

# **Miami River Commission Public Meeting Minutes March 2, 2026**

The Miami River Commission's (MRC) public meeting convened at noon, March 2, 2026, in the Downtown Library Auditorium, 101 W Flagler. Sign in sheets are attached.

**Miami River Commission (MRC) Policy Committee Members and/or Designees attending:**

Horacio Stuart Aguirre, Chairman, Appointed by the Governor  
Jim Murley, designee for Miami-Dade County Mayor Cava  
Jonathan Fernandez, designee for City of Miami Mayor Eileen Higgins  
Philip Everingham, designee for Miami Marine Council  
Eileen Broton, Neighborhood Representative Appointed by City of Miami Commission  
Richard Murphy, designee for Eileen Broton  
Gary Gunness, Miami River Marine Group  
John Michael Cornell, designee for Member at Large Appointed by the Governor  
Janet Mestril, designee for Miami-Dade County Member at Large  
Mike Simpson, designee for City of Miami Member at Large  
Theodora Long, Neighborhood Representative Appointed by the City of Miami

**MRC Staff:**

Brett Bibeau, Managing Director

## **I. Chair's Report and "Voluntary Improvement Plan" (VIP) Update**

MRC Chairman Horacio Stuart Aguirre provided the following report:

The Miami River Commission unanimously adopted the MRC's February public meeting minutes, which were emailed in advance of today's meeting.

Before you is our bilingual flyer inviting everyone to the free 27th Annual Miami Riverday which will be held April 11, 2026, 1-6 PM, Lummus Park, 250 NW North River Drive, featuring free boat rides, live music, environmental education, historic reenactors, children's activities, food and drinks. Thank you to our generous 48 sponsors which make this free opportunity available to the public, many of which can't afford boat rides on the Miami River.

MRC Vice Chairman Jim Murley provided the following Voluntary Improvement Plan (VIP) Update:

The Miami River Commission has been actively assisting the efforts of the City, County, State, and private sector to keep the Miami River District clean. The MRC pays professional maintenance companies every day to remove litter, invasive plant species, graffiti and provide landscaping, pressure washing, and Scavenger Water Decontamination Vessel services along the Miami River. We remove 3 large 30 cubic yard dumpsters full of garbage every week.

## **II. City of Miami Presentation of Point Park Improvement Schematic Plan**

Danny Lopez and Director Ellis, City of Miami Parks Department, distributed and presented a schematic plan of improvements to Point Park, based on the results of a resident survey, featuring an enhanced Riverwalk, exercise equipment, playground, gazebo, historic signage, lights, etc.

The City of Miami will continue meeting and communicating with the Spring Garden residents regarding the recently distributed and presented schematic plan.

## **III. Presentation of Plans to Develop 25 NW North River Drive and 395 NW 1 ST**

Guillermo Mazon, Related Urban Development Group, distributed and presented a letter of intent and renditions for a new development "Gallery at Lummus Parc" on the long vacant former CAA building site at 395 NW 1 ST (upland side of North River Drive). The development includes 257 residential units featuring 157 work force units at 120% AMI and 57 extremely low-income units.

## **IV. Subcommittee Reports**

- a. The Miami River Commission Urban Infill and Greenways Subcommittee's February 11, 2026 public meeting minutes were distributed.
- b. The Miami River Commission Stormwater Subcommittee's January 21, 2026 public meeting minutes were distributed.

## **V. New Business**

The public meeting adjourned.

**Miami River Commission**

**Public Meeting**

March 2, 2026 - 12:00 PM

101 W Flagler, Miami FL - Main Library Auditorium

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Miami River Commission

Public Meeting

March 2, 2026 - 12:00 PM

101 W Flagler, Miami FL - Main Library Auditorium

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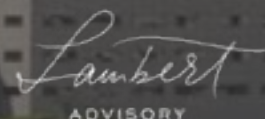
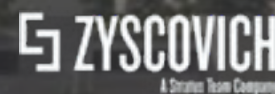
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# Master Planning Services for **2050 DOWNTOWN MIAMI MASTER PLAN UPDATE** (CBD Focus)

