• PROJECT TIMELINE
  CURRENT STATUS

• ENHANCED PEDESTRIAN EXPERIENCE
  BICYCLE NETWORK
  PROPOSED NRD ADJUSTMENTS
  SAFETY + WALKABILITY

• DESIGN APPROACH + MATERIALS
  TREES
  SHRUBS + GROUNDCOVERS
  HARDSCAPE
  DETAIL SECTION + SUBGRADE

• DESIGN CONCEPTS APPLIED
  5TH AVENUE
  28TH STREET
  WOONERFS
    1ST PLACE
    1ST AVE

• NEXT STEPS
  ARTISTIC WAYFINDING + FURNISHINGS
## WYNWOOD STREESCAPE

### PROJECT TIMELINE

<table>
<thead>
<tr>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

#### 2018
- **AUGUST**: Site Analysis - Start
- **SEPTEMBER**: Site Analysis - Start
- **OCTOBER**: Site Analysis - Start
- **NOVEMBER**: Site Analysis - Start
- **DECEMBER**: Site Analysis - Start
- **JANUARY**: Site Analysis - Start
- **FEBRUARY**: Site Analysis - Start
- **MARCH**: Site Analysis - Start
- **APRIL**: Site Analysis - Start
- **MAY**: Site Analysis - Start
- **JUNE**: Site Analysis - Start
- **JULY**: Site Analysis - Start

#### 2019
- **JUNE**: Site Analysis - Start
- **JULY**: Site Analysis - Start

#### Guidelines
- **JANUARY**: Guidelines - Start
- **FEBRUARY**: Guidelines - Start
- **MARCH**: Guidelines - Start
- **APRIL**: Guidelines - Start
- **MAY**: Guidelines - Start
- **JUNE**: Guidelines - Start
- **JULY**: Guidelines - Start

#### Masterplan Design
- **JANUARY**: Masterplan Design - Start
- **FEBRUARY**: Masterplan Design - Start
- **MARCH**: Masterplan Design - Start
- **APRIL**: Masterplan Design - Start
- **MAY**: Masterplan Design - Start
- **JUNE**: Masterplan Design - Start
- **JULY**: Masterplan Design - Start

#### Community Outreach
- **JANUARY**: Community Outreach - Start
- **FEBRUARY**: Community Outreach - Start
- **MARCH**: Community Outreach - Start
- **APRIL**: Community Outreach - Start
- **MAY**: Community Outreach - Start
- **JUNE**: Community Outreach - Start
- **JULY**: Community Outreach - Start

#### Other Events
- **WYNWOOD BID MEETINGS**
- **DATA GATHERING**
- **RECORD OF CONCLUSIONS**
- **GUIDELINE BOOK**
- **TREE MANAGEMENT PLAN**
- **COST ESTIMATE PLAN**
- **MAINTENANCE PLAN**
- **URBAN FORESTER MEETING**

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**SITE ANALYSIS**
- Tree Report
- Tree Inventory
- Route Survey
- Plats and Atlas Review
- Street by Street Assessment
- Civil Review
- Public Works Meetings
- Mana Meeting

**MASTERPLAN DESIGN**
- Tree List
- Shrub List Draft
- Environmental Resources Meetings
- Bike Lane Network
- Storm Water Management Analysis
- Master Plan Schematic Design
- Hardscapes Material Research
- Development of Specifications

**COMMUNITY OUTREACH**
- Community Meeting
- Focus Group
- Community Event
- WYNWOOD BID Meetings
- Data Gathering
- Record of Conclusions

**GUIDELINES**
- Master Plan Final
- Tree List Final
- Shrub List Final
- Civil Review
- City Review
- FPL Meetings
- Mana Meeting
enhanced pedestrian experience
WYNWOOD WALKS

CONNECTING WYNWOOD THROUGH A NETWORK OF PATHWAYS, EDGE PARKS, WOONERFS, AND A WELLNESS LOOP

WOONERFS
A LIVING STREET DESIGNED PRIMARILY WITH THE INTERESTS OF PEDESTRIANS AND CYCLISTS IN MIND AND AS A SOCIAL SPACE FOR PEOPLE.

BICYCLE CORRIDORS
STREETS WITH DESIGNATED BICYCLE LANES THAT CREATE A NETWORK WITHIN THE DISTRICT AND CONNECTIONS TO ADJACENT NEIGHBORHOODS.

LINEAR PARKWAYS
STREETS WITH OVERSIZED LANDSCAPE MEDIANS THAT CAN SERVE AS PUBLIC OPEN SPACE AND CORRIDORS WITH LANDSCAPE, ART, AND OTHER URBAN AMENITIES.

STREET-END PARKS
A POCKET PARK AT STREET ENDS TO ACTIVATE AND REVITALIZE THE AREA AS WELL AS PROMOTE COMMUNITY.

