



TRUST FOR PUBLIC LAND

# OVERTOWN GREENWAY PLAN



prepared by Wallace, Roberts & Todd, LLC August, 2002

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This report documents the community-based development of the Overtown Greenway Plan

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# 1. INTRODUCTION

## THE GREENWAY CONCEPT

The Overtown Greenprint—the Trust for Public Land’s community-based assessment of the lands that need to be protected to ensure quality of life, clean air and water, recreation and economic health in Overtown—has been developed based on community input gathered in a series of public meetings. The Greenprint has taken shape around the concept of a greenway—a system of landscaped pedestrian and bicycle pathways that link natural, cultural, and recreational resources within the community.

The Overtown Greenway was conceived as a way to complete the necklace of parks encircling the city of Miami and to improve access to Biscayne Bay and the Miami River, the natural features that give the city its character. The Miami River Greenway, Bayfront Park, Bicentennial Park, Margaret Pace Park, and a proposed Bay Walk that links these public open spaces and their cultural amenities together define the shoreline of the city. The Overtown Greenway will bring these natural and cultural shoreline amenities within comfortable walking distance of Miami’s inland neighborhoods.

The Overtown Greenprint concept acknowledges the power of open space to improve the quality of life in its vicinity, enhance the image of a redeveloping area, and create reinvestment momentum by establishing a framework within which a unified, long-range vision of Overtown can be built. The greenway is a key component of a “green infrastructure” that can play an important role in the revitalization of Overtown.

## THE CORRIDOR STUDY AREA

The establishment of a greenway that links Miami’s inland neighborhoods to the shoreline of the city and connects river to bay focuses on the inland neighborhood of Overtown. One of Miami’s oldest neighborhoods, Overtown extends west from the Florida East Coast Railroad and is at the center of downtown Miami. The study area for the greenway includes the neighborhoods of Spring Garden and Highland Park on the western edge of Overtown and addresses connections with the neighborhoods of Park West and Omni to the east. Linkages to Biscayne Bay and the Miami River as well as other points of interest both within Overtown and beyond are key elements of the greenway concept.



Figure 1: Study Area Boundary



The greenway will connect the city’s most important natural and cultural features: the Miami River, the city’s inland neighborhoods and Biscayne Bay.





The greenway is intended to link destinations within Overtown and give residents and visitors alike access to the neighborhood's rich history and community spirit.

### Historic Overtown

At the center of Miami is the historically black neighborhood of Overtown, bounded by the Florida East Coast Railroad on the east and NW 7th Avenue on the west. Known originally as Color Town, Overtown was settled by black men from the Bahamas and the southern states. They were recruited to the area and became the largest work force in the construction of the Florida East Coast Railroad in the 1890s. Residents of Overtown founded the city's first church, Greater Bethel AME, several months before the city of Miami was incorporated. One third of the men who stood for the petition for incorporation of the city of Miami in 1896 were black men from Overtown.

Overtown took its name from its position "over" the tracks, where federal, state and local laws segregating white and black society dictated that residents establish a community independent of the emerging city on the east side of the rail line. Overtown thus developed as a self-contained town within the larger city of Miami. By the 1920s, when Miami had emerged as a thriving tourist destination, Overtown had likewise emerged as a thriving Afro-Caribbean community, with active churches, a professional community, a successful business community, and an exciting after-hours nightlife scene dominated by performers of international stature who nevertheless were required to seek accommodation in Overtown after their performances in the resorts of Miami Beach.

By the 1930s, numerous businesses in Overtown were owned and operated by black people. Located on the Northwest Ninth Street corridor, these businesses included the enterprises and home of Miami's first black millionaire, D. A. Dorsey, one of the city's first newspapers, the Miami Times, the Atlantic Life Insurance Company, and the Cola Nip Bottling Company. Northwest Second Avenue, home to theatres as well as many hotels and clubs, was known as "Little Broadway" and rivaled Harlem as a mecca for jazz entertainers.

Local business enterprises such as barber shops, groceries, sundries, dry cleaners and clothing boutiques thrived along Overtown's Northwest Third Avenue, supported by a growing population employed within Overtown, in Miami's hotels, and in solid union jobs. The city's first labor union—the Brotherhood of Sleeping Car Porters—was founded in Overtown and was soon joined by lodges established by the Longshoremen and Masons. Eleanor Roosevelt visited Overtown on numerous occasions to confer at the Mary Elizabeth Hotel with the community's emerging leadership. Civic and benevolent organizations, sororities and fraternities such as the Jaycees, Elks, Links, Egellocs, Idle Hour Club and the King of Clubs also thrived in Overtown alongside a professional community of doctors, lawyers, architects, and educators who served the community. The churches, then as now, anchored the community.



The physical environment of Overtown consisted of an interconnected network of streets and alleys where wood frame cottages in the Caribbean vernacular style, gardens, and small commercial buildings in the Art Deco and Mediterranean styles formed neighborhoods with an active pedestrian street life.

In the early 1960s, construction of the I-95 and SR836 expressways precipitated the decline of the area. Sited in the core of Overtown, the expressways replaced a significant portion of Overtown's urban fabric, displacing viable businesses and home owners within and adjacent to the rights-of-way. The expressways divided the community into distinct quadrants that were no longer capable of sustaining Overtown's pedestrian-oriented business district. Concurrently, desegregation permitted many Overtown residents to leave the area. Planned housing communities and mass transit projects failed to halt continued disinvestment and abandonment of the area, and by 1969, Overtown had been reduced to a condition of blight, its population reduced from 40,000 to less than 8,000.

In 1969, in order to leverage public investment, the portion of Overtown bounded by the expressways and the FEC rail corridor was designated a redevelopment area. Tax increment financing funds and Community Development Block Grants administered through the Miami Community Redevelopment

Agency (CRA) became available to implement capital improvements and other redevelopment initiatives in Overtown. The CRA's initiatives in Overtown have focused on retention of the local population and revitalization of the Northwest Third Avenue historic business corridor and the Northwest Second Avenue historic entertainment district.

The black community has maintained its presence in Overtown and public investment has supported modest gains. The Northwest Ninth Street Pedestrian Mall was completed in 1994 as a public open space to complement the proposed Historic Overtown Folklife Village and housing planned on the north and south sides of the mall. The Lyric Theatre and other historic structures located within the immediate vicinity of Northwest Ninth Street are listed on the National Register of Historic Places and are the focal points of the Historic Overtown Folklife Village concept, a history-based attraction that has been proposed as an anchor for revitalization efforts in the neighborhood.

A variety of institutions and community groups, backed by \$7,000,000 in grant funding from the John S. and James L. Knight Foundation, are also working toward the revitalization of Overtown. These include the Trust for Public Land and the Overtown Civic Partnership and Design Center. Also active are the Overtown Empowerment Assembly and the Building Bridges Collaborative.



Overtown prior to expressway construction: Treasure Coast Regional Planning Council plan showing buildings removed for expressway construction, images of Overtown history from the Black Archives, History and Research Foundation of South Florida



### Definition of the Conceptual Greenway Route

The Trust for Public Land (TPL) identified the potential for a river-to-bay safewalk in Overtown that could be developed following the model of the Chattanooga River Safewalk, a project that links the Tennessee Riverwalk to the adjacent neighborhood in decline and provides open space that improves the area's quality of life. TPL began discussion with the Miami Community Redevelopment Agency about extension of the Northwest Ninth Street Pedestrian Mall, which had been built as part of a development initiative to link Overtown to Biscayne Bay. When complete, this pedestrian mall will link to the Miami Rambla, a streetscape intended to connect the bayfront harbor slip at Bicentennial Park to the interior of the city, much as Barcelona's Rambla, one of the world's most recognizable pedestrian thoroughfares, extended an existing harbor slip inland.

The process of identifying an appropriate route for the Overtown Greenway was integrated with the Trust for Public Land's development of a Greenprint for Overtown, a more comprehensive evaluation of the open space needs within the community. The definition of the preferred route for a greenway was therefore extended to a community-wide evaluation that considered possible alignments throughout the community and addressed the need for integrating the greenway with a network of pedestrian thoroughfares that would provide improved access to key community assets.

### Stakeholder Input

Following site evaluation and a review of both the existing plans affecting Overtown and of exemplary plans and programs in other places, a greenway concept was developed based on community input gathered in a series of stake-

holder meetings held in Overtown on April 23, 2002. These meetings identified important places, paths, and community attitudes and concerns related to open space issues in Overtown

### Existing Conditions and Opportunities

The corridor study area was evaluated in a series of site visits that identified important paths and places within Overtown. Routes that link important community assets became the basis for identifying possible alignments for the Overtown Greenway and the network of streets that would connect it to the whole community. Conditions within these possible alignments were evaluated along with existing plans in the area. Attention focused on the Northwest Eleventh Street corridor, the Florida East Coast Railway and Metrorail corridors.

There is a significant amount of vacant, publicly owned land in Overtown, which contributes to the derelict appearance of the area but also presents an opportunity for the development of open space throughout Overtown. Unimproved transportation system rights-of-way are a highly visible component of the area's land use pattern. The Miami-Dade Transit Authority, the Florida East Coast Railroad, the Florida Department of Transportation (FDOT), the city of Miami, and the U.S. Department of Housing and Urban Development (HUD) control roughly 120 of the approximately 680 acres within the Overtown study area. The Florida Department of Transportation is the largest landholder, with approximately 100 acres of dedicated right-of-way. Much of this land is available for redevelopment by the CRA either through lease agreements or coordination with other governmental landholders, or through direct investment, pending approval of the extension of the CRA boundary to include areas within the FDOT right-of-way.



Improvements within transportation rights-of-way can restore the tropical flavor to Overtown: the Florida East Coast Railway, I-95 between Frederick Douglass Elementary and Booker T. Washington High School, Metrorail north of the existing Pedestrian Mall in Overtown and Metrorail in the adjacent neighborhood of Spring Garden..

## 2. THE OVERTOWN GREENWAY CONCEPT PLAN

A vision of what the greenway could be was presented to the community in a series of meetings.

### PROPOSED ALIGNMENT

The proposed Overtown Greenway encompasses the two rail corridors that traverse Overtown as well as the streets flanking these corridors. Improvements within the rail corridors and streetscape improvements on the flanking streets are the greenway's key components. The proposed T-shaped alignment follows the Metrorail from Northwest Seventh Avenue to Northwest First Avenue where it follows the FEC corridor south to the Flagler Street Transit Mall and

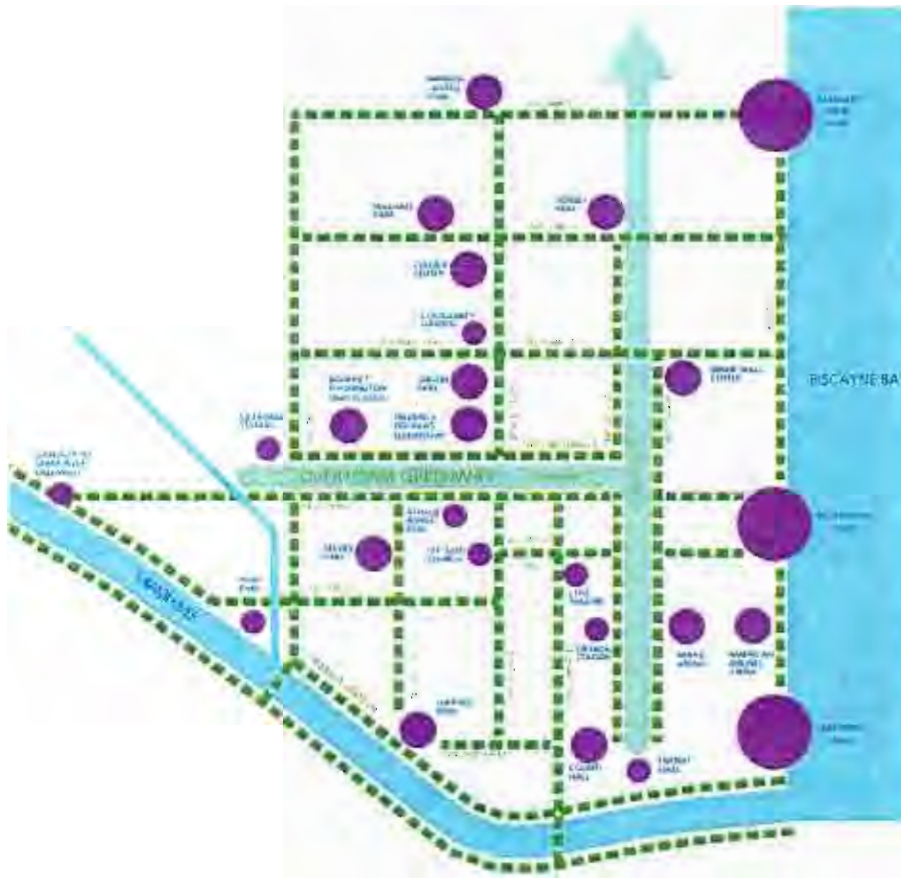


Figure 2: Overtown Greenway Concept: Paths and Places

north to Northwest Twentieth Street and the Wynwood district. Streetscape enhancements on Northwest Ninth Street and Northwest Eleventh Street link the Overtown Greenway to Bicentennial Park. Streetscape enhancements on Northwest Eleventh Street between Northwest Seventh Avenue and Northwest Twelfth Avenue and a pocket park at Northwest Twelfth Avenue link the Overtown Greenway to the Miami River Greenway.

### GREENWAY THEMES

#### Connections

The Overtown Greenway is Miami's inland link between the city's two most important natural features: the Miami River and Biscayne Bay. The greenway is integrated with a network of pedestrian friendly streets in the center of Miami that provide access to schools, shopping, cultural amenities, neighborhood parks, community services, transit, residential enclaves, and Overtown's rich history. Integrated with Miami's transit system, the greenway is a multifunctional urban public space that links the community's existing assets and ties them to the community beyond.

#### Community

The Overtown Greenway is a framework for enriching community life. A beautiful visual oasis in the heart of Historic Overtown, the greenway is the seam that holds the neighborhoods of Overtown together. Important community focal points—Overtown's "Main Street" D. A. Dorsey Way, the Historic Gospel, Jazz and Blues Entertainment District at the Ninth Street Pedestrian Mall, Dorsey Park in the northeast Overtown residential neighborhood, and Booker T. Washington High School and Frederick Douglass Elementary School—are all united by the greenway to form a necklace of community and cultural amenities accessible to residents and visitors alike.

By promoting connectivity and focus within Overtown, the greenway reverses the fragmentation of the community caused by past transportation projects. The greenway also establishes and strengthens connections to adjacent communities and employment centers as well as to the educational, recreational, natural and cultural amenities of the city as a whole. The Overtown Greenway completes Miami's necklace of parks by linking the Miami River Greenway and Bicentennial Park to the heart of the city in Overtown.