## MRC Urban Infill Subcommittee

April 22, 2026



Kimley Horn

Jacobs  
Engineering

Curtis & Rodgers

Hargreaves Jones

Town Square  
Consulting

## GOALS

All potential concepts within this Master Plan Study are framed by a distinct set of policy goals. These objectives span issues of economic development, urban design, and quality of life. In developing its potential concepts, the Master Plan Study team repeatedly considered its proposals against the following goals:

### ECONOMIC AND BUSINESS DEVELOPMENT

- Develop a 24-hour mixed-use community by facilitating the expansion of residential, retail, cultural and entertainment opportunities.
- Create and implement policies that enhance Downtown's competitive position regionally, nationally, and globally.
- Identify market opportunities and incentives to retain, attract and expand commerce and investment in Downtown Miami.
- Retain and attract urban tourism to Downtown through improved dining, entertainment and shopping experiences.

### LAND USE, TRANSPORTATION, AND THE ENVIRONMENT

- Increase and enhance public spaces and access to the waterfront.
- Integrate urban design features in the public realm which interpret and celebrate Downtown's history and support Downtown Miami's development into a world-class city.
- Create an urban streetscape experience that unifies Biscayne Boulevard and creates a grand boulevard for Downtown Miami.
- Create an urban environment and public realm which encourages pedestrian activity.
- Integrate public transportation with residential and commercial development.

### HOUSING AND COMMUNITY DEVELOPMENTS

- Facilitate the creation of an economically diverse community by creating incentives that will result in a wide range of housing options.

### INFRASTRUCTURE, PUBLIC SAFETY, AND PUBLIC SERVICES:

- Facilitate planning for adequate public service and emergency service delivery for residents and businesses.
- Ensure security and cleanliness functions are performed at a level consistent with a world-class downtown area.

### MARKETING, PROMOTION, AND OUTREACH:

- Create a unique and powerful brand identity for Downtown Miami by developing place-making marketing strategies for each of the Downtown Miami sub-districts to promote urban living, culture, retail, business, and tourism.

### EDUCATION AND WORKFORCE DEVELOPMENT:

- Encourage the development of an educated and skilled work force to meet the needs of a diversifying downtown economy.

### ARTS, CULTURE, AND ENTERTAINMENT:

- Develop incentives which lead to the attraction and retention of cultural events, entertainment venues and programming to strengthen Downtown Miami's brand and appeal to businesses, residents and tourists.

These goals form the backbone of this DDA Master Plan Study.



Flagler Street



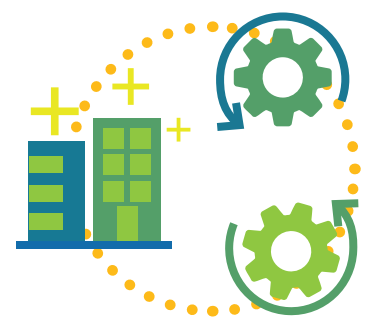
# VISIONING STRATEGIES



..... **REDEVELOP** .....  
Omni & SEOPW (CRA's)