EDGE PARKS
A LINEAR PEDESTRIAN-ONLY ACTIVE PARK THAT REVITALIZES AND ACTIVATES THE AREA WITH AMENITIES THAT IMPROVE PUBLIC WELLNESS AND CONNECTION TO NATURE.

WELLNESS LOOP
AN ENHANCED PEDESTRIAN LOOP THAT LINKS WYNWOOD’S NETWORK OF PATHWAYS, EDGE PARKS, WOONERFS, AND LINEAR PARKS TO INCREASE WALKABILITY IN THE DISTRICT AND PROMOTE AN ACTIVE LIFESTYLE.
BIKE NETWORK

PER NRD-1

PROPOSED NETWORK
EXISTING CROSSWALKS
SCHEME A
77 PARKING

SCHEME B
96 PARKING
APPROX 107 EXISTING
EXPANDED CURBS

- Proposed Curb Extension
- Existing Curb Location
- Proposed Crosswalk
- On-street parking not permitted in this zone
- Site Triangle

Dimensions:
- Existing Curb Location
- Parking
- Proposed Curb Extension
- 20 FT
- 35 FT

Locations:
- 5th Ave
- Site Triangle
MID-BLOCK CROSSINGS

575 FT
USE CONVENTIONAL STRIPING MATERIAL IN A CREATIVE WAY TO **STRENGTHEN** THE DISTRICT’S **SENSE OF PLACE**
Curb Radii

The curb or corner radii at intersections control the speed at which vehicles can turn and determine the distance which people must walk to cross an intersection. Corner radii should be designed as small as possible to enhance the safety and suitability of an intersection for all users.

Actual curb radius is the radius of the curb line at an intersection. It is easily seen and understood, but generally is not the governing radius for vehicles. Effective curb radius is the measure of a vehicle’s path while turning from one lane to another. It is made larger by the presence of parking and bike lanes which require vehicles to make wider turns around a corner.

In situations where a minimum actual curb radius is desired but a larger effective radius is needed to accommodate frequent trucks or buses there are several solutions available to allow access while maintaining a safe environment.

- Add a parking and/or bike lane to increase the effective radius
- Recess the stop bar on the receiving street to allow vehicles to take wider turns
- Use pavement textures or colors to create a smaller actual curb radius while allowing larger vehicles to turn through that space (note this space will not be appropriate for waiting pedestrians)

### Table 5-1 Recommended Curb Radii

<table>
<thead>
<tr>
<th>Land Use Context</th>
<th>Actual Curb Radius</th>
<th>Effective Curb Radius (the vehicular path) (2)</th>
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</thead>
<tbody>
<tr>
<td>Minimum (1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All intersection corners without vehicle turns</td>
<td>5'</td>
<td>N/A</td>
</tr>
<tr>
<td>UC, UR</td>
<td>5'</td>
<td></td>
</tr>
<tr>
<td>RS, MC, I, P</td>
<td>15'</td>
<td></td>
</tr>
<tr>
<td>IN, AN</td>
<td>30'</td>
<td></td>
</tr>
<tr>
<td>Maximum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All intersection corners without vehicle turns</td>
<td>5'</td>
<td></td>
</tr>
<tr>
<td>UC, UR</td>
<td>20'</td>
<td></td>
</tr>
<tr>
<td>RS, MC, I, P</td>
<td>30'</td>
<td></td>
</tr>
<tr>
<td>IN, AN</td>
<td>45'</td>
<td></td>
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</tbody>
</table>

Notes:

1. Minimum is generally desirable except where circumstances warrant a wider curb radii.
2. Bicycle lanes and parking lanes may increase the effective curb radius.
3. Effective curb radius may be increased to 30 feet in urban center and urban areas to accommodate a bus or a truck along certain corridors.
4. Consider alternate strategies such as recessed stop bars and mountable curbs in unusual situations where 30 feet maximum actual curb radius cannot be met.
5. Where the potential for conflicts with pedestrians is high and intersection geometry necessitates an effective radius greater than 50 feet, evaluate installation of a channelized right-turn lane with a pedestrian refuge island.
design approach + materials
URBAN WILD

Acacia farnesiana
Acacia choriophylla
Ardisia escallonioides
Bourreria ovata
Canella winterana
Calyptanthus pallens
Chrysophyllum oliviforme
Citharexylum fruticosum
Coccoloba diversifolia
Conocarpus erectus
Exothea paniculata
Eugenia axillaris
Eugenia foetida
Eugenia rhombea
Guaiacum sanctum
Guapira discolor
Gymnanthes lucida
Krugiodendron ferreum
Lysiloma latisiliquum
Lysiloma sabicu
Manilkara bahamensis
Myrcianthes fragrans
Nectandra coriacea
Pimenta dioica
Sideroxylon foetidissimum
Sideroxylon salicifolium
Simarouba glauca
Sabal Palmetto
Prunus myrtifolia
Piscidia piscipula
Swietenia mahagoni
Tabebuia bahamensis
Taxodium distichum
Thrinax radiata
Thrinax morrisii
COLORFUL ACCENTS

