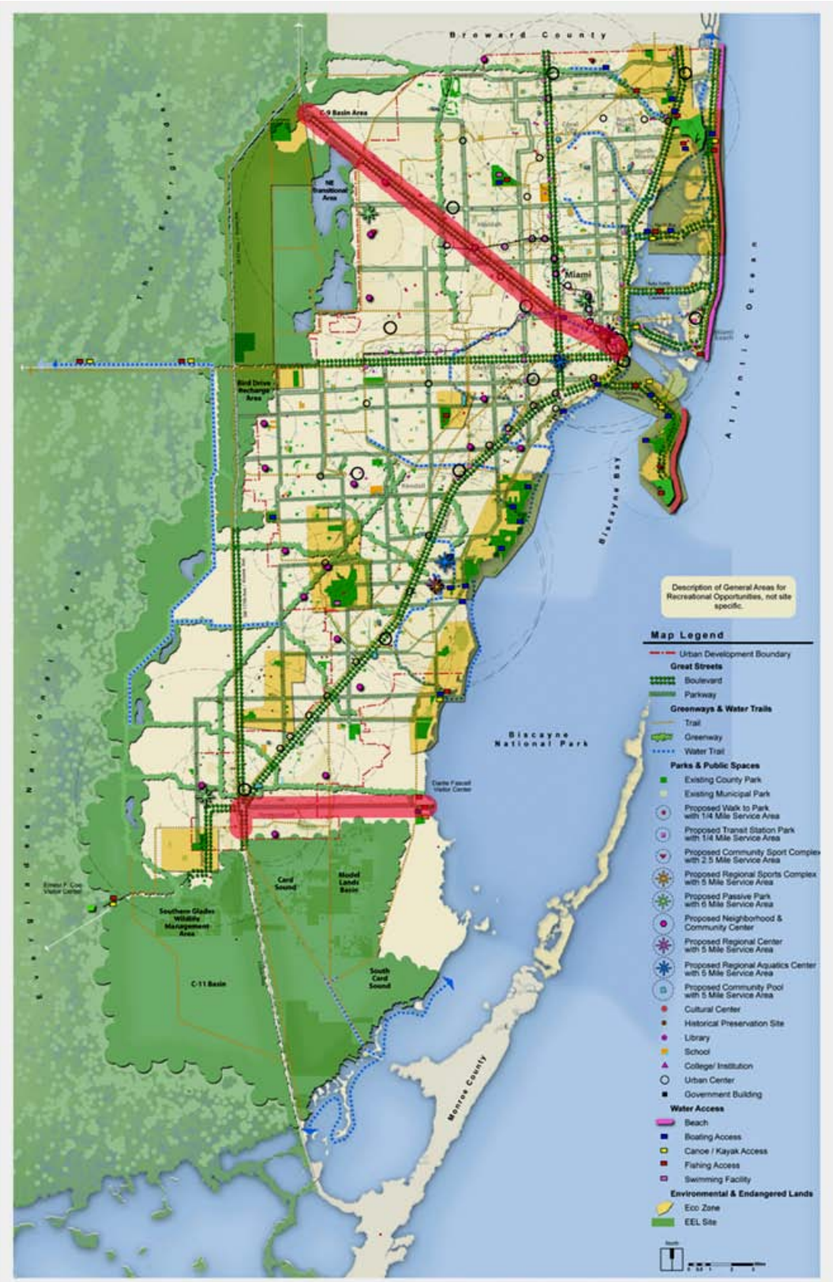


1. North/South Transit Oriented Parks (TOPs) & Connectors -

Parks Rescue and Restore Economic, Environmental & Public Health

Implementing the Vision

Land acquisition strategy



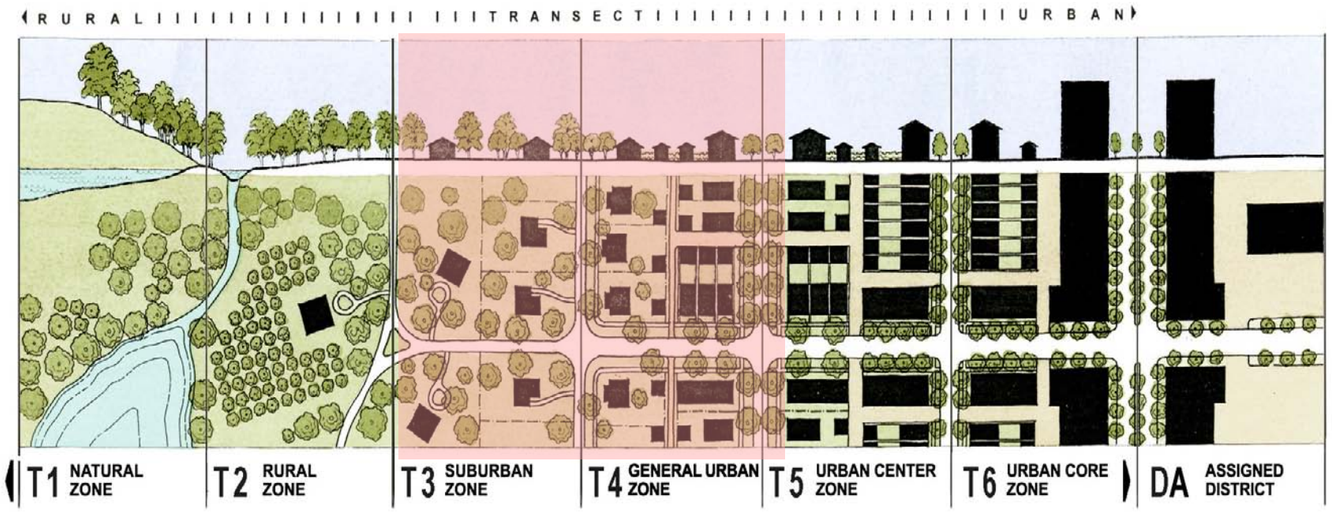
2. East/West Greenways & Resource Conservation Network –