..... **REVITALIZE** .....  
Central Business District



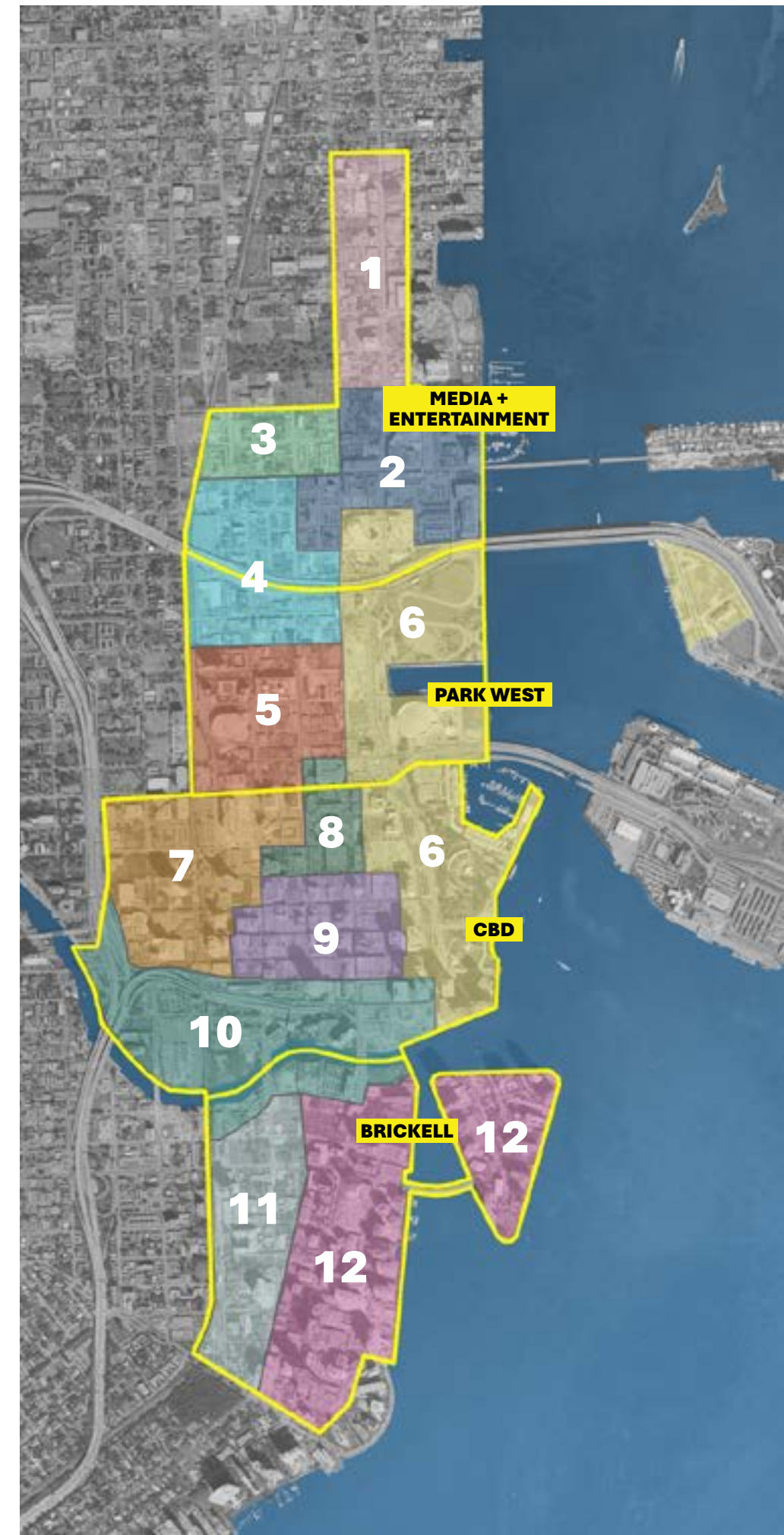
..... **REINFORCE** .....  
Brickell



# VISIONING STRATEGIES Cont.

SUB-DISTRICT SUMMARY TABLE

Sub-District	"Parent" Economic Districts	Desired Characteristics/Outcomes
1	North Biscayne	Media & Entertainment
2	Performing Arts	Media & Entertainment
3	West Omni	Media & Entertainment
4	Arts & Entertainment	Media & Entertainment
5	Park West	Park West
6	Bayfront	Media & Entertainment Park West Central Business District
7	Government Center	Central Business District
8	College	Central Business District Park West
9	Flagler/Jewelry District	Central Business District
10	Miami River	Central Business District Brickell
11	Brickell Village	Brickell
12	Brickell	Brickell



# MAJOR PROPOSALS

## 05 I-95, Dupont Plaza + Miami River

TRANSPORTATION & URBAN DESIGN 2

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY Sub-District: Miami River 147

Sub-District: MIAMI RIVER

**Economic Outlook:** The urban riverfront in Downtown Miami has evolved from marine-related uses to a series of luxury high rise residential developments with the FP&L service yard, the Hyatt Hotel, City of Miami office building and several restaurants/cafes along the river in the western part of the sub-district. Extension/completion of a baywalk/riverwalk promenade along its shores will better connect the zone's multiple uses. The Master Plan Study has recommended redevelopment of the parking lots under the I-95 elevated roadway as an "Urban Ecology park", both to address and interpret how storm water management is related to environmental concerns as well as to create a new, environmentally-based interpretive center. This area could also serve as a visual and physical transition between Downtown Miami and the Brickell Boulevard districts.