#### History

The Overtown Greenway brings the historic heart of Miami to life by celebrating the values, traditions, and history of the community in built form. The greenway incorporates design features, plantings, gateway monuments, histori-



cal interpretive elements, and public art that give expression to Overtown's unique cultural heritage. The design of paving and other pedestrian amenities expresses the cultural heritage of the community. Plantings within the greenway reflect both the tropical setting and the garden traditions of the community. Gateways, punctuating the length of the greenway, incorporate public art and historical interpretive elements related to Overtown's rich history and together form a series of events that both enliven the greenway itself and direct attention to other points of interest within the neighborhoods.

### The Future

The Overtown Greenway is a significant contributor to the future wellbeing of Overtown and the city as a whole. The greenway contributes to a more sustainable urban infrastructure by integrating transit with increased natural and human amenities. It provides transit options that are both convenient and enjoyable to use. Pedestrian and bike paths, Metrorail, and Bay Link give access to jobs in other areas of the city and make Overtown a convenient pedestrian-oriented neighborhood where walking, biking, or taking transit to work, play, or community activities are all attractive, safe options that reduce reliance on the automobile. The greenway also transforms harsh, intrusive infrastructure components into natural assets through increased tree coverage, improved natural drainage, and the reduction of paved surfaces, visual blight, and discontinuities in the urban fabric that suppress Overtown's potential as a livable neighborhood.

## PROPOSED COMPONENTS

### Streetscape Improvements

It is the quality of the pedestrian experience that distinguishes a greenway from a road. Walkable, comfortable, enjoyable, and safe streets linking important destinations within a community are the basic components of a greenway. Streetscape enhancements, therefore, are the central building block of the

greenway and an important means of improving the quality of life in Overtown and providing an armature for further redevelopment.

The primary pedestrian spine of the Overtown Greenway is Northwest Eleventh Street, which is one of the few east-west streets that cross the city uninterrupted from the Miami River to Biscayne Bay. Improvements geared to enhancing the pedestrian experience and providing bicycle routes are proposed for both sides of the street along its entire length. Variations in streetscape design are proposed to reflect the distinct characters of the three neighborhoods that Eleventh Street traverses: historic Spring Garden and Highland Park between the Miami River and Northwest Seventh Avenue; the heart of Overtown between Northwest Seventh Avenue and Northwest First Avenue; and Park West between Northwest First Avenue and Biscayne Boulevard.

Similar streetscape enhancements are proposed for Eleventh Terrace, which will be extended to Northwest Seventh Avenue to allow the greenway to encompass the entire frontage of Booker T. Washington High School and improve the school's accessibility to the community. Streetscape enhancements are proposed for Northwest First Avenue on both sides of the FEC corridor, including widened sidewalks, street lighting and security features, a designated bike path, street trees, pedestrian waysides, pocket parks, public art works, and markers that identify the greenway and provide wayfinding and interpretive information.

Streetscape enhancements also are proposed for the major avenues within Overtown that intersect the greenway. Neighborhood gateways are planned at these intersections to mark the interconnection of the greenway with the neighborhood at large. Avenues proposed as major north-south pedestrian and bike corridors are: Northwest Second, Fifth and Seventh Avenues and D. A. Dorsey Way (Northwest Third Avenue). Enhancements are also proposed for the major east-west streets within Overtown to complete a network of pedestrian friendly streets anchored by the greenway and serving as its "tributaries." Streets



Greenway components can include streetscapes, pedestrian waysides and pocket parks, artworks and markers such as those on the Miami Rambla and the Pedestrian Mall on Northwest Ninth Street. The greenway can extend these existing greenway segments to continue the linkage between river and bay.



proposed as major east-west pedestrian corridors are: Northwest Second, Fifth, Seventh, Fourteenth, Seventeenth, and Twentieth Streets. East-west corridors also serve as connectors to the neighborhoods adjacent to Overtown. In-road bike facilities are proposed for Northwest Seventh, Eleventh, Fourteenth, and Twentieth Streets as well as Northwest Second, Seventh and Miami Avenues.

Inclusion of Overtown pedestrian corridors in the Downtown Transportation Master Plan, MPO Transportation Improvement Program, and in the redevelopment plan for the Southeast Overtown Park West Community Redevelopment Agency is also proposed.

### Rail Corridor Enhancements

A greenway is a passage of natural beauty within the urban environment that establishes a clear sense of place and belonging within the natural order. Plantings within both Metrorail and FEC rail corridors are an integral part of the greenway concept. These rail rights-of-way offer an important opportunity to increase the “depth” of the greenway by claiming the disused space beneath the Metrorail elevated track and along the FEC track for planting, pedestrian waysides, paths, and other uses that enrich the pedestrian experience and enhance the appearance of the neighborhood. Both rail corridors contribute to the blighted condition of their adjacent neighborhoods and one of the primary goals of the greenway concept is to create a “green infrastructure” around which redevelopment can take shape. Landscaped open spaces increase the perceived value of a neighborhood and can offer a spur to redevelopment.

Upgrades to Metrorail facilities are proposed between Northwest Fourth Avenue and Northwest Second Avenue to facilitate establishment of an effective greenway. Service access ramps flanking D. A. Dorsey Way (Northwest Third Avenue) and adjacent to Frederick Douglass Elementary School create a barrier that prohibits establishment of a pedestrian friendly environment on Overtown’s main business street and in this segment of the proposed greenway.



Figure 3: Possible Sections: Streetscape and Rail Corridor Enhancements

The siting and design of these facilities has contributed to the decline of the main business street and mitigation measures such as mural painting or screen planting do not satisfactorily address their blighting influence. It is proposed, therefore, that the Transportation Improvement Program and Downtown Transportation Master Plan include redesign of facilities to establish a “Safe Walk to School” for Frederick Douglass Elementary, a pedestrian friendly main street, and a landscape amenity on a par with those in other communities where landscaping beneath elevated rail lines reduces the negative impact of the facility.

Upgrades to the FEC corridor are also proposed. Conversion of the rail line itself from freight to a passenger light rail is proposed as the ultimate goal for the greenway. If the continued routing of freight through downtown Miami is found to be mandatory by the Downtown Transportation Master Plan, it is proposed that at a minimum pedestrian enhancement of the streets flanking the FEC corridor and aesthetic improvements within the rail corridor itself be implemented to reduce the negative impact of the rail line.

### FDOT Right-of-Way Enhancements

Improvements within the I-95/SR 836 limited access right-of-way are also proposed. The area, known locally as the “Overtown Everglades” contains drainage lakes with wetland vegetation. The lakes support a wide variety of water fowl. The right-of-way currently is used by students as a path to school and with enhancement could serve as a passive recreation trail. Enhancements, water quality and pollution mitigation, establishment of a Safe Route to School and mitigation measures to off-set the adverse impact of expressway construction on Overtown are proposed to be included in the planned improvements to I-395 and to I-95/SR 836 to permit truck access.

Enhanced pedestrian underpasses on NW 11th Street and NW 11th Terrace are proposed to establish a Safe Route to School for Frederick Douglass Elementary and Booker T. Washington High Schools



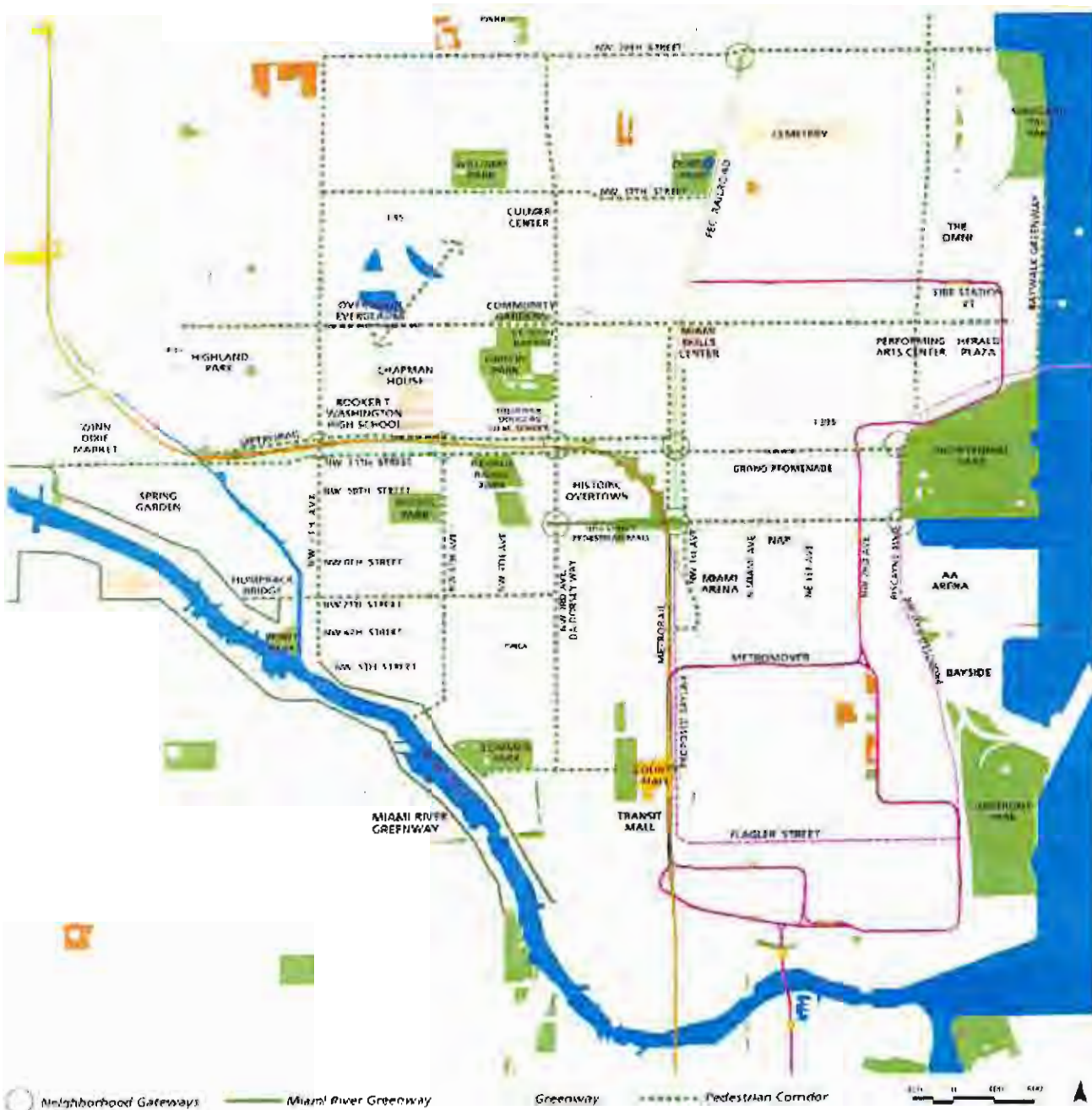


Figure 4: Overtown Greenway Possible Alignments



### 3. IMPLEMENTATION AND FUNDING OPTIONS

#### COORDINATION OF THE GREENWAY WITH OTHER EFFORTS

There are a number of plans afoot within the city of Miami with which the Overtown Greenway might coordinate. These include plans for the development of cultural and recreational facilities that can be linked by the greenway, plans and strategies for redevelopment and revitalization of the community to which the greenway can contribute, and plans and programs into which the greenway may be incorporated as a means of implementation, funding, and management. The following summarizes the key initiatives within Miami that are relevant to the development of the greenway. The plans and programs described here introduce potential partners, implementation programs and funding sources for the greenway.

#### Miami River Greenway

The Miami River Commission (MRC) was created in 1998 by the state legislature to prepare a comprehensive plan for the restoration and enhancement of the Miami River and Biscayne Bay. The Miami River Greenway Action Plan, a TPL project and one element of the MRC program, is designed to make the river more accessible to residents and visitors, allow marine industrial shipping activity to thrive and prosper, improve land values, and make the river a destination landscape through improved recreational amenities.

The five key elements of the plan are intended to hasten physical improvements throughout the river corridor. They are: 1) points of public entry to the river, 2) a primary system of public trails and walkways, 3) improvements and enhancements to existing parks, 4) improvements and enhancements to existing roads and bridges, and 5) improvements and enhancements to the river channel and banks. In addition, the Miami River Commission has established an Urban Infill Study Area to guide development and coordinate funding for improvements in the area adjacent to the Miami River. The study area includes portions of southwest Overtown.

#### The Historic Overtown Folklife Village

The Black Archives, History and Research Foundation of South Florida, Inc., a non-profit organization, was established in 1977 as a manuscript and photographic repository. The Foundation operates a research center located at the Joseph Caleb Center that gives access to source material and information focusing on the black experience in Miami-Dade County from 1896 to the present. The Foundation owns and operates several buildings in Overtown. These in-



Plans underway along the greenway corridor include The Miami River Greenway, the Roots in the City community garden program, the Lyric Theatre expansion, museums located in Bicentennial Park, and the Center for the Performing Arts

clude the Johnson Center, the Lyric Theatre, and the Dorsey House. Originally the home of D. A. Dorsey, Miami's first black millionaire, the Dorsey House displays "Black Towns," an architectural study of black settlements and alleyways throughout the United States developed by the Foundation with the support of the National Endowment for the Arts (NEA).

Foundation-owned historic sites, as well as other designated historic structures in a two-block area between Northwest Second and Third Avenues and Northwest Eighth and Tenth Streets are anchors for the Historic Overtown Folklife Village, a proposed tourist destination that celebrates Miami-Dade County's black heritage. The initiative was conceived by the Foundation in 1980 with NEA support and a masterplan was developed in 1983 and updated in 1997. The masterplan suggested design guidelines for a mixed-use cultural/entertainment district with a retail corridor, housing, rehearsal and performance space for artists, educational and meeting facilities and the expansion of the historic Lyric Theater. The Historic Overtown Folklife Village is an integral part of the 1983 Southeast Overtown/Park West Redevelopment Plan and in 1999 was designated a Florida Main Street Community by Florida's Secretary of State.

The Foundation was also responsible for obtaining historic designation of the Chapman House, located on the campus of Booker T. Washington Senior High School. This structure has been adaptively reused as the Multicultural Research Center for Miami-Dade County Public Schools. In 1990, the Foundation established Miami-Dade's Black Heritage Trail, now part of the State of Florida statewide tour. By appointment, the Foundation conducts walking tours of the Folklife Village and countywide bus tours.

### **Knight Foundation Funded Plans**

The John S. and James L. Knight Foundation has provided \$7,000,000 in grant support to the Overtown Civic Partnership, a coalition of organizations engaged in the Overtown Transformation Initiative. Among these organizations are the Trust for Public Land and the Overtown Community Development and Design Center (OCDDC).

