DAPPLED LIGHT FROM A HIGH TREE CANOPY

INTIMATE PATHS AND GATHERING SPACES

DIVERSE PLANTINGS OF COLOR, TYPE & SCALE

WINDING TRAFFIC ALIGNMENT

WYNWOOD WOONERF
SCHEMATIC DESIGN

NW 3rd Avenue - Progress Meeting 1
Wynwood Woonerf | NW 3rd Ave Pilot

A dynamic new street design developed to convert a public throughfare into a pedestrian primary zone which acts as a public open space.
Progress Meeting Agenda

i. Introductions

Jennifer Bolstad (Local Office Landscape and Urban Design)
Walter Meyer (Local Office Landscape and Urban Design)
Tony Garcia (Street Plans Collaborative)
Patrick Shearer (E-Sciences)
Orestes Betancourt (Coastal Systems International)

ii. Outcome from Outreach Questionnaire

iii. Principles for a Wynwood Woonerf

iv. Consultant Design Charette Report and Woonerf Diagrams

v. Woonerf Design Concepts

vi. Decisions for next steps in design process:
   • Vehicular access to Woonerf
   • Public-Private overlap
   • Overhead utility challenges
What could be improved about NW 3rd Avenue in Wynwood?

Public Engagement Questionnaire
How do you envision the NW 3rd Avenue Woonerf?
Public Engagement Questionnaire
PRINCIPLES FOR A WYNWOOD WOONERF

01 Create a commons that seamlessly connects the public and private realm

02 Express and enhance the identity of Wynwood in the streetscape

03 Ensure the built environment contributes to the health of the natural environment and the social and economic resilience of the community
Create a commons that seamlessly connects the public and private realm

- Prioritize pedestrian access and safety while providing adequate service, automobile, and bicycle mobility
- Partner with the BID and private owners to achieve maximum accessibility
- Define the commons to include ground and sky planes
02 Express and enhance the identity of Wynwood in the streetscape

a) The experiences of Wynwood are dynamic and ephemeral. The woonerf design character should be 4-dimensional, embracing change.

b) Art activities in Wynwood have shifted from production to consumption. The Woonerf and other public spaces provide opportunities to re-introduce production through the engagement of artists in the designed elements.
03 Ensure the built environment contributes to the health of the natural environment and the social and economic resilience of the community

- Treat water as an infrastructure of the commons

- **Intake:**
  - 3,208,529 gal rooftop runoff in NW 3rd subwatershed
  - 980,808 gal 3rd Ave 3' cistern carrying capacity
  - 256,664 gal surface runoff in NW 3rd subwatershed

- **Storage and Treatment:**
  - Below ground cistern overflow expiltration
  - Water table
03 Ensure the built environment **contributes to the health of the natural environment** and the social and economic resilience of the community

b. Leverage district-wide opportunities for **energy** production

**Diagram:***

- **SOLAR TRELLIS**
- **GEOTHERMAL**
  - COOL INDOOR AREAS
  - Warm water
  - Cold water
- **SOLAR BATTERY**
  - STORE ENERGY FOR PEAK-SAVING
- **HEAT PUMP**
  - CYCLE GROUNDWATER FOR GEOTHERMAL HEATING AND COOLING
CONCEPTUAL FRAMEWORK
Consultant Design Charrette
Oolitic Urbanism

INTRO

PRINCIPLES

FRAMEWORK

WYNWOOD AS

ENEIDA M. HARTNER ELEMENTARY SCHOOL YARD

NW 2 AVE

NW 28 ST

NW 27 TERRACE

NW 27 ST

NW 26 ST

NW 25 ST

NW 24 ST

PASEO

NW 29 ST

GGA GALLERY GARDEN

WYNWOOD WALLS

NW 3 AVE WOONERF

WYNWOOD WOONERF
Expanding the Commons
Expanding the Commons

Public

Semi-Public
Expanding the Commons
NW 3rd Avenue Section | Two Lanes

Two-Way Traffic
No On-Street Parking
40% Vehicular
60% Pedestrian

15' Planting and/or Pedestrian
5' Setback
50' Public ROW
15' Planting and/or Pedestrian
5' Setback
NW 3rd Avenue Section | One Lane

One-Way Traffic
No On-Street Parking
20% Vehicular
80% Pedestrian

- 25' Planting and/or Pedestrian
- 15' Planting and/or Pedestrian
- 5' Setback
- 50' Public ROW
- 5' Setback
2015 Traffic Volume

- Lowest transit Volume
- Highest transit Volume
Traffic Study | NW 3rd One-Way South Bound

INTRO

PRINCIPLES

FRAMEWORK

WYNWOOD AS
2019 Traffic Volume

Lowest transit Volume

Highest transit Volume
Adaptive Use | No Traffic Along NW 3rd
Wynwood Woonerf as...
Woonerf as...