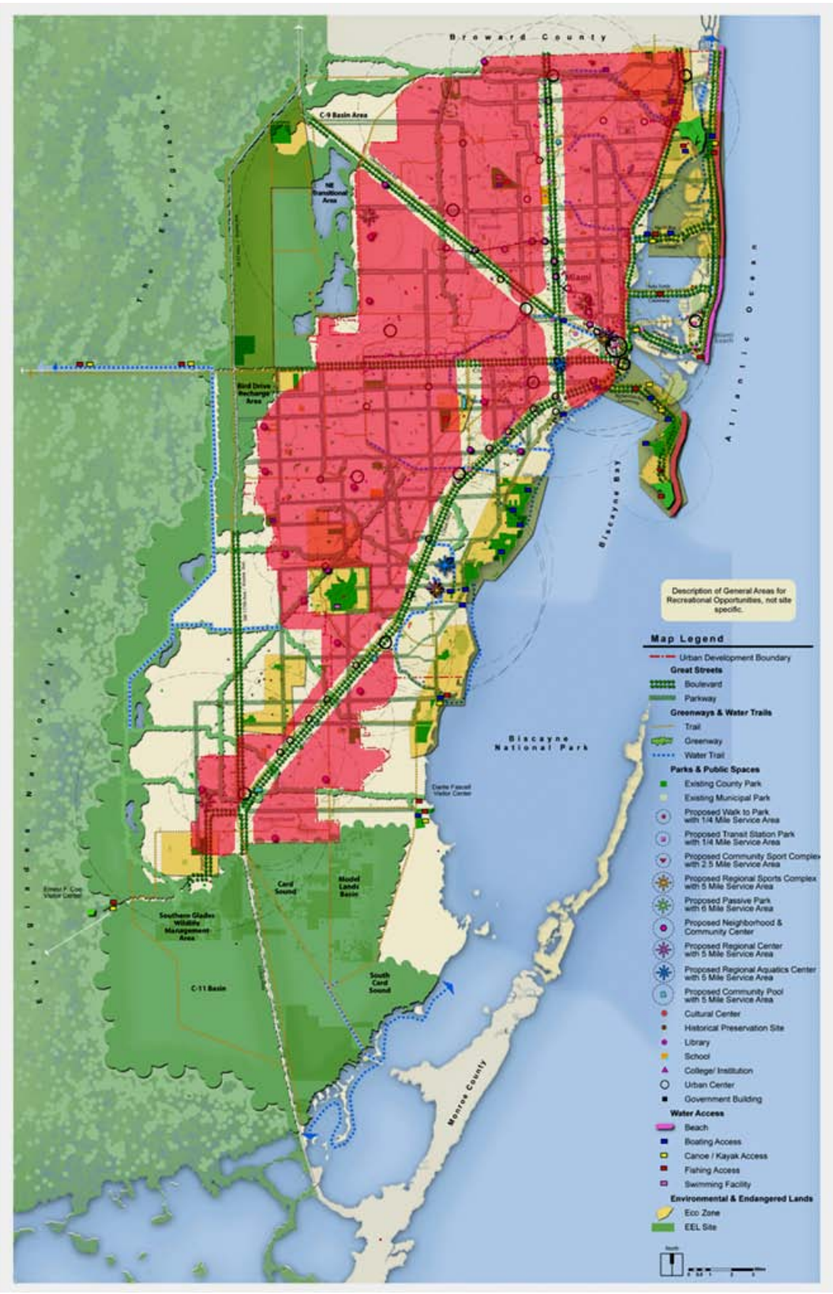
Parks Rescue and Restore Economic, Environmental & Public Health