The OCDDC will be housed in the historic D. A. Dorsey house on Northwest Ninth Street and contribute to the redevelopment of Overtown by coordinating the activities of its member organizations, including the Collins Center for Public Policy, the St. John's Community Development Corporation, BAME Development Corporation of South Florida, Inc, the Black Archives History and Research Foundation of South Florida, and the Local Initiative Support Corporation.

### **Roots in the City**

Florida International University has implemented a neighborhood beautification and job-training program called Roots in the City. The program seeks to transform Overtown into an aesthetically pleasing community of gardens, shade trees, and planted thoroughfares while providing training and improving the marketable job skills of area residents. The program includes a Horticultural Training Program that hires Overtown residents without job skills and provides apprenticeship-type training in horticulture. The program aims to improve the aesthetic appearance of Overtown by creating community gardens throughout Overtown that beautify, improve the ecology, and foster a sense of community pride.

### **Treasure Coast Regional Planning Council Overtown Redevelopment Area Design Charette**

Overtown has been the subject of a legendary number of planning studies. The 1998 Treasure Coast Study is recognized as the most complete and representative of community consensus on goals for the redevelopment of Overtown. The plan includes the following key recommendations:

- Define a center for Overtown with a scale appropriate to the surrounding neighborhoods
- Restore Northwest Second and Third avenues as entertainment and business hubs
- Link Overtown's hub to the civic and commercial center of Miami
- Restore existing neighborhoods and create new neighborhoods through infill housing
- Create "Great Streets"
- Transform negative spaces under highways into positive spaces
- Identify and preserve historic landmarks
- Expand schools and after-school activities
- Revise existing zoning code to support the goals outlined in the citizens' vision for Overtown

These recommendations are reflected in the Community Redevelopment Agency's current plans and will be reevaluated as part of the CRA's updated Redevelopment Plan, currently under study.



## **Bicentennial Park**

In 2000, a community group formulated a recommendation to the city for the revitalization of the derelict Bicentennial Park on Biscayne Bay between Northwest Ninth Street and I-395. Plans for the park evolved through a public process, and consensus was built around a proposal to establish two museums to anchor and activate the park. Designed originally in 1976 with no program or buildings, it failed to attract users and in the twenty-five years since its dedication has fallen into a state of disuse and deterioration that constitutes a blighting influence on the surrounding district.

The comprehensive master plan for the park calls for two museums, the Miami Museum of Science and the Miami Art Museum, to frame a central open space that would provide access to a Bay Walk linking Margaret Pace Park to the north with Bayfront Park and the Miami River Greenway to the south. The park concept and its linkages along the Bay Walk seek to establish a “necklace of parks” for Miami.

Plans for the park have also included proposals to improve the design of Biscayne Boulevard in order to ensure that the park can be accessed from the west side of the boulevard. Pedestrian crossings, wide sidewalks and medians wide enough to accommodate a light rail line and safe pedestrian movement have been proposed as critical modification to the Florida Department of Transportation plans for the boulevard. The city and FDOT are working to develop a solution that permits the boulevard to serve pedestrian-oriented redevelopment.

## **Center for the Performing Arts**

Construction is under way for a performing arts center located on Biscayne Boulevard in the Omni District, immediately east of the Overtown community between Northwest Thirteenth and Northwest Fourteenth Streets. The center, which will house opera, symphony and ballet companies, has stimulated economic development within the Omni District, which many media- and arts-oriented businesses that can no longer afford to operate in Miami Beach have discovered as a promising area in which to relocate. Several businesses already have relocated to the area and significant development projects are planned, including a branch of the Whitney Museum of American Art. Property owners along the Northwest Fourteenth corridor plan restaurants, cafes and arts spaces to complement the arts and media organizations moving into the district.

The Community Redevelopment Agency has proposed revitalization of the nearby Miami Skills Center as a training center for media and arts production jobs that are anticipated to emerge in the new arts and media district spurred by the development of the Center for the Performing Arts.

## **Florida East Coast Railroad Corridor Strategic Redevelopment Plan**

Prepared at the request of the city of Miami, the Florida East Coast Railroad Corridor Strategic Redevelopment Plan provides a guiding tool for the future redevelopment and preservation of the FEC corridor. In June 2002, the Miami City Commission adopted through resolution the recommendations contained in the plan and directed the administration to begin identifying and allocating funding for the implementation of the plan’s recommendations.

Key recommendations adopted by the city include:

- Drainage, paving, lighting and landscaping improvements on streets within the study area
- Development of the Wynwood Manufacturing District in Buena Vista Yard
- Expansion of the Enterprise Zone boundary
- Creation of a financing plan such as tax increment financing and special assessment districts
- Re-establishment of Commercial Revitalization Programs on key streets
- Planning and zoning regulations for development within the FEC corridor including design guidelines, housing prototypes, and special district and neighborhood conservation regulations
- Establishment of historic and neighborhood conservation districts

While the FEC Corridor Study area is north of Fourteenth Street and encompasses primarily the Wynwood, Little Haiti, and Edgewater neighborhoods, the study’s recommendations extend to adjacent areas, including Overtown, which are integral to the study area. Recommended implementation strategies therefore would have impact within Overtown directly and indirectly. These include:

- Enhanced employment opportunities in a revitalized Wynwood Manufacturing District
- Establishment of an arts and entertainment district centered on Fourteenth Street and Northwest Second Avenue that leverages the Historic Overtown Entertainment District and the Park West Club District
- Creation of a premium light rail system to link these districts to downtown
- Open space and greenway development adjacent to the FEC corridor that could be extended south into Overtown.

## City of Miami Community and Economic Development Department

The city of Miami Community and Economic Development Department (CEDD) administers HUD programs intended to assist cities with funding for a variety of development programs and projects including housing development, capital improvements, and other community-building and job development activities. These funds are awarded to both public and private entities and are a major funding source for the CRA. The CEDD also administers funding for its own activities within designated areas, including Overtown. The special districts that are eligible for CEDD assistance include the designated Miami-Dade County Empowerment Zone and the city of Miami Community Revitalization Districts.

Miami-Dade County was designated as an Urban Empowerment Zone as part of a federal program to create jobs and business opportunities in the most economically distressed areas of the inner cities. The Empowerment Zone (EZ) of Miami-Dade County includes areas of Allapattah/Civic Center, Florida City, Homestead, Liberty City, Little Havana, Melrose, Overtown, Wynwood, Miami International Airport, and areas of the central business district and seaport. The EZ program provides tax incentives and performance grants to further the goals articulated in its strategic plan.

These goals include expansion of business in the EZ as well as job training, education and child care programs to prepare students, entrepreneurs, and business people in the area for full participation in the EZ's seven target industries, which include international trade and commerce, biomedicine, film and entertainment, financial services, information technology, telecommunications, and the visitor industry.

The Empowerment Zone strategic plan focuses on "smart growth" strategies that promote growth in the urban core as an alternative to westward suburban expansion. Key is making the urban core a magnetic place to live and work by taking advantage of its assets, including existing infrastructure, the opportunity for land assembly and residential development, access to transportation, an underutilized workforce, and proximity to jobs, the business and cultural center and beaches and natural features. Reduction of crime, delivery of social services, investment in youth opportunity, improvement in transportation, removal of barriers to urban development such as brownfields and regulatory obstacles, and protection of the environment are elements of the EZ strategy.

Open space and neighborhood enhancement within Overtown are "smart growth" strategies that support development within the urban core and support the EZ's strategic goals and thus are eligible for funding through CEDD, which has supported the development of the greenway plan.



Figure 5: Community Revitalization Districts

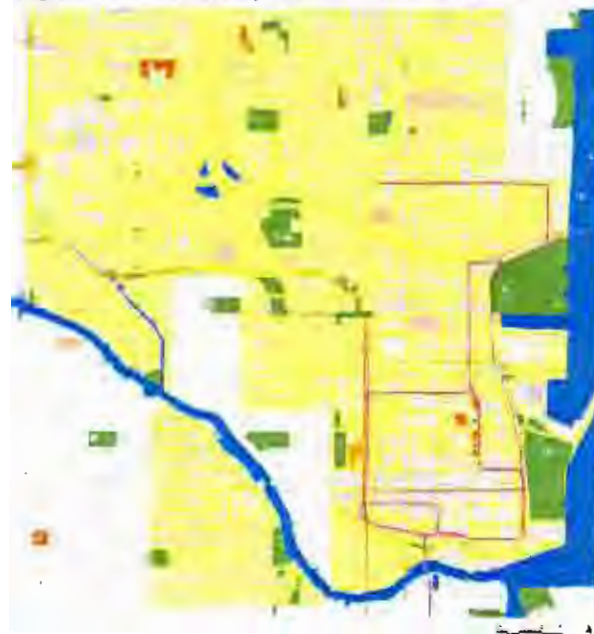


Figure 6: City of Miami Empowerment Zone Central Area



### **Southeast Overtown Park West Community Redevelopment Agency**

The Southeast Overtown Park West Community Redevelopment Agency was established to promote revitalization of the designated redevelopment area within Overtown. The 1983 redevelopment plan is undergoing an update in 2002. Preliminary proposals include extension of the CRA boundaries to include the areas beneath the highways west and north, making CRA investment possible in these areas.

The current CRA plan incorporates elements of the strategic plan for the Miami-Dade County Empowerment Zone and the Community Revitalization Districts as well as key recommendations contained in the Treasure Coast Regional Planning Council Overtown Redevelopment Area Design Charette study and components of the Historic Overtown Folklife Village Master Plan. The CRA's recent activities in Overtown have focused on revitalization of the Northwest Third Avenue Business Corridor through support of local business owners.

The CRA is supporting the development of the Center for Performing Arts in the Omni area and has designated the vicinity as a motion picture and media district, targeting media and arts organizations and businesses, in order to establish and sustain redevelopment momentum in the area.

The CRA is supporting development of destination entertainment districts in Park West and in Historic Overtown and is currently exploring options for making streetscape improvements along Northwest Eleventh Street in order to strengthen connections between the two neighborhoods.

The CRA is also developing programs and projects to address the need for skills training in the emerging job markets within the redevelopment areas.

Integrating the greenway into the CRA redevelopment plan has been proposed.

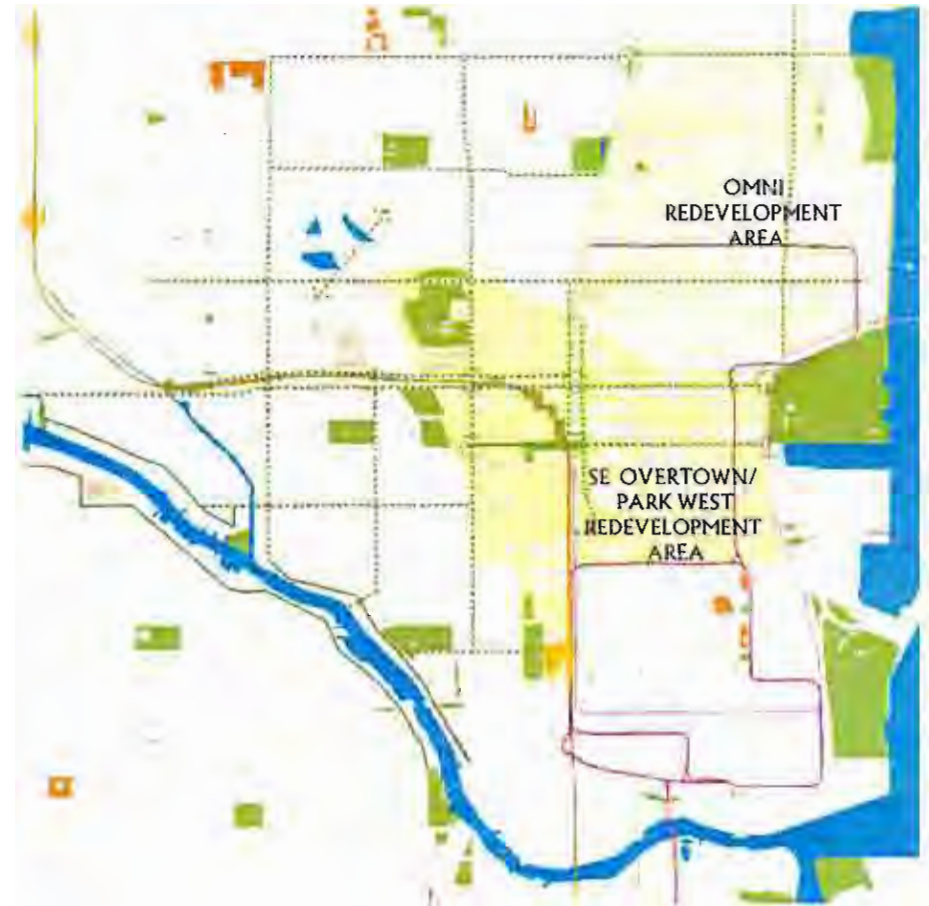


Figure 7: Community Redevelopment Areas

## **Metropolitan Planning Organization Transportation Master Plan**

The Miami-Dade Metropolitan Planning Organization (MPO) has developed a transportation improvement plan for the county through 2025. Priority projects to address the most pressing current urban transportation problems have already been funded as part of the five-year plan identified in the Transportation Improvement Program (TIP). The longer range plan shows how specific local, state and federal transportation improvement funds will be spent, including those set aside to provide pedestrian and bicycle enhancements, protect the environment, and support economic growth. Only projects in an approved TIP are eligible for these funds. Up to twenty percent of the cost of a federally funded transportation project may be used for environmental mitigation or pollution abatement. Funds may also be used to offset impacts from previous transportation improvement projects such as the construction of the expressways that precipitated Overtown's economic decline. Funded projects include several with relevance to Overtown, including portions of the Miami River Greenway, pedestrian enhancements to Northwest Second Avenue, and the Flagler Street Marketplace Passenger Activity Center or Transit Mall.

Other plans that will impact Overtown significantly include an east-west cargo truck corridor linking the Port of Miami to State Road 836 along Northeast Fifth and Sixth Streets. An expressway ramp at Northwest Third Avenue and Eighth Street would require shifting I-95 southbound lanes west and demolishing their eastern shoulder to make room for the ramp. Since the new corridor would also send heavy commercial traffic through Overtown, the Overtown Advisory Board and residents have requested aesthetic components in designing the project that could include cosmetic visual barriers around the proposed ramp and corridor.

The MPO is studying three plans for redesigning Interstate 395 by raising it, turning it into an underpass, or lowering it. The transportation department favors raising and widening I-395, replacing embankments with columns and increasing the north-south traffic beneath the ramps. A more design-intensive plan calls for a section of I-395 to become an underpass in the vicinity of the Center for the Performing Arts. Design difficulties and costs for routing the road underground may be prohibitive. A third, and least likely plan, would bring I-395 to ground level somewhere between I-95 and the causeway. Transportation improvement funds associated with this project could be used to mitigate any negative impacts the project might have on Overtown.