Promenade

Art Canvas

Habitat

Garden
Woonerf As Promenade

47,600 SF Pedestrian
3,200 SF Planted
11,200 SF Vehicular

LOCAL OFFICE LANDSCAPE AND URBAN DESIGN, LLC
SCHEMATIC DESIGN | WYNWOOD WOONERF
20 FEBRUARY 2019
Woonerf As Promenade

- **Flexible, Multi-use Ground Plane**
- **Facade-to-Facade Public Space**
- **High Tree Canopy Provides Shade Without Limiting Visibility**
- **Movable Street Furniture Allows the Space to Be Transformed for Events**

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SCHEMATIC DESIGN | WYNWOOD WOONERF

20 FEBRUARY 2019
Woonerf As Art Canvas

NW 33rd Avenue Woonerf

33,900 SF Pedestrian
16,500 SF Planted
11,600 SF Vehicular
Woonerf As Art Canvas

- OVERHEAD SHADE STRUCTURE MAINTAINS CLEAR SIGHT LINES TO ART
- EVERY SURFACE IS A CANVAS FOR AN EVER-CHANGING DISPLAY OF MURALS
- STREET FURNITURE IS A DYNAMIC COLLABORATION WITH ROTATING ARTISTS
- GENEROUS GATHERING SPACE ALLOWS FOR EVENTS AND PERFORMANCES
- EVERY SURFACE IS A CANVAS FOR AN EVER-CHANGING DISPLAY OF MURALS

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SCHEMATIC DESIGN | WYNWOOD WOONERF
20 FEBRUARY 2019
Woonerf As Habitat

NW 3rd Avenue Woonerf

19,500 SF Pedestrian
30,300 SF Planted
12,200 SF Vehicular
Woonerf As Habitat

- DENSE SHADE FROM NATIVE FOREST CANOPY
- ANGLED TRAFFIC ALIGNMENT CALMS VEHICULAR TRAFFIC
- MIXED UNDERSTORY HABITAT PLANTS
- BOARDWALK MEANDERS THROUGH FOREST
- SMALL, MEDIUM AND LARGE SEATING IN POCKETS INTERSPERSED AMONG FOREST

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SCHEMATIC DESIGN | WYNWOOD WOONERF
20 FEBRUARY 2019
Woonerf As Garden

NW 3RD AVENUE WOONERF

21,700 SF Pedestrian
26,700 SF Planted
13,600 SF Vehicular

INTRO
PRINCIPLES
FRAMEWORK
WYNWOOD AS
Woonerf As Garden

Dappled shade from a high canopy of specimen trees

Lush ground plantings curated by color, type and scale

Intimate paths and gathering spaces

Winding traffic alignment

Local Office Landscape and Urban Design, LLC

Schematic Design | Wynwood Woonerf

20 February 2019
Feedback for Next Steps:

1. To what extent should the Woonerf allow vehicle access?

<table>
<thead>
<tr>
<th>Option</th>
<th>Must remain fully accessible to vehicles at all times</th>
<th>Occasional/Partial closure to vehicles if intersections remain open to through traffic</th>
<th>Sometimes closed, but intersections always remain open</th>
<th>Sometimes closed, with intersections closed too</th>
<th>Must be permanently closed to non-emergency vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Response</td>
<td>Never, it must always allow some vehicle traffic</td>
<td>Once or twice a year, for special events</td>
<td>Monthly events</td>
<td>Weekends</td>
<td>Always</td>
</tr>
</tbody>
</table>

2. How often could you envision a pedestrian and bike-only Woonerf (No cars)?

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Never, it must always allow some vehicle traffic</th>
<th>Once or twice a year, for special events</th>
<th>Monthly events</th>
<th>Weekends</th>
<th>At certain times of day, every day</th>
<th>Always</th>
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<td>Always</td>
</tr>
</tbody>
</table>

3. How important to the success of the Woonerf is the removal of overhead utilities?

<table>
<thead>
<tr>
<th>Importance</th>
<th>Not at all</th>
<th>May be worth removing, depending on cost and who pays</th>
<th>Top priority to remove at any cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Response</td>
<td>Not at all</td>
<td>May be worth removing, depending on cost and who pays</td>
<td>Top priority to remove at any cost</td>
</tr>
</tbody>
</table>
Feedback for Next Steps:

WHAT DO YOU LIKE? WHAT DO YOU DISLIKE? MAKE YOUR MARK!
Place a sticker or write a comment on a post-it what you like or dislike.
Green sticker = Like
Red sticker = Dislike