Implementing the Vision

Land acquisition strategy

3. Neighborhood and Regional Parks & Connectors -



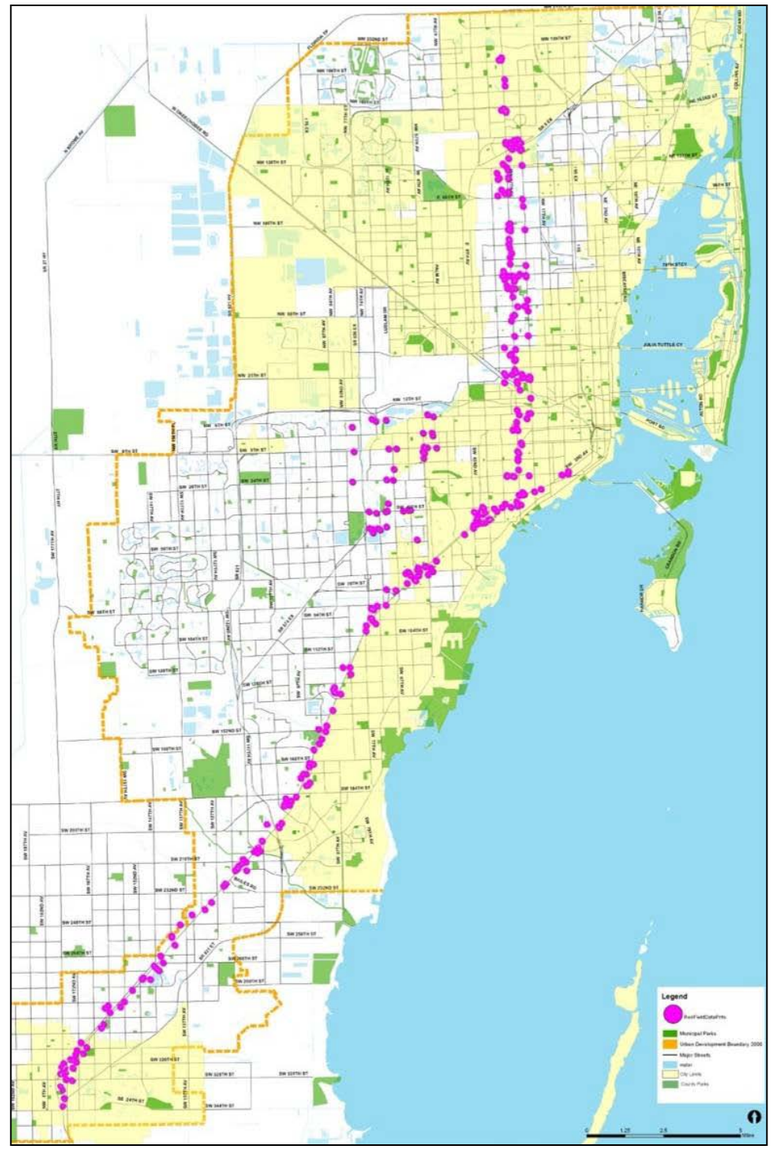


Miami-Dade County Parks · Public Spaces · Natural Areas · Cultural Areas · Greenways · Water · Streets

Parks Rescue and Restore Economic, Environmental & Public Health

1. North/South Transit Oriented Parks & Connectors---

Total Available Land



AECOM/Nick Kuhn, Carlos Perez

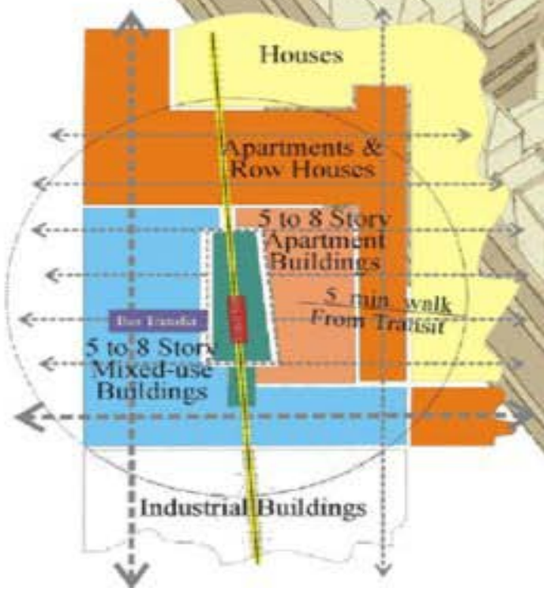
Dover Kohl & Partners: A.Georgiadis, C. Podstawski
UM School of Arch. Prof. Ceo

Transit Oriented Parks

Community Station

Community Stations serve areas larger than their immediate surroundings. These station areas may provide moderate to high levels of new development or redevelopment potential. Community Stations will be accessed by kiss-and-ride and park-and-ride users and local buses. Walk-up use may also be significant. Design of Community Stations is intended to:

- Provide a major public space with substantial, multi-level retail, service and employment development linking the public square with the immediately surrounding area;
- Promote substantial new infill or redevelopment of residential uses within walking distance of the station;
- Stimulate moderate to high density development over time, accommodating retail, office and residential units with structured parking; and,
- Serve as a transit hub for the surrounding community accommodating kiss-and-ride facilities, structured park-and-ride spaces, local bus bays, shuttle bus drop-offs and improved pedestrian access to adjoining development.



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