The MPO is finalizing plans to establish a Bay Link between the city's central business district and Miami Beach. Design criteria and the final selection of one of three alternative routes will be made upon completion of a public participation process. One routing option would terminate at the Overtown Station.

## **City of Miami Downtown Transportation Master Plan**

The city is preparing a downtown transportation master plan that will inform future decisions regarding transportation improvements and enhancements. The plan is in the evaluation stage and contains a series of recommendations including a base scenario, an enhanced scenario, and a visionary scenario. Once it is final, it is expected that the MPO Governing Board will endorse the plan and adopt some elements into the Transportation Improvement Program.

Recommendations under study include pedestrian enhancements and two-way conversion of key streets and design improvements to current MPO/FDOT plans for I-395 and I-95. Northwest Ninth, Eleventh, Fourteenth and Seventeenth streets and Northwest Second Avenue are identified as proposed pedestrian corridors. The visionary scenario includes proposals to provide improved pedestrian access to Bicentennial Park and to Biscayne Bay along a shoreline Bay Walk, and enhancements of Biscayne Boulevard to improve its urban design qualities. Provision of a new interchange at Northwest Fourteenth Street is also included in the visionary scenario. The Overtown Greenway could be added to the plan and become eligible for transportation improvement funding.

## **The City of Miami Open Space Master Plan**

In order to coordinate the myriad plans, proposals, and studies that will influence the city's development, the Planning Department has initiated an open space master plan that will address public open spaces, parks and plazas and a system of "Great Streets" to be integrated with proposed transportation improvements.

The Overtown Greenprint and Greenway have been preliminarily accepted for inclusion in the city's comprehensive plan and the Open Space Master Plan, allowing the proposed improvements to become part of the city's Capital Improvement Project budgeting process and eligible for Homeland Defense Safe Neighborhood Improvement Bond funding.

## **Miami Sports and Exhibition Authority**

The Miami Sports and Exhibition Authority (MSEA) mission includes support and promotion of entertainment, development of tourism, and related activities that will contribute to the economic and social growth of the city of Miami. These activities are supported by the Convention and Development Tax, a large portion of which MSEA returns to the county each year as unrequired for support of the Miami Arena and promotion of conventions and sporting events. The development and maintenance of a greenway that establishes links between the existing Park West 24-Hour Entertainment District and the planned Historic Overtown Entertainment District may qualify for MSEA support.



GREENWAY COMPONENTS	IMPLEMENTATION OPTIONS	COSTS
<b>NW 11<sup>th</sup> Street</b>	Inclusion in one of the following:  MPO Transportation Improvement Plan CRA Redevelopment Plan City of Miami Landscape Master Plan	\$5.6M-\$16M 16 blocks at \$350,000- \$1M per block
<b>NW 1<sup>st</sup> Avenue E &amp; W</b>	Inclusion in one of the following:  MPO Transportation Improvement Plan CRA Redevelopment Plan City of Miami Landscape Master Plan	\$8.5M 24 blocks at \$350,000 per block
<b>NW 11<sup>th</sup> Terrace</b>	Inclusion in one of the following:  MPO Transportation Improvement Plan CRA Redevelopment Plan City of Miami Landscape Master Plan	\$2,800,000 8 blocks at \$350,000 per block
<b>Metrorail ROW</b>	Inclusion in one of the following:  MPO Transportation Improvement Plan CRA Redevelopment Plan City of Miami Landscape Master Plan Use agreement or donation/acquisition of right-of-way and implementation with TPL and Grant Funding	\$7,500,000 10 acres at \$750,000 per acre
<b>FEC ROW</b>	Inclusion in one of the following:  MPO Transportation Improvement Plan CRA Redevelopment Plan City of Miami Landscape Master Plan Use agreement or donation/acquisition of right-of-way and implementation with TPL and Grant Funding	Cost not available
<b>Overtown Everglades</b>	Inclusion in MPO Transportation Improvement Plan as a part of I-395 Improvements or as a separate Transportation Enhancement Project under the Safe Routes to School Program	Cost not available

Figure 8: Potential Implementation Programs and Costs for Greenway Components

<b>FUNDING SOURCE</b>	<b>ALLOCATING ENTITY</b>
<b>Foundation Grants</b>	Trust for Public Land
<b>Tax Increment Financing</b>	City of Miami Community Redevelopment Agency (funds may only be used within the redevelopment area)
<b>Community Development Block Grants</b>	City of Miami Community and Economic Development Department City of Miami Community Redevelopment Agency
<b>Development Impact Fees</b>	City of Miami
<b>Convention and Development Tax</b>	Miami Sports and Exhibition Authority
<b>Homeland Defense Neighborhood Improvement Bond</b>	City of Miami Commission City of Miami Department of Planning City of Miami Department of Public Works City of Miami Department of Parks and Recreation
<b>Safe Neighborhoods Park Bond</b>	Miami Dade County
<b>Federal Transportation Enhancement Funds</b> Transportation Enhancement (ISTEA and TEA-21) Surface Transportation Safety (402 Funds) Congestion and Air Quality Mitigation	Florida Department of Transportation (proposed improvements must be included in the Metropolitan Planning Organization (MPO) Transportation Improvement Program
<b>Grants for Public Programs in Culture and Heritage</b> Planning Implementation	National Endowment for the Humanities (Grant applicant must be a Non-Profit Cultural Institution such as a historical society or museum, or a public agency)

Figure 9: Potential Funding Sources



## 4. COMMUNITY MEETINGS SUMMARY

### STAKEHOLDER INPUT

The following is a summary of community response to the Overtown Greenprint and Greenway concepts:

#### Initial Steering Committee Comments

Meeting held April 23, 2002 at YWCA, 351 Northwest Fifth Street

- Kids play in the parking lot across from Gibson Park instead of in the park.
- Parks need to include the latest toys—skateboarding, in-line skating, scooters, nice play structures.
- There needs to be better use of greenery to make it nicer to just walk.
- Is this effort tied into the CIP budget for parks improvements that is funding, for example, the \$25 million park in Little Haiti?
- All the parks need enhancement and variety and to be like nice parks elsewhere.
- Does TPL do things that aren't just peripheral—in the right-of-way? There is a need for real improvements of the parks themselves
- It is preferable to see the parks stay the same rather than have them enhanced and allowed to be overrun by drug addicts.
- Are there any city mechanisms to support the park improvements so that they actually serve the community instead of the drug addicts? Such as police, NET offices, maintenance crews?
- Improvements can be tied to other development so that “defensible” space is created. Likely places include new development opposite Lummus Park, Dorsey Park
- Operations and maintenance must be included in the planning process from the beginning
- Community partners can be involved in the creation of “defensible” spaces. Community groups could help with upkeep. Enhancements could be made in coordination with other development efforts to get synergy.
- The history of Overtown can be told through the parks. History should be

included in the planning process. Each park is named after someone—can they be remembered in the parks in some way? Many of the community's older garden club members recall the gardening traditions of the area—can these be reflected in the parks?

- Streetscapes are a first priority.
- It is preferable to do one park fully rather than dabble here and there with all the parks.
- Seizure of assets in RICO prosecutions provide a source of funds to the police. Can these be earmarked for parks protection?
- Is bond money available for improvements?

#### Public Meeting Open Space Workshop Initial Input

Meeting held April 23, 2002 at Lyric Theater, 819 Northwest Second Ave.

- Reeves Park is too far from the Northwest Fifth Street housing projects. Kids can't walk from their houses to Reeves Park because of crime at the intersection of Northwest Seventh Street and Northwest Fifth Avenue, which is the center of drug activity in the neighborhood.
- Lummus Park is considered to be part of East Little Havana. Fencing on the north side makes access difficult and seems to deliberately prevent residents of Overtown from using the park or accessing the Miami River. The historic structures in the park and the history of early settlement on the Miami River would be of interest to the kids of Overtown, and exclusion from the park is considered insulting to the community. (One of the structures, the “Long Building,” was originally located at Fort Dallas, near Southeast Second Avenue at Southeast Fourth Street. Fort Dallas was an army outpost established during the Seminole Wars of the early nineteenth century to protect a slave plantation that was operated on the north bank of the Miami River in the 1830s. The structure was moved from its original site to Lummus Park in 1925. The “Wagner House” was moved to the park in 1981 from its original location near Wagner Creek.)
- Northwest Seventh Street has no architectural character and is unpleasant to walk on, as well as dangerous due to drug activity.
- YWCA has a couple of vacant lots with tree coverage adjacent to it. It would be neat if those open areas were parks.
- Athalie Range Park (beneath I-95)

This park was named for a former commissioner who is still alive but who might want her name taken off the park because it is such a substandard facility. The park is often overlooked. The park is used as a soup kitchen and is difficult to access. The park serves as a meeting place for a domino club that has been in continuous operation in Overtown since 1930, when it was established in Good Bread Alley, which was eliminated by I-95. Club members provide their own tables and chairs. There is no domino park for this club. There are twelve domino parks serving the Cuban community. This is not fair.

- There is a lot of vacant land that could be used as parks.
- Home ownership is discouraged by city policy that clears land but doesn't build on it.
- Rosa Parks School lacks a playground. The school is located on the former site of a commercial laundry. Environmental problems prevented construction of a permanent school building there. Portable classrooms are used instead. A community garden established adjacent to the school is therefore located on hazardous soil.
- Overtown could use more public art.
- There is a map generated in the 1998 charette that details all the "sacred places" of Overtown.
- Booker T. Washington High School is an important part of the community, but it is isolated from the community. There is no access to it and there is no neighborhood around it. It needs to be connected to the entire community. There needs to be a Metrorail stop at the school. There needs to be access to the school from the projects northeast of I-95 and I-395, such as Town Park Village and Williams Park.
- Chapman House, on the grounds of the school is an interesting asset but it is isolated. The house could be moved to a better location, as has happened in Beale Street in Memphis, or on Seville Square, in Pensacola, which are both made up of historic houses relocated from other locations within their cities.
- Northwest Second Avenue is designated as the Historic Entertainment District. Historic structures could be moved there from other locations in Overtown to preserve the history of Overtown and establish an attraction similar to Beale Street in Memphis. The house at Booker T. Washington High School, the Chapman House, the x-ray clinic, the architect's office on 12th, etc. would be candidates.

- The Ninth Street Pedestrian Mall needs to fit into some context

The mall was vandalized and destroyed. It needs to be fixed and extended starting from Mt. Zion and moving east so that the money doesn't run out before the Overtown portion is completed. When the mall was built with UMTA grants, the citizens who were displaced between Sixth and Tenth and between the FEC railroad and Northwest Second Avenue were supposed to be given the chance to return.

- All the streets in Overtown need to be safe and attractive
- Drug dealers and purse-snatchers make all the streets unsafe. Northwest Fifth Avenue at Northwest Seventh Street is the intersection with the most drug activity in the streets and in the shops. Northwest Fourth Avenue between Northwest Seventh and Northwest Eighth Streets is called "Hell's Kitchen" because of drug activity. Northwest Fifth Street is a jammed party scene on Friday night with lots of drug activity.
- FEC Corridor is a major barrier
- It is only possible to cross at Fourteenth or Twentieth by car, but people used to walk over the tracks at the streets in between. Now, with new fencing, people can't get access to bus lines on the east side of the tracks that take transfers and sometimes can't make it to work if they don't have the extra 50 cents for buses on the west side. This is perceived to take the place of a wall that once stood on Twelfth Avenue to keep people from exiting Overtown.
- The Homeless Assistance Center at 1515 Miami Avenue is an asset.
  - The FDOT basin near the Women's Detention Center has become a beautiful amenity thanks to birds from the Everglades bringing in seeds. It has 23 kinds of waterfowl and all the plants that grow in the Everglades. People should be able to use it as a park. The water is fenced off so it is safe, but strolling paths and half-pipe skating park features could be added to make it a real park. It is called the Overtown Everglades.
  - Overtown needs tropical vegetation so it can fit in with the rest of the atmosphere of Miami and the beach and be a tropical place.
  - Overtown needs shade for old people.
  - People in Overtown used to brag about their gardens. There used to be a lot of fruit trees and shade trees. The trees at the Culmer Center are left over from the gardens of houses that were cleared to make the Culmer Center. People still remember whose house was near the remaining trees, such as the Tamarind Tree. Overtown needs more of those trees and gardens.



- Shabby vacant buildings are at the entrances to Overtown. Overtown needs a Gateway at Eighth Street across from the People’s Restaurant.
- Fourteenth Street is a good east-west connector to the Center for the Performing Arts and has the Miami Skills Center.
- The Miami Skills Center needs something to be done with it.
- Northwest Second Avenue as it jogs under the Metrorail could be enhanced
- Twentieth Street all the way to Margaret Pace Park should be an east-west connector
- Overtown should be connected to the Miami Circle

“If you could have one thing right now, what would it be?”:

- Housing
- Enhancements of the streets and places to hang out
- Enhancement of the parks and variation within the parks
- Tropical park
- Skate board park
- Folklife Village
- To fit in with Miami, the beach, the tropics
- Jobs that will come from beautification
- Put a face on Overtown—an image, a spirit, a visualization, some public art that people could galvanize around
- A tree canopy—a green frame for public spaces, a tropical atmosphere
- Safety and security
- Gardens and plants like the ones that used to be there—fruit and shade trees, philodendrons, flowering tropical trees, native canopy trees—not trashy olives
- To bring downtowners to the Folklife Village
- The A1 Bay Link route
- A mural under the expressway on 14th Street at Northwest Third Avenue—you’d never expect something there

#### Greenprint Steering Committee Workshop: the Greenway Concept

Meeting held May 29, 2002 at YWCA, 351 Northwest Fifth Street

- It is vital that actual residents of Overtown have a say in guiding the process. The steering committee is not the same as the residents. Mayor’s office can provide contact information for all the neighborhood resident groups who need to be included. It is important to make clear presentations with clear choices to make.
- Where is the money coming from?
- Maria Nardi, City Planning Department pointed out that the Greenprint will be reflected in the Overtown CRA redevelopment plan update and in the city’s own plan for a landscape master plan for the city.
- A greenway should address drainage and sustainability
- Seventeenth and Nineteenth are beautiful streets
- Lighting is critical for all streets
- Bikeways are important
- School kids all have to walk from their neighborhoods to Frederick Douglass or the other elementary school. Routes for them to walk safely are important. Current routes are Sixth and Eighth to Third.

