

The City of Miami is proactively planning for the future of its neighborhoods.

Miami CRA Plan

Miami, FL

PROJECT DETAILS

Project Area: 279 acres
Client: Southeast Overtown/
Park West CRA and the
City of Miami Planning
Department
Year Adopted: 2004

For more information, visit doverkohl.com.



Concept for Biscayne Boulevard



Reeves Park in Overtown will be shaped to fit the existing block structure. Buildings with windows and doors facing the street will front the park, increasing safety and natural surveillance over the public space.



Today the FEC railroad right-of-way and NW 1st Avenue form a barrier between Overtown and Park West. This space is to be reconfigured as a grand linear urban park and transit-way, joining instead of separating the neighborhoods.



The Project

The Southeast Overtown/Park West Community Redevelopment Agency (CRA) was established to promote the physical, social, and economic revitalization of several blighted areas in Downtown Miami, including Biscayne Boulevard, Park West, and Historic Overtown. Each area presented its own challenges. Biscayne Boulevard provided little connectivity to neighboring areas and featured an egregious imbalance between vehicles and pedestrians; Park West devolved from a thriving warehouse district after the relocation of the original and adjacent Port of Miami; Historic Overtown suffered as far back as the 1960's, when desegregation, urban renewal, and highway construction changed the character of the neighborhood. The CRA plan sets forth the mechanisms to guide growth and redevelopment of the community. ZHA, UrbanAdvantage, and David Plumer + Associates were part of the project team assisting in this effort.

The Process

An initial charrette was held in 2001 for Downtown Miami's Bicentennial Park, which led to the re-examination of plans for neighboring Biscayne Boulevard. A series of public meetings with city staff and elected officials was held to address first, the boulevard and later, the extended Miami CRA areas.

Key Aspects of the Plan

Biscayne Boulevard was redesigned to be pedestrian-friendly, with special street features, wide sidewalks, shopfronts, and outdoor cafes to serve the redesigned park. The creation of development standards maximized development potential of waterfront properties along Biscayne Boulevard and established an architectural integrity for Downtown. The Promenade, a once-abandoned railroad right-of-way in the center of Park West, was redesigned as an Entertainment District centerpiece to celebrate Miami's diverse music and cultural scenes.

Status

The CRA Plan was approved in 2004. Biscayne Boulevard streetscape improvements have been completed, and infill projects in Overtown and Park West are well underway.

The Promenade



Proposed design for The Promenade, above, and 2001 conditions, below

The Promenade was meant to add a distinctive, informal urban character to downtown Miami while reinforcing a sense of connection to the City's historic economic growth. Located in Park West, the Promenade occupies the abandoned railroad right-of-way (currently owned by the City of Miami) in the mid-block between NE 10th and NE 11th Streets. The Promenade was intended as the centerpiece of the Park West Entertainment District, where a bustling after-hours club scene had taken root. Redevelopment should cultivate a genuine 24-hour environment where people can be entertained, work, and reside – a place that celebrates Miami's diverse popular culture and music scene.

The Promenade Special Area Plan was a collaborative effort to enact an effective and comprehensive strategy for redevelopment. The Plan outlines unambiguous design details and implementation measures to channel public and private redevelopment efforts to create new commerce and social activity.

With the right mix of uses and activities, the Promenade can be a "celebrated place" of street culture and artistic diversity. This vibrant street life is what makes city living attractive, exciting, and decidedly different from a passive suburban lifestyle.



Above: Media Tower for the Promenade



Above Right: A mid-block paseo on the Promenade enters onto a small square.



Right: A parking garage lined with habitable space, on a narrow Promenade lot