Miami River Sub-District Location

Existing Conditions		Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses	Government Utility Surface Parking/Vacant Office Residential Hotel Convention	Interpretive Park for Urban Ecology Urban Tourism/Civic Infrastructure Enhanced Gateway to City Added Park/Open Space with Active Uses	1. Removal of I-95 ramps between South Miami Avenue and SE 2nd Ave 2. Public-Private Development Re-organize Hyatt Convention Center Site	FDOT; City of Miami; Miami Parking Authority; Miami-Dade County; Florida Power and Light; Private Property Owners FDOT; City of Miami; Private Property Owners
Zoning	CBD; G/I; Office; SD-6; SD-15; SD-4; PR	Enhanced Connectivity to River Growth of Marine/Seafood Industry and Retail	3. Redevelop surface parking, Metrorail right of way and other properties as Park/Open Space with Interpretive/Educational programming (+/- 19 acres)	Miami-Dade Transit; Miami Parking Authority; City of Miami; Parks and Recreation; DERM; Miami River Commission; Trust for Public Land; Florida Power and Light
Strengths	Waterfront	Support Miami Riverwalk/Baywalk	4. Structured parking for FPL and City of Miami 5. Infrastructure Aesthetics/Lighting Installations	Florida Power and Light; City of Miami; Miami Parking Authority FDOT; City of Miami
Urban Issues	Connectivity Fragmented Land Uses Major Physical Infrastructure Barriers		6. Brickell Streetcar Loop	City of Miami; Miami-Dade County; FDOT



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Omini  
Park West  
Bayfront  
Central Business District

# 2009 RECOMMENDATIONS

05 I-95, Dupont Plaza + Miami River



Existing: Surface Parking Adjacent and Under I-95 Ramps



Existing: I-95 "Dupont Plaza" Ramps at Miami Avenue



Existing: FPL Substation

Existing Conditions Diagram

- ① City of Miami MRC
- ② FPL Substation
- ③ Hyatt/Knight Center
- ④ Riverwalk/Greenway Missing Links

- Existing Buildings
- Projects Under Development
- Sub-District Boundary
- CRA Boundaries



# 2009 RECOMMENDATIONS

## 05 I-95, Dupont Plaza + Miami River

### Proposals and Strategies Diagram

- ① Removal of I-95 Ramps
- ② New Public/Private Development
- ③ Eco-Park Development/Special Lighting
- ④ New Structured Parking
- ⑤ Brickell Streetcar Loop
- ⑥ Miami Streetcar
- ⑦ Flagler Streetcar Loop
- ⑧ New Riverfront Park and Greenway Opportunities

- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Infill
- Historic Buildings
- Projects & Strategies



# 2009 RECOMMENDATIONS

## 05 I-95, Dupont Plaza + Miami River



1-95 - Dupont Plaza Ramp Conversion



1-95 - Dupont Plaza Ramp Conversion: Alternate alignment with redevelopment



1-95 - Dupont Plaza Ramp Conversion: Alternate alignment with little to no impact to adjacent properties

- ① At-Grade Boulevard
- ② New Riverside Park
- ③ New Hyatt Development

# 2009 RECOMMENDATIONS

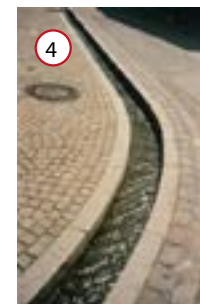
05 I-95, Dupont Plaza + Miami River



Existing Conditions



Section



Proposed Character Images

# 2009 RECOMMENDATIONS

## 05 I-95, Dupont Plaza + Miami River



Existing Conditions

### Park Character Proposal

- ① Stormwater Filtration Feature
- ② Aquaduct



# 2009 RECOMMENDATIONS

## 05 I-95, Dupont Plaza + Miami River

- ① New Boulevard Entrance to Downtown
- ② New Hotel Facility
- ③ New Public Open Space
- ④ Miami River Greenway/Riverwalk
- ⑤ Brickell Bridge
- ⑥ Miami Circle Park