#### Greenprint Steering Committee Workshop: Implementation Strategies

Meeting held June 19, 2002 YWCA, 351 Northwest Fifth Street

- Bill Mauze outlined steps that Overtown community members are taking to advance the goals of redevelopment. They have established a coalition of CDCs under the support of the Knight Foundation. It is called the Overtown Community Development and Design Center and will be housed in the Dorsey House. It includes BAME Development Corporation of South Florida, Inc., St. John’s Community Development Corporation, Local Initiative Support Corporation, and the Collins Center. They have hired an executive director, Phil Bacon, and are in the process of defining his job responsibilities. Suggestion: use the Greenprint as a guide for things Phil should work with the city to accomplish.
- Mr. Mauze indicated that the Empowerment Trust is the most promising of the redevelopment entities in Overtown these days. It is under the direction of Brian Finney, who is also the director of the Office of Community and Economic Development. They control all the money.
- Mr. Henderson noted the CRA is looking into leasing space under the Metrorail for parking. He will provide a contact so we can look into this.

- Mr. Henderson had information regarding the “Safe Walk to School” program, which is largely an educational endeavor.
- Discussion among consultants focused on two likely projects for TPL to consider as pilot initiatives: a central park near Folklife Village and a greenway segment in front of the schools.

#### Overtown Advisory Committee

Meeting held June 20, 2002 Culmer Center, Northwest Third Street

- Board comments stressed that securing benefits for Overtown not only should be a part of the plan but was the whole point of the plan.

#### Overtown Empowerment Trust Neighborhood Assembly

Meeting held June 26, 2002 Culmer Center, Northwest Third Street

- Mr. Irby McKnight elaborated on the Overtown Everglades and urged members to rate it high in importance on the public comment form, pointing out that it is an important “natural area” in Overtown and should be encouraged.

#### Greenprint Public Comment Form

Distributed in the Overtown Community during June-July 2002

Response to the public comment form indicated that 68 percent of respondents consider a greenway a “priority need” in Overtown. An additional 23 percent consider it a “future need.” Only 1 percent of respondents considered a greenway as “not needed” while the remaining 4 percent did not respond.

Respondents identified the following streets as the most important to improve for walking and biking in Overtown. They are listed in order of importance as determined by the percentage of “votes” each received on the Public Comment Form.

- Northwest Third Avenue (34)
- Northwest 14<sup>th</sup> Street (26)
- Northwest Seventh Avenue (22)
- Northwest Twentieth Street (21)
- Northwest Fifth Street (19)
- Northwest Eleventh Street (18)

- Northwest Eleventh Terrace (18)
- Northwest First Avenue (18)
- Northwest Seventeenth Street (16)
- Northwest Fifth Avenue (13)
- Northwest Second Avenue (1)

The following were identified as places in Overtown that should be linked by the greenway. The places are listed in order of importance as determined by the percentage of “votes” each received on the Public Comment Form.

- Historic Sites (39)
- Schools (38)
- Parks (29)
- Businesses (26)
- Community Gardens (22)
- Neighborhoods North and South of 395 (22)
- Overtown Everglades (9)

The following were identified as places in Miami that should be linked by the greenway. The places are listed in order of importance as determined by the percentage of “votes” each received on the public comment form.

- Downtown (36)
- Bus and Train Lines (35)
- New Employment Opportunities (30)
- The Center for the Performing Arts (27)
- Omni (26)
- Bicentennial Park (25)
- The Miami River Greenway (19)

The following were identified as activities that should be provided in open spaces in Overtown. The activities are listed in order of importance as determined by the percentage of “votes” each received on the Public Comment Form.

- Improved appearance of open spaces (46)
- Places to showcase art and history (40)
- Increased beautiful, natural or green areas (36)
- Places for civic events (36)

## STEERING COMMITTEE RECOMMENDATIONS

### Greenprint Steering Committee Workshop: Priority Route

Meeting held August 8, 2002 YWCA, 351 Northwest Fifth Street

Three alternative routes and a table of evaluation criteria were presented to the steering committee, which was asked to identify the priority route of the greenway plan. "All of the above" was presented as a fourth option. The greenway priority route is defined as a single corridor that will be an identifiable extension of the Miami River Greenway that is distinct from the network of pedestrian thoroughfares that lead to it. Each possible greenway alignment was evaluated for its appropriateness as the greenway priority route based on community input, existing improvement plans in Overtown, and other criteria. Those that were determined to be most beneficial and most feasible for development were identified as the three alternative priority routes. Other possible alignments will be included in the Greenprint recommendations for the improvement of pedestrian corridors throughout Overtown.

The steering committee endorsed Option A as the priority greenway route that will form the basis of the development of the Greenway Plan. The Committee recommended that the other components of the Greenway Concept Plan be included in the Greenprint for Overtown.

EVALUATION CRITERION	OPTION A	OPTION B	OPTION C
Is it easy to build?	Relatively easy, requires negotiation with Metrorail	Time consuming and complex, requiring adoption into City of Miami CIP Budget	Time consuming and complex, requiring adoption into City of Miami CIP Budget and negotiation with FEC
Does it include the most linkages to important community assets?	1	2	3
Is it least costly?	1	2	3
Is it included in an existing improvement plan?	NO	PARTIAL	PARTIAL
Is there a Pilot Project Opportunity?	YES	NO	YES
Does it ADD something to the Greenprint that would not otherwise be included?	YES	NO	PARTIAL

Figure 10: Table of Evaluation Criteria



# POSSIBLE ALIGNMENT - OPTION A

AUGUST 2002

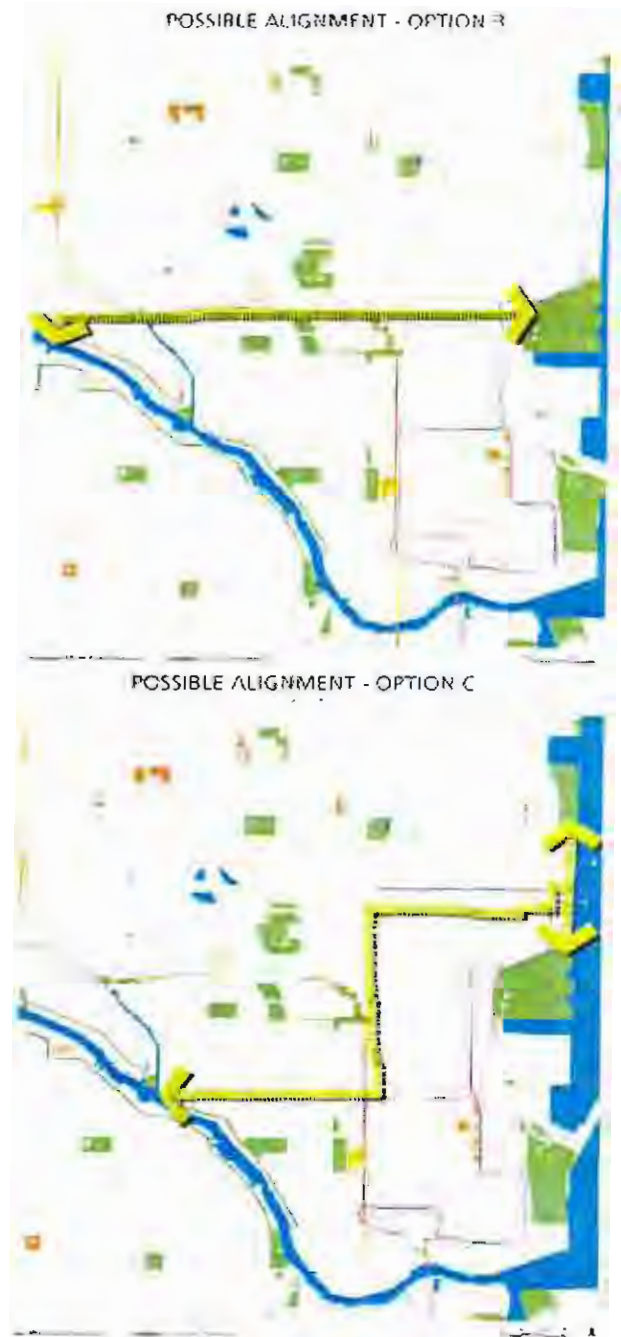


Figure 11: Possible Alignment Options A, B, and C

## 5. THE OVERTOWN GREENWAY ACTION PLAN

### GREENWAY ELEMENTS DESIGN GUIDELINES

The basic building blocks of the greenway are described in the design guidelines below. The locations of these elements along the greenway route are indicated in the Overtown Greenway Plan, which identifies the precise routing of the greenway, its linkages and its features. The Overtown Greenway Plan also identifies zones along the greenway route that can be funded, implemented and maintained by specific development partners. The Overtown Greenway Action Plan provides costs per zone based on the unit costs below.

#### Pedestrian Bikeways

Pedestrian paths and bikeways are the key element of the Overtown Greenway. These paths provide clear, well-lit, safe routes for pedestrians and bicyclists. Both in-road bike lanes and combined pedestrian/bikeways are proposed. Pedestrian bikeways will typically be used by children and cruising cyclists while in-road bike lanes will serve serious cyclists. A continuous pedestrian bikeway along the entire greenway route should provide sufficient room for pedestrians and cyclists to pass and include safe crossing at street intersections. Pedestrian bikeways should be made of an easily maintained material such as asphalt or concrete paving that adheres to accessibility standards for pedestrians. Minimum clearances of 8-12 feet horizontally (20 feet where space permits) and 7-8 feet vertically as well as standard maximum slope, cross slope, gaps and vertical changes in surface should be maintained throughout the greenway route. In-road bike lanes should be a minimum of 4-6 feet. Shared car and bike lanes should be a minimum 14-16 feet. Pedestrian bikeways should cost in the range of \$100- \$200 per lineal foot for paving and \$60-\$120 per lineal foot for pedestrian lighting.

#### Landscape Enhancements

Shade is the primary goal of landscape enhancement along the greenway route. The tropical climate of Miami makes biking and walking uncomfortable in the summer and a canopy of shade trees is critical to establishing the greenway as a viable open space amenity. At the same time, the tropical climate of Miami allows luxuriant growth of a variety of plants that add considerable interest to the experience of living here. Creation of a “tropical” atmosphere is therefore another goal for landscape enhancements along the greenway route. Overtown’s garden traditions are a potential point of pride and community involvement and creation of opportunities to practice these traditions is another goal of landscape enhancements. Landscape enhancement should cost in the range of \$5 per square foot for planting areas and \$100-200 per lineal foot of tree canopy.





## Pedestrian Waysides

Opportunities to rest and refresh along the greenway route are an important component of making the walking and biking experience comfortable and enjoyable. Pedestrian waysides should therefore be located regularly along the greenway route and sited carefully to coincide with points of interest. Each Neighborhood Gateway should incorporate a pedestrian wayside. In addition, waysides can be located at decision points along the greenway route where orientation signage can provide users with a reason to pause. People feel more comfortable resting in a place where there appears to be a reason to pause. Informational signage, interpretive elements and drinking fountains provide such reasons. Large, shady trees provide a similar reason to take a break. Each wayside should include lighting, seating, a litter receptacle, a bike rack and where a shade tree canopy has not grown up yet, a shade structure. Security features such as telephones should also be sited regularly along the greenway route at pedestrian waysides. The cost for pedestrian wayside components should be in the following ranges: Pedestrian light: \$3,000-5,000, Litter receptacle: \$800-\$1,000; Seating: \$800-\$1,000 per bench, \$400-\$600 per drum seating cluster; Bike rack: \$300-\$500; Drinking fountain: \$2,500-\$4,000, including plumbing; Shade structure: \$5,000-\$10,000; Telephone: \$3,000-\$6,000. The cost for a typical pedestrian wayside, excluding special elements such as historical markers should be in the range of \$4,500 to \$15,000.





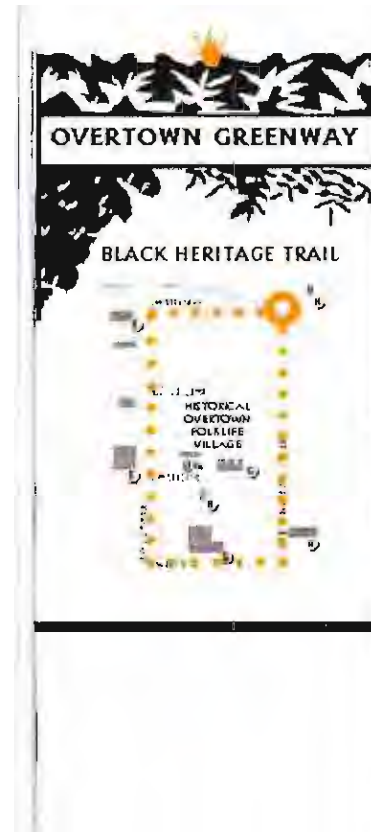
## Wayfinding

A key method of ensuring that the greenway is an effective recreational corridor is to clearly identify it. Confidence in the greenway's potential to provide a safe, enjoyable experience is created when it is clear to potential users that it is well-defined and thoughtfully appointed with clearly identified pathways and interesting places along the way. The Overtown Greenway Plan identifies the greenway route and its linkages as well as interesting destinations along these paths. This can be reinforced by using wayfinding techniques including design consistency and signage. Establishing an identifiable design vocabulary for all amenities along the route will provide a form of passive wayfinding that allows users to recognize the Overtown Greenway as a distinct corridor. In addition, directional signage that identifies the Overtown Greenway and points users to linkages and facilities along the way can be sited along the greenway route.

Wayfinding signage should include a standard "trail marker" element located at intervals along the route and at decision points to ensure that the route is clear. Trail markers should incorporate the Overtown Greenway logo and be a simple, relatively inexpensive but distinctive elements that can be easily and affordably installed and maintained or replaced. Wayfinding signage should also include informational signs at key points along the route to provide orientation. Informational signage should be related to the trail marker in design and include guider signs at both a pedestrian scale to be located like trail markers and at a vehicular-scale to be located at intersections. Larger information kiosks incorporating maps should be located at decision points along the route. Informational signage should be distinct from historical and interpretive signage and should provide information about the greenway, its linkages and nearby points of interest, directing greenway users to these features. Wayfinding signs should cost in the range of \$750 for a trail marker; \$1,500 for a small pedestrian guider, \$4,000 for a larger vehicular-scale intersection marker; \$5,000 for an information kiosk with map.



Miss Precious Ferguson's winning entry in the Overtown Greenway Logo design contest will be incorporated into all greenway signage.



Map Kiosk



Pedestrian Guider

Trail Marker

### Historical and Interpretive Markers

Points of interest along the greenway can be marked by a variety of historical or interpretive elements that provide information about features located along or near the greenway or that are themselves points of interest. These markers should be distinct from the wayfinding signage located along the route and may be designed as part of a public art program in the form of signage or sculpture. An interpretive plan coordinated with the Black Heritage Trail should be developed to guide the placement, content and design of historical interpretive elements. A broad range of history and nature oriented educational topics can be incorporated into the greenway's interpretive plan. The design of each marker should be unique, with each marker costing in the range of \$1,000-5000 or more, depending upon the funding sources available.