Bulnesia arborea
Brachychiton acerifolius
Caesalpinia granadillo
Cananga odorata
Cassia bakeriana
Cassia grandis
Cassia javanica
Cassia leptophylla
Colvillea racemosa
Cordia boissieri
Jacaranda mimosifolia
Lagerstroemia speciosa
Lonchocarpus violaceus
Spathodea campanulata

WEIRD + WHIMSICAL ACCENTS

Calliandra haematocephala
Calliandra haematocephala
Cananga odorata
Callistemon viminalis
Polyalthia longifolia
Eucalyptus deglupta

ARQUITECTONICA GEO

WYNWOOD STREETSCAPE + STREET TREE MASTERPLAN
OPEN PLANTER TREES (MEDIANS, BUMPOUTS)

- Adansonia digitata
- Bombax ceiba
- Beaucarnea recurvata
- Ceiba pentandra
- Chorisia speciosa
- Coccothrinax argentata
- Copernicia baileyana
- Crescentia alata
- Delonix regia
- Elaeis guineensis
- Ficus aurea
- Kigelia pinnata
- Pandanus utilis
- Pinus elliotti var densa
- Pseudobombax ellipticum
- Pseudophoenix sargentii

BIOSWALES

- Acer rubrum
- Acoelorrhaphe wrightii
- Annona glabra
- Pachira aquatica
- Taxodium ascendens
- Taxodium distichum
SHRUB + GROUNDCOVER PALETTE

- Zamia Integrifolia
- Galillardia × grandiflora
- Spartina bakeri
- Pilea microphylla
- Clusia rosea ‘Nana’
- Muhlenbergia capillaris
- Ernodea littoralis
- Psychotria ligustrifolia
- Psychotria nervosa
- Calotropis gigantea
- Serenoa repens
- Stachytarpheta jamaicensis
- Lantana depressa
- Asclepias sp.
- Crinum asiaticum
- Arachis glabrata
- Phyla nodiflora
- Tripsacum dactyloides
- Flaveria linearis
- Borrichia frutescens
- Helianthus debilis
- Chrysobalanus icaco
- Suriana maritima
- Hamelia patens ‘Compacta’
- Galphimia gracilis
- Salvia coccinea
- Senna mexicana
- Phymatosorus scolopendria
- Peperomia spp

ARQUITECTONICA GEO  WYNWOOD STREETSCAPE + STREET TREE MASTERPLAN
TREE SPACING REQUIREMENTS
MATERIALITY OF WYNWOOD

FORM FINDING
CURRENT STANDARD

- Easy to retrofit
- Lacks identity

ORTHOGONAL

- Easy to retrofit
- Size of opening tailored to tree size
- Lacks identity

STEEP ANGLE

- Most dynamic option
- Size of opening tailored to tree size
- More suitable for corner to corner build
EXCAVATION OF THE VERGE WILL ENCOURAGE HEALTHY, RESILIENT TREES AND IMPROVE STORMWATER RETENTION CAPACITY REDUCING IMPACT ON DRAINAGE NETWORK.

BACKFILL EXCAVATED TRENCH WITH AMENDED SITE SOIL

EXCAVATE MINIMUM OF 36" DEPTH
TREE OPENING
(ADDAPAVE OR BONDED RUBBER MULCH)

CONTINUOUS AGGREGATE BASE
(IE. 57 STONE)

PERVIOUS CONCRETE

BRUSHED CONCRETE

AMENDED, DECOMPACTED SOIL TRENCH
street samples
50’ ROW_TYPICAL

Indicates Zoned ROW does not fit a typical and will remain as existing condition.
woonerf concepts
1ST AVENUE SIDEWALK WIDENING

EXISTING CONDITION

EASILY PHASED IMPLEMENTATION

REMOVE PARKING. PUSH OUT CURB TO INCREASE SIDEWALK DIMENSION
CURBLESS “W” PROFILE

*REQUIRES VARIANCE FOR FFE @<4” ABOVE CROWN

CURBLESS “INVERTED CROWN” PROFILE

- OPTIMAL WOONERF CONDITION
- REQUIRES IMPLEMENTATION STRATEGY
1ST AVE WOONERF_CONCEPT SAMPLE
1ST AVE WOONERF DESIGN STRATEGIES

TRAFFIC CALMING

STORMWATER

MATERIAL BRIDGING

DENSE TREE CANOPY
TRAFFIC CALMING

CONCRETE COBBLE PAVING
MATERIAL BRIDGING

CONCRETE PAVING
1ST AVE WOONERF CONCEPT SAMPLE
Rebuilding South Florida's pine rocklands, one yard at a time.

For more information, please visit www.fairchildgarden.org

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CROWDSOURCING PROGRAM FOR ARTISTS // CALL FOR ENTRIES:

1. BENCHES
2. BIKE RACKS
3. LITTER BINS
4. LAMP POSTS
THANK YOU!

@arquitectonicageo