### Neighborhood Gateways

Special features can establish activity nodes along the greenway at Neighborhood Gateways. Gateway monuments and pocket park facilities for special activities such as gardening, gathering, memorials, or recreational activities can be designed specifically for each Neighborhood Gateway identified along the greenway route. The designs for each Gateway should reflect the interests, stewardship commitment and funding resources of the development partners in that area of the greenway. The cost for special features at neighborhood gateways should be in the following ranges: Gateway signs or monuments: \$4,000 to \$100,000; pocket parks: \$10,000-\$50,000; Decorative pavement at pedestrian crossings: \$12,000-\$15,000.





## DEVELOPMENT STRATEGY

### Step 1: Establishing a Right-of-Way

Development strategies for the greenway must focus initial efforts on establishing a right-of-way for the greenway. The Overtown Greenway route is for the most part planned within publicly held vacant land. Key landholders include Metrorail, the Florida Department of Transportation, US Housing and Urban Development, the Florida East Coast Railway, the City of Miami and Miami Dade County Public Schools. In addition, Florida Power and Light maintains facilities along NW 11th Terrace. Land ownership along the proposed greenway route should be verified by a licensed surveyor and all existing easements, use agreements or leases verified through a thorough title search.

Once land ownership is verified, the existing procedures and requirements for granting access should be investigated for each of the verified land holders within the proposed greenway route. Easements, leases, use agreements, partnerships, existing improvement programs and other methods of establishing a right-of-way for the Overtown Greenway should be explored through discussion with each of the land holders. Existing leases and other use agreements should be identified so that alternative arrangements for current lease holders can be explored.

City of Miami officials can play a key role in this stage of the development process by assisting in the identification of current and future use agreements, leases or other arrangements within the proposed greenway right-of-way that will impact greenway development in the short and long-term. City officials can help identify phasing options or alternative strategies.

### Step 2: Establishing a Management Authority

Identifying an entity to oversee the long-term management and maintenance of the greenway is critical to its success. The long-term management of the greenway should be assigned to a single, responsible organization. Responsibility for the administration of use agreements, programming of activities, daily upkeep and long-term repair must be assumed by an organization with the capacity to execute these functions reliably. The organization responsible for the greenway must be accountable to the community and to users of the greenway and have the institutional capacity to assume full responsibility for the maintenance and operation of the greenway. The responsible organization could take the form of a trust administered by a coalition of community groups or by a city agency similar to the Bayfront Park Trust that is overseen by a board of directors representing the community. Major landholders along the greenway route, such as Metrorail and the city of Miami are also potential management authorities for the greenway. The Miami River Commission or the Miami Exhibition and Sports Authority are also potential authorities.

As the current condition of the existing Overtown Pedestrian Mall attests, maintenance and operation are not provided reliably by the City of Miami. The development of a community-based stewardship program should therefore be established to provide oversight of whatever entity assumes responsibility for the greenway. Commitment by community organizations to monitor the condition of the greenway, perform both day-to-day maintenance and act as the watch dog organization to ensure performance of repair, upkeep and security patrols is critical. Local residents are a key resource for stewardship of public amenities of this kind and can work in concert with an umbrella organization that serves as the administrator of greenway-related management issues.



Figure : Land ownership along the Overtown Greenway route.



### **Step 3: Identifying Community Partners for Stewardship**

The Overtown Greenway can be divided into distinct zones where responsibility for greenway stewardship is assumed by local community partners. Local residents within each zone will have a greater stake in the segment of the greenway within their zone and are likely to play a larger role in the maintenance and upkeep of “their” section of the greenway. Likewise, locals will expect meaningful input into the programming of activities and the design of each of the individual facilities within their zone. Developing a commitment to stewardship is important to the success of the greenway and to foster a sense of ownership, each zone should be developed based on the expectations of local community members about how they will use the greenway as well as the level of commitment they are willing to make as local stewards of the greenway. Community partners within each zone can also contribute to the funding of the greenway facilities within that zone.

#### **Spring Garden**

Local users of the Spring Garden section would likely be residents of Spring Garden and Highland Park as well as patrons of the Winn Dixie Market coming from Overtown. Visitors would likely include users of the Miami River Greenway and people using the Culmer Station to either visit the Winn Dixie Market or the Miami River Greenway. Spring Garden and Highland Park Resident Associations should be involved in the specific design of the facilities within this section of the greenway. Likewise, these resident associations are potential partners in the day-to-day upkeep of the greenway. Because Winn Dixie Market is an important destination along the greenway--it is likely that trekkers on the Miami River Greenway and Overtown Greenway alike will stop at the market for refreshments--Winn Dixie is a potential steward of the greenway as well.

#### **11th Terrace**

The local users of the 11th Terrace section are likely to be primarily students and their care givers who accompany them to school. A “Safe Walk to School” program should be integrated with the design of the greenway in this section to ensure that the greenway reflects the recommendations of the program and takes advantage of the resources available to this program, whether for funding through the MPO Bicycle and Pedestrian Program or coordination with the schools. Miami Dade County Public Schools should be involved in the design of specific features and also involved in stewardship. The Parent Teacher Association and student organizations are also potential stewards of the school walk section of the greenway. The Roots in the City Community Garden program has a unique role to play in the development of the greenway in this section, where vacant land provides an opportunity to develop community gardens that can be maintained by the group and fulfill the program’s mission in skills training.

#### **Historic Overtown**

The Historic Overtown section of the greenway is likely to be the most intensively used section of the greenway once the redevelopment of the area has truly taken off but because the area is currently the least populated area along the greenway route it does not have a local population of potential stewards and will not have the “eyes on the street” provided in Spring Garden or along the 11th Terrace school walk. The upkeep and programming of activities for the greenway in this district will likely become an undertaking requiring a serious commitment from a variety of organizations throughout the community. Because the historic district is potentially the anchor of the community, the design of this section of the greenway should reflect the input of a broad spectrum of the community. The Overtown Community Development and Design Center is a potential coordinator for the variety of organizations and community members who may play a role in development and stewardship. Because of the district’s importance as a redevelopment anchor, the City of Miami Community Redevelopment Agency, the Downtown Development Authority, the Convention and Visitors Bureau, Miami Sports and Exhibition Authority and Department of Parks and Recreation are also potential participants.

#### **Park West**

The Park West section of the greenway lies in the center of what is meant to be an active, pedestrian-oriented urban neighborhood. As redevelopment in this area takes hold, the number of retail and restaurant destinations on NE 9th Street will increase, making this a vibrant part of the greenway. The development of a pedestrian-oriented urban street with a designated in-road bike lane and way-finding signage can be integrated with the redevelopment plan for the area and follow the design principles established for Park West by the city of Miami. The greenway will be one more use that adds richness to the street but the design and the maintenance of the street are an integral piece of the streetscape character of downtown Miami.

#### **Other Stewardship Partners**

Miami-Dade County has less than 10% tree coverage--one of the lowest tree-coverages of any metropolitan area in the nation. In response, the county has developed an Adopt-a-Tree program that could play a role in the development of the tree canopy along the greenway route by providing community groups with resources. Miami also has an active local community interested in tropical plants. Fairchild Tropical Garden, The Kampong, the Flowering Tropical Tree Society, the Tropical Fruit Society and other horticultural societies could play a role in providing expertise in the selection, sourcing and maintenance of plantings along the greenway and partner with local organizations to develop the greenway as a tropical microhabitat in the urban core.

#### Step 4: Establishing the Implementation and Funding Strategy

Establishing dedicated funding sources for the greenway’s design, construction, management and maintenance will be the first order of business for the management authority established for the greenway. The variety of possibilities outlined in “Implementation and Funding Options” should be explored in detail to identify committed development partners and to establish a funded implementation program for the greenway or its components. Grant funding available to the Trust for Public Land makes a pilot project possible and provides an opportunity to explore these options and establish a model for the development of the complete Overtown Greenway.

#### Step 5: Design Development

Once the design parameters for the greenway are established by the completion of an implementation strategy that addresses right-of-way, management, stewardship, and funding, the design of the greenway can proceed in a phased manner under the guidance of a steering committee made up of key stakeholders. Steering committee members should include representatives of the management authority, community stewardship partners and development partners identified in the previous step.

The Overtown Greenway pilot project will establish the design of the standard elements that will be used throughout the greenway, such as paving, lighting, pedestrian wayside elements and wayfinding signage and therefore the steering committee for the pilot project should include community partners from all zones of the greenway. The design of Neighborhood Gateway and historical interpretive features should be carried out under the guidance of a steering

committee representing the community partners from the stewardship zone in which the feature is located.

For each phase of the design development, including the pilot project and all subsequent development phases, a professional team lead by landscape architects should propose alternative designs to the steering committee for its review and input. The design team should include civil, traffic and electrical engineers, a signage designer and interpretive planner. Historians, educators and artists can be included in the design process either as members of the design team or as members of the steering committee. Conceptual designs for each greenway feature that meet with the approval of the steering committee and that reflect a feasible, funded implementation program will be developed into construction documents.

#### Step 6: Construction

Construction of the greenway should be carried out under the guidance of an experienced construction project manager acting on behalf of the management authority. Responsibility for the quality of construction, management of funding and schedules, compliance with all relevant construction standards and ultimate legal responsibility for the greenway lies with the management authority as one of its primary functions. The successful realization of the greenway will depend upon project management that is consistent, of the highest standard and staffed by professionals with experience appropriate for a project of this scope. Phasing, coordination of development partner involvement and strategic planning will be required to successfully manage the implementation of the greenway. The cost of the greenway’s full build-out is outlined below.

#### ESTIMATE OF PROBABLE COST OF CONSTRUCTION (based on design guideline unit prices for elements identified in plan)

	Pedestrian Bikeways	Landscaping	Waysides	Wayfinding	Markers	Gateways	All Elements
Spring Garden	\$800,000	\$800,000	\$24,000	\$26,000	\$25,000	\$250,000	\$1,925,000
11th Terrace	\$800,000	\$1,500,000	\$39,000	\$45,000	\$50,000	\$250,000	\$2,684,000
Historic Overtown	\$480,000	\$100,000	\$24,000	\$27,000	\$50,000	\$150,000	\$831,000
Park West	\$800,000	\$500,000	\$9,000	\$27,000	\$25,000	\$100,000	\$1,461,000
Total	\$2,880,000	\$2,900,000	\$96,000	\$125,000	\$150,000	\$750,000	\$6,901,000
<b>Grand Total</b> (with 25% for design and contingency included)							<b>\$8,626,000</b>

## Step 6: Management and Use

Once complete, the greenway will require on-going upkeep and programming of activities in order to maintain it as an active, vital community resource. To remain alive and well, the greenway must keep “eyes on the greenway” to ensure that it is a defensible public space that plays a role in the life of the community. Stewardship activities to ensure this vitality should be the joint responsibility of the management authority and community stewardship partners. The role of each should be clearly defined and a system of interaction between the two established to ensure accountability.

The role of the management authority will include activities such as management of construction, liaison with community partners, administration of use agreements or leases, programming of activities, daily upkeep and long-term repair. These activities may be performed by the management authority directly or by other entities to be coordinated through the management authority. The appearance and functionality of the greenway and safety within the greenway will be the responsibility of the greenway management authority. Long-term integrity of the greenway route as an uninterrupted corridor will also be the responsibility of the management authority, which should work to ensure that future development accommodates the greenway. Ensuring adequate funding for all necessary activities and administration of funds dedicated to the greenway will also be the responsibility of the management authority. Community members and groups should participate in any or all of these functions, especially daily upkeep and programming of activities, as active stewardship partners. Community stewardship partners should have the authority, through a board of directors or citizens’ advisory panel, to be involved in guiding policy decisions, monitoring the performance of the management authority and initiating programs, improvements and activities, including fund raising. Each community stewardship partner should assume direct responsibility for some aspects of the up-keep and management of the greenway within its zone.

Establishing the greenway as a desirable place to be for all community members is critical and will require on-going involvement by the community. Defensible public spaces require design and programming of uses that will truly activate the greenway and ensure community interest. Through participation in the design of features, each stewardship partner can set the stage for the active involvement of the community in the use of the greenway. Gateways, interpretive features and activity elements that reflect the interests of the community and that are useful, enjoyable amenities will attract and retain users, thereby keeping “eyes on the greenway.” All ages and both genders should be accommodated by some activity to encourage a broad range of users. Community Gardens should be sized and designed to be easily maintained by the available and interested users;

features for gathering should be demand-driven elements that will be used routinely by loyal followers such as organized clubs, community groups and educational programs; pocket park activity features should be imaginative and provide a variety of fun activities, developed with input from children and youths to ensure that the most desirable toys and play features--as determined by actual kids--are incorporated.

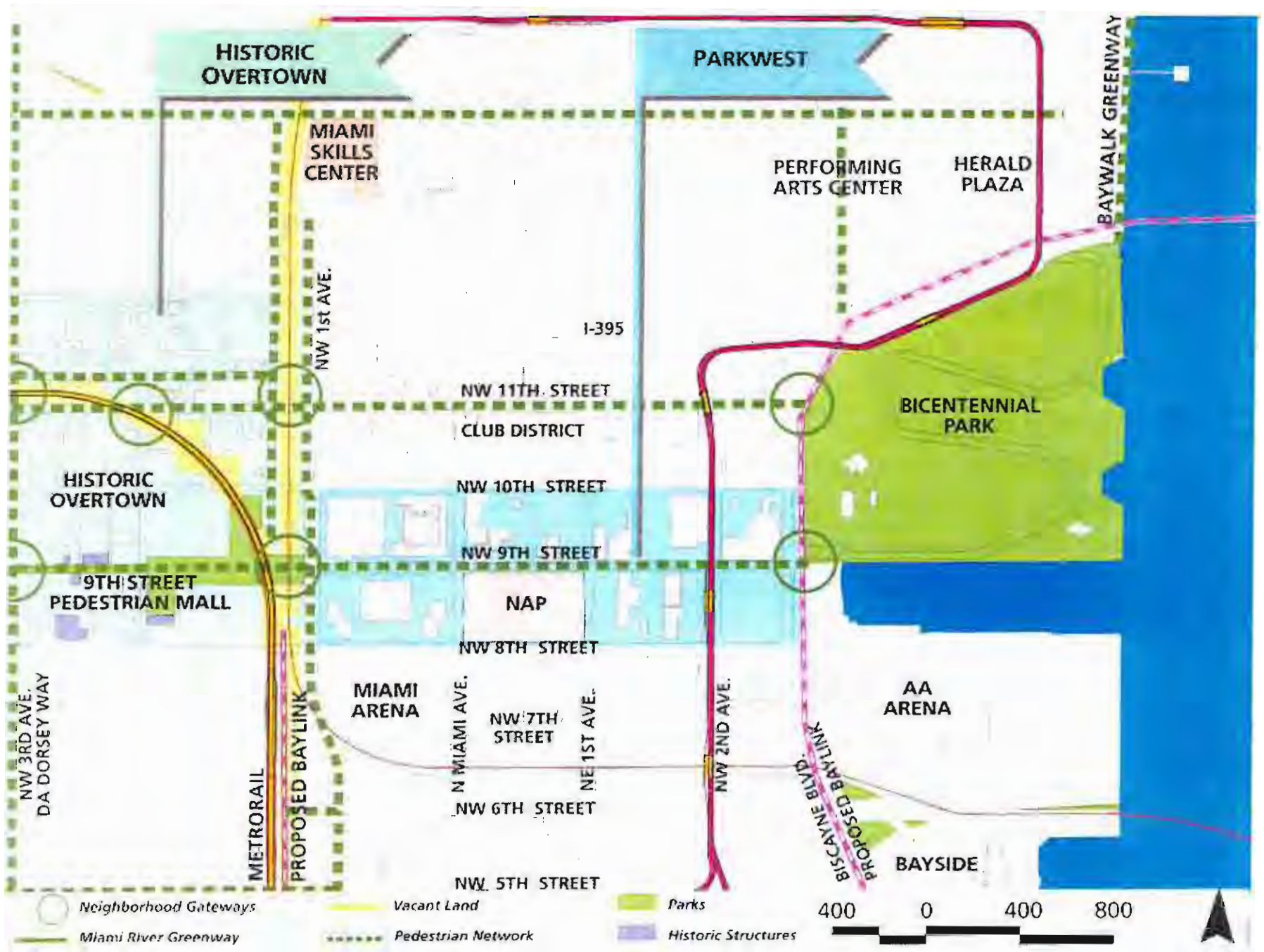
Regularly scheduled community activities that will keep “eyes on the greenway” should also be developed by community stewards. Sponsored events to activate, maintain and raise funds for the greenway or for other community needs can be developed for the greenway. These activities might include athletic events, arts and cultural festivals or market days, club meetings, civic and church-group activities, parties and gatherings, and musical events. The “River-to-Bay” theme of the greenway offers opportunities to develop a program of regular events that reflect this theme and promote community-wide participation. The annual foot race held in San Francisco called “Bay to Breakers” is a model for similar events that can take place along the Overtown Greenway. In this event, participants run through the city from the San Francisco Bay to the Pacific Ocean. The event, which is challenging athletically, attracts runners of international stature as well as community members of no athletic ability who join in for the fun, many in costume. A similar River-to-Bay activity can be planned by community members for the Overtown Greenway as a fund raiser or festival even before completion of the greenway itself. As the Miami River Greenway and Bay Walk are implemented, the event can be extended to include the downtown Miami “necklace of parks” as a whole.

Daily up-keep activities such as routine inspection and security patrols can be performed by community members as well. The Roots in the City Program can provide a useful model and pilot program. Similar programs that address other requirements for maintaining a “green infrastructure” can be developed both by community groups and city agencies and contribute not only to the well-being of the greenway but establish a skilled pool of “stewards” for the city of Miami’s open space network as it takes shape over the coming years. Maintenance is a critical limiting factor in the development of such a network and expanding upon the Roots in the City model program for civic beautification can establish a foundation for continued growth and development.



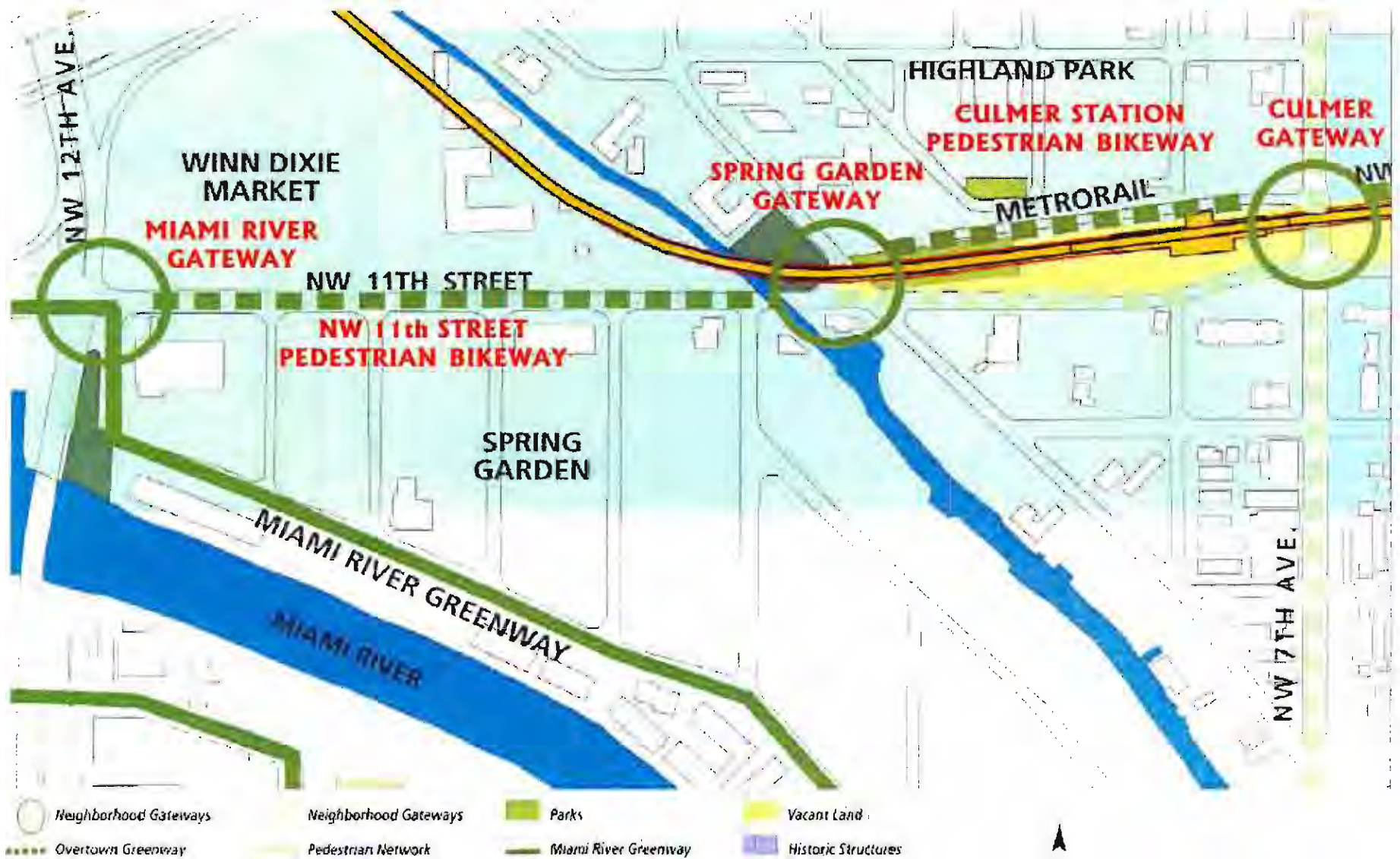
# OVERTOWN GREENWAY PLAN







# SPRING GARDEN





## MIAMI RIVER GATEWAY

Major Gateway linking the Overtown and Miami River Greenways

Pocket park on the Miami River with waysides and interpretive features

Pedestrian/Bikeway along NW 12th Court including wayfinding signage

Pedestrian crossing at NW 11th Street



## SPRING GARDEN GATEWAY

Gateway sign or monument

Pocket park at Canal with a wayside and interpretive features

Pedestrian crossing of NW 8th Street Road to link NW 11th Street to Culmer Station Pedestrian/Bikeway



# NW 11th STREET PEDESTRIAN BIKEWAY

Streetscape enhancements from NW 12th Avenue to NW 7th Avenue including street trees, widened sidewalks, pedestrian lighting, wayfinding signage and waysides

Landscape enhancement within Winn Dixie Market landscape buffer zone

Pedestrian connections to Winn Dixie Market

Establishment of in-road bike lanes





## CULMER GATEWAY

Gateway sign or monument

Pedestrian Crossing of NW 7th Avenue to establish a link between Culmer Station and Booker T. Washington Safe Route to School

## CULMER STATION PEDESTRIAN BIKEWAY

Pedestrian/Bikeway adjacent to bus way

Wayfinding markers along NW 11th Street and Pedestrian/Bikeway

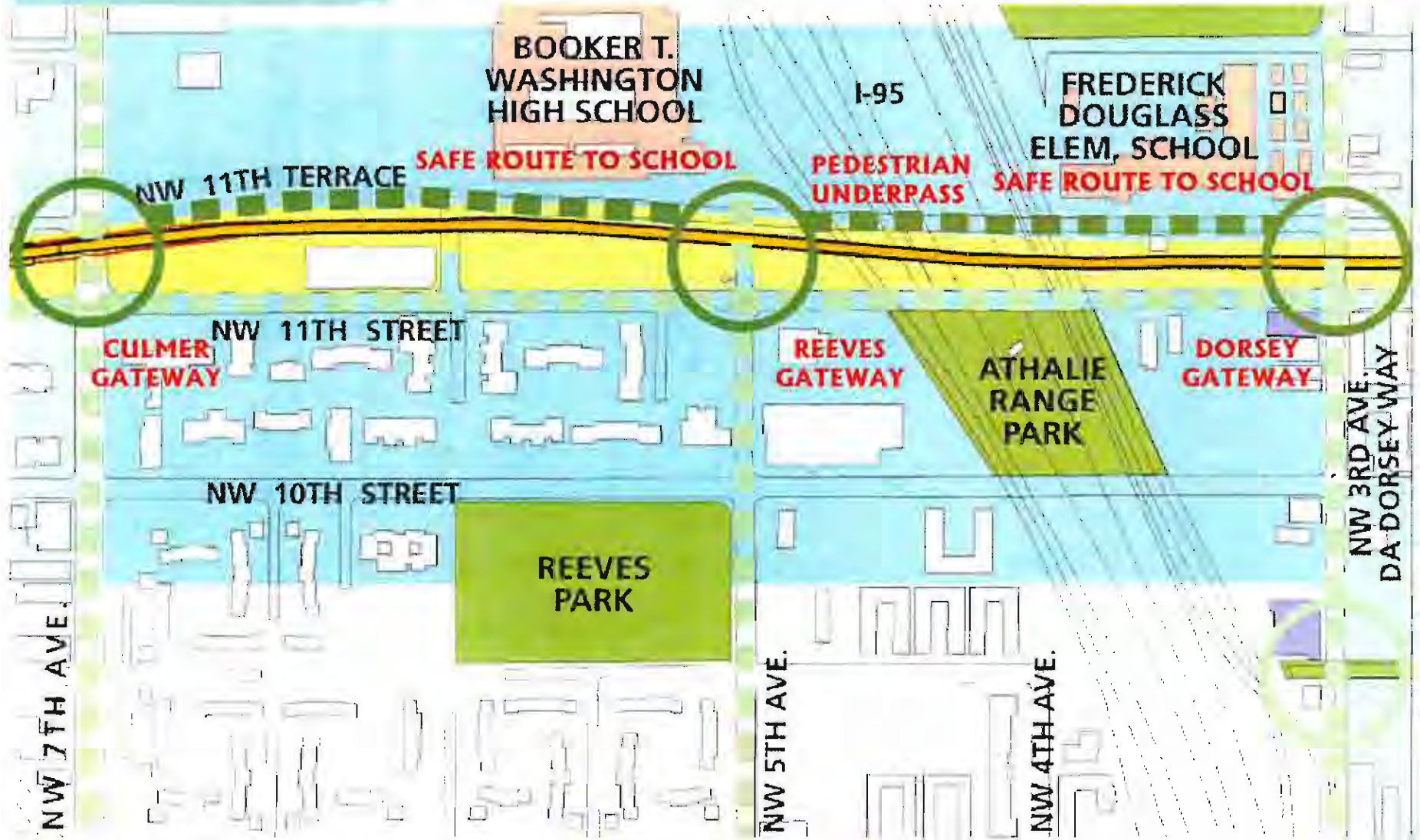
Pedestrian links to Highland Park neighborhood









Link to Culmer Gateway





# NW 11th TERRACE



-  Neighborhood Gateways
-  Overtown Greenway
-  Neighborhood Gateways
-  Pedestrian Network
-  Parks
-  Miami River Greenway
-  Vacant Land
-  Historic Structures



## BOOKER T. WASHINGTON SAFE ROUTE TO SCHOOL

Link to Culmer Gateway

Extension of NW 11th Terrace to NW 7th Avenue to create a Pedestrian/Bikeway with wayfinding signage

Pedestrian/Bikeways along NW 11th Terrace with separated bus lane

Educational/Historical Interpretive Elements

Landscape Enhancement within Metrorail right-of-way to create a green connection between school and neighborhood

Pocket park with pedestrian waysides, community garden and play features





## REEVES GATEWAY

Gateway sign or monument

Pedestrian passage across Metrorail right-of-way to link 5th Avenue neighborhood and Reeves Park to Safe Routes to School

Enhancement of FPL Power Station enclosure

## PEDESTRIAN UNDERPASS AT I-95

Pedestrian/Bikeways along NW 11th Terrace

Enhancement within FDOT right-of-way

Educational/Historical Interpretive Elements





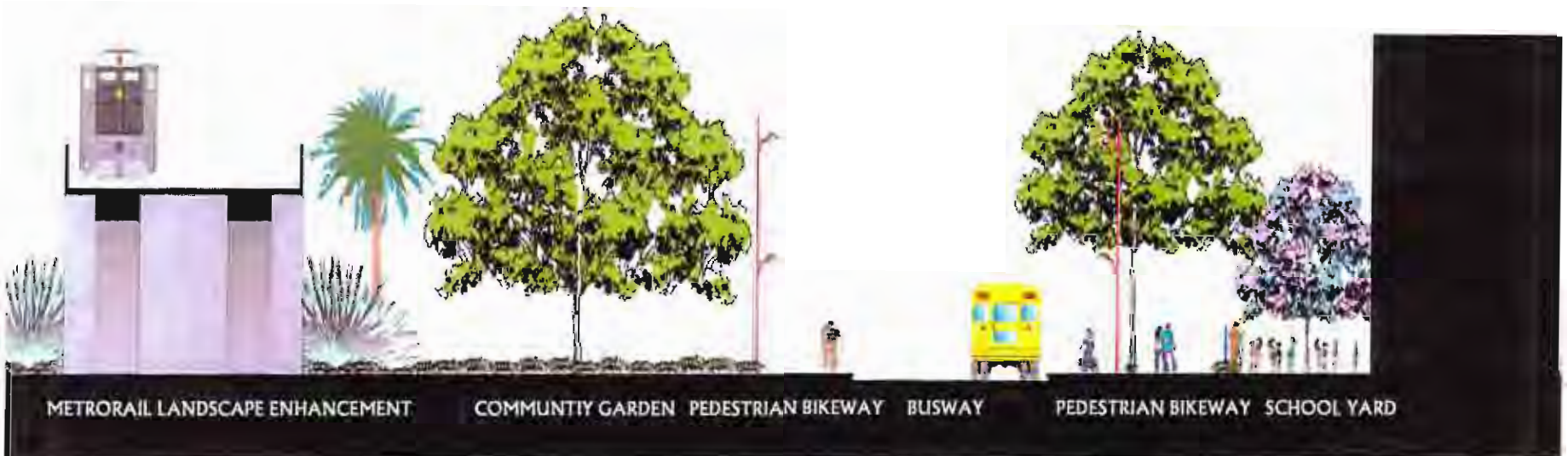
## FREDERICK DOUGLASS SAFE ROUTE TO SCHOOL

Link to Dorsey Gateway

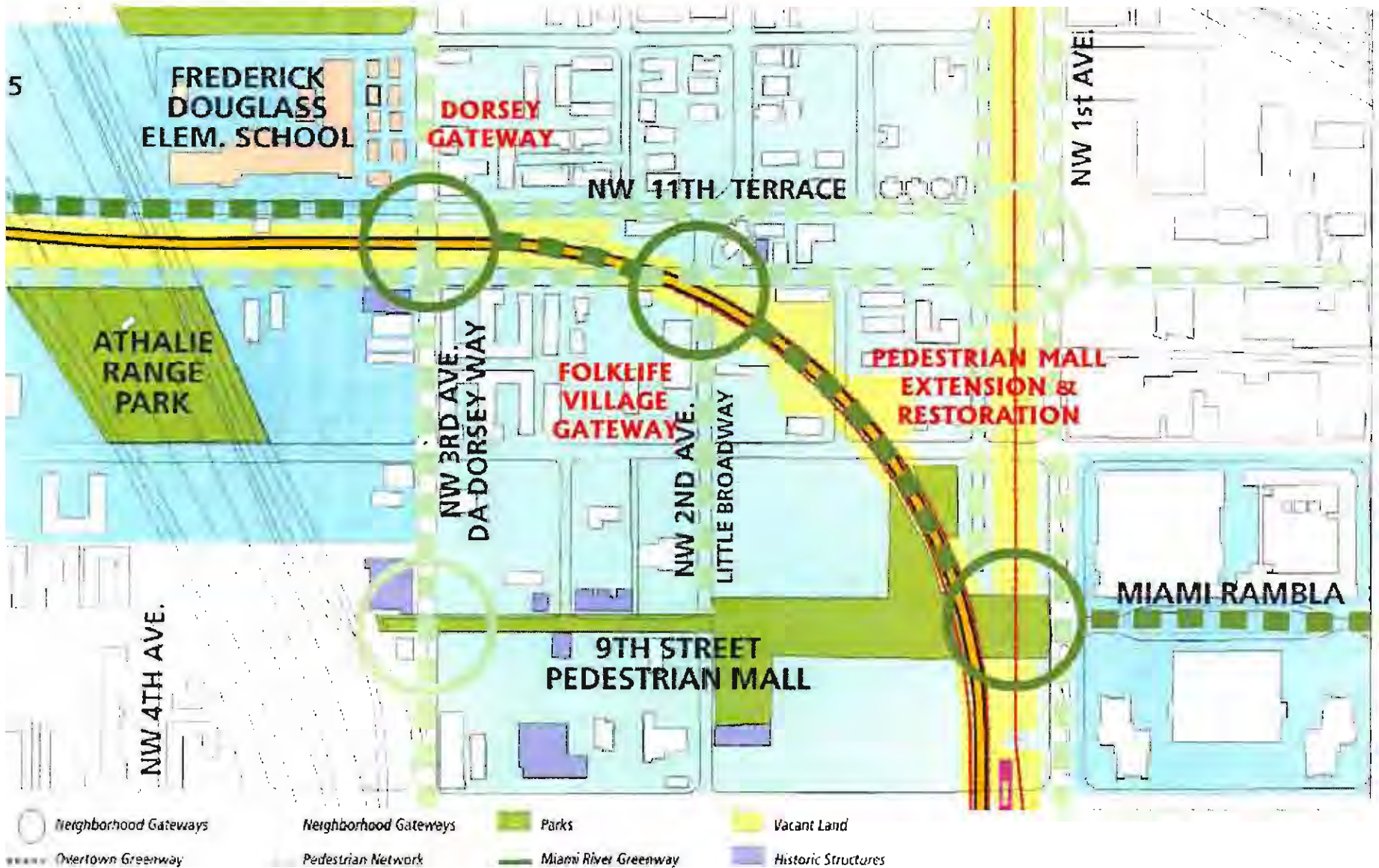
Pedestrian/Bikeways along NW 11th Terrace with wayfinding signage and separated bus lane

Educational/Historical Interpretive Elements

Landscape Enhancement within Metrorail right-of-way to create a green connection to D.A. Dorsey Way



# HISTORIC OVERTOWN





## DORSEY GATEWAY

A Major Gateway Monument to mark the center of Overtown

Pedestrian Crossing of NW 3rd Avenue to link Frederick Douglass Safe Route to School and Overtown Pedestrian Mall Extension

Pedestrian/Bikeway along NW 11th Terrace and Metrorail right-of-way

Landscape enhancement within Metrorail right-of-way

Pedestrian waysides

Historical interpretive markers





## FOLKLIFE VILLAGE GATEWAY

Gateway sign or monument

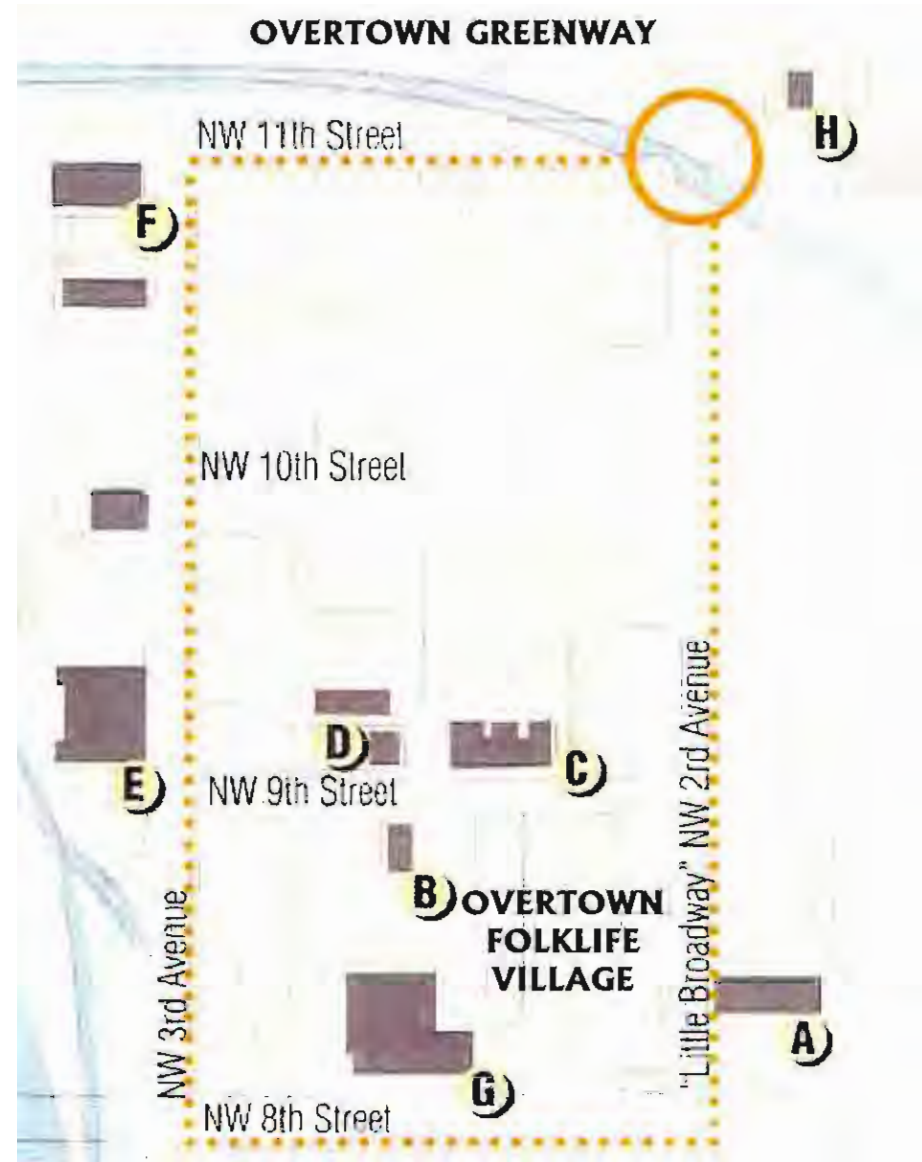
Pedestrian crossings at NW 2nd Avenue at NW 11th Street

Pedestrian Waysides

Connection to Overtown Pedestrian Mall

Landscape enhancement within Metrorail right-of-way

Historical interpretive markers and orientation to the Black Heritage Trail and Overtown Folklife Village



### BLACK HERITAGE TRAIL AND FOLKLIFE VILLAGE SITES

- |                              |                               |
|------------------------------|-------------------------------|
| A. Lyric Theatre             | E. Mt. Zion Baptist Church    |
| B. D.A. Dorsey House         | F. Ebenezer M.E. Church       |
| C. Cola Nip Bottling Company | G. Greater Bethel AME Church  |
| D. Ward Rooming House        | H. Dr. Johnson's X-ray Clinic |

## PEDESTRIAN MALL EXTENSION & RESTORATION

Pedestrian/Bikeway within Metrorail right-of-way

Pedestrian waysides

Historical interpretive elements

Landscape enhancement of Metrorail right-of-way and vacant land

Pedestrian Crossing of NW First Court at NW 10th Street

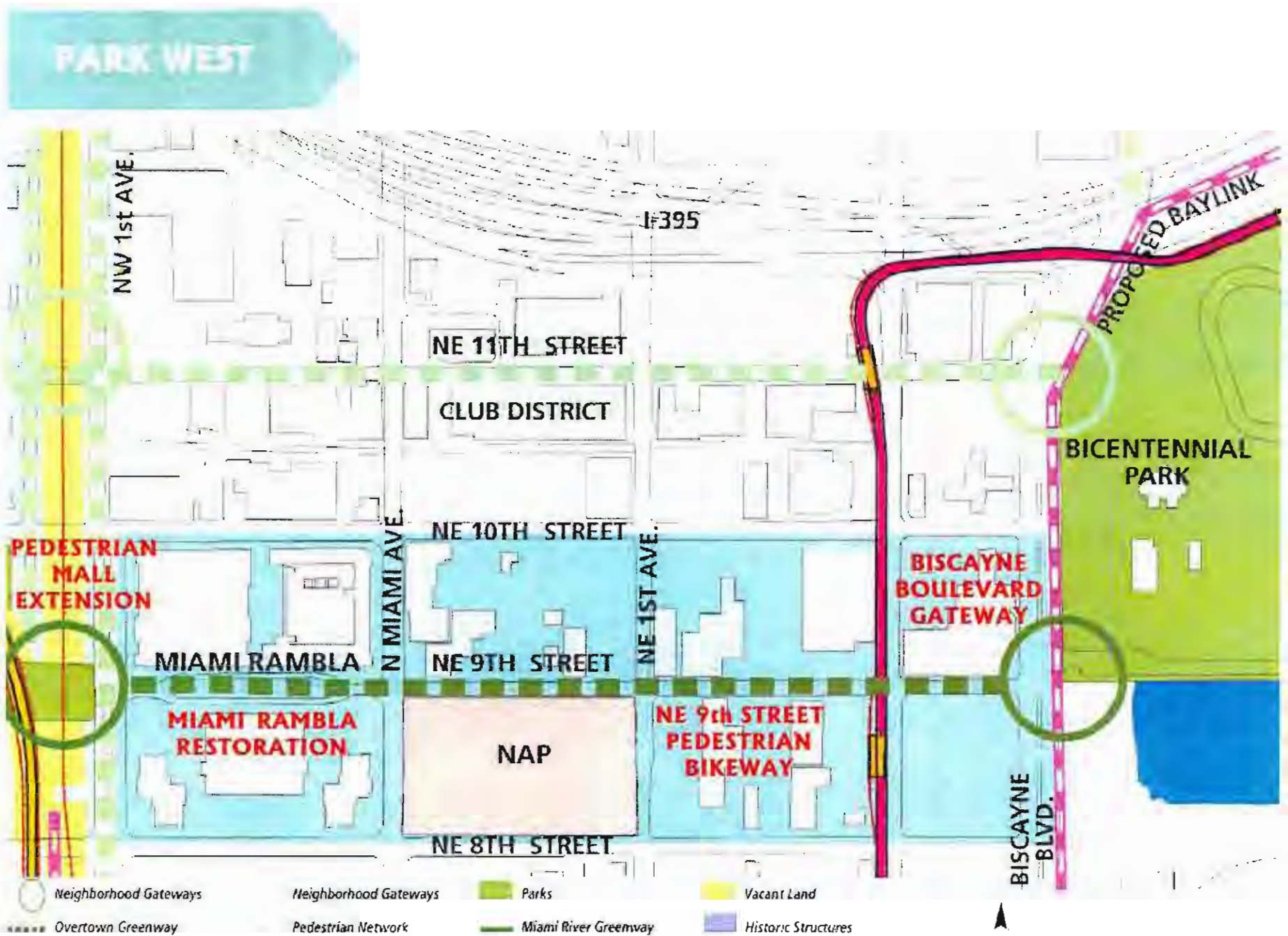
Link to existing Pedestrian Mall

Restoration of existing Pedestrian Mall

Extension of Pedestrian Mall across FEC right-of-way to link Pedestrian Mall and Miami Rambla









## MIAMI RAMBLA RESTORATION

Restoration of streetscape, fountain, monument, plantings



## NE 9th STREET PEDESTRIAN BIKEWAY

Streetscape enhancements including street trees, widened sidewalks, pedestrian lighting, wayfinding markers

Establishment of in-road bike lane

## BISCAYNE BOULEVARD GATEWAY

A Major Gateway monument on west side of Biscayne Boulevard announcing the Overtown Greenway

Pedestrian crossing of Biscayne Boulevard to link the Overtown Greenway to Bicentennial Park