View of Riverwalk from south of the Miami River



View of the proposed new gateway into Downtown



# Q & A

# AGENDA

**01**

**2009 MASTER PLAN**

**02**

**GOALS FOR 2050**

**03**

**CASE STUDIES**

**04**

**2009 RECOMMENDATIONS:  
CATALYTIC POTENTIAL**

**05**

**NEXT STEPS**

**06**

**Q&A**

# 2009 DOWNTOWN MIAMI MASTER PLAN

Prepared for the Miami Downtown Development Authority

## 2005 VISION



## 2025



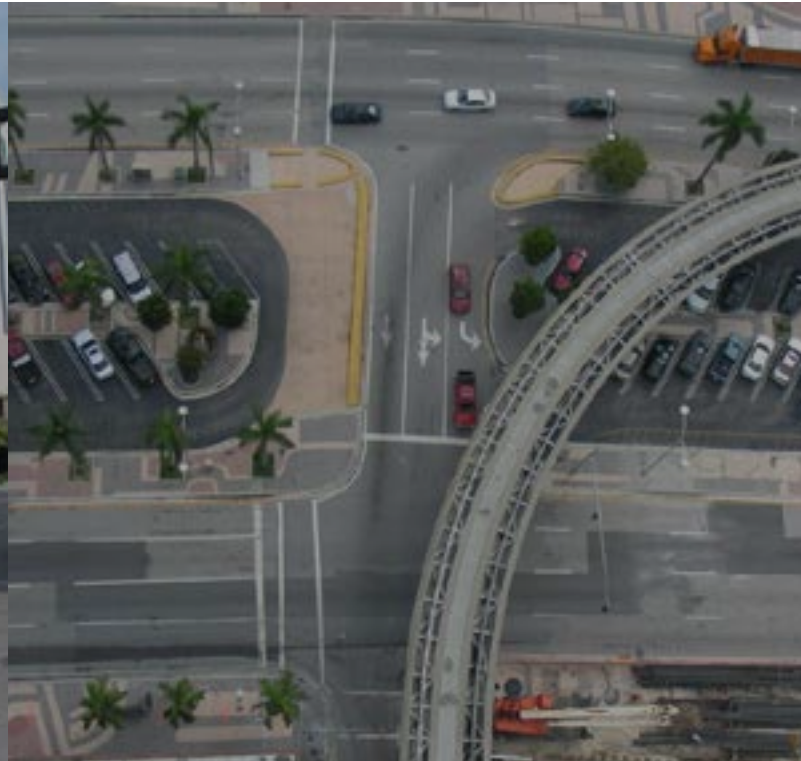
# MIAMI, FLORIDA

## Downtown Miami Master Plan

**1,470 acres**

Population 52,319

Average (Mean) Household Income (2023) \$119,000 USD



# MAJOR PROPOSALS

## 05 I-95, Dupont Plaza + Miami River

TRANSPORTATION & URBAN DESIGN

2

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY

Sub-District: Miami River

147



Miami River Sub-District Location

Sub-District: MIAMI RIVER

**Economic Outlook:** The urban riverfront in Downtown Miami has evolved from marine-related uses to a series of luxury high rise residential developments with the FP&L service yard, the Hyatt Hotel, City of Miami office building and several restaurants/cafes along the river in the western part of the sub-district. Extension/completion of a baywalk/riverwalk promenade along its shores will better connect the zone's multiple uses. The Master Plan Study has recommended redevelopment of the parking lots under the I-95 elevated roadways as an "Urban Ecology park", both to address and interpret how storm water management is related to environmental concerns as well as to create a new, environmentally-based interpretive center. This area could also serve as a visual and physical transition between Downtown Miami and the Brickell Boulevard districts.

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<b>Zoning</b> CBD; G/I; Office; SD-6; SD-15; SD-4; PR	Enhanced Connectivity to River Growth of Marine/Seafood Industry and Retail	3. Redevelop surface parking, Metrorail right of way and other properties as Park/Open Space with Interpretive/Educational programming (+/- 19 acres)	Miami-Dade Transit; Miami Parking Authority; City of Miami; Parks and Recreation; DERM; Miami River Commission; Trust for Public Land; Florida Power and Light
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<b>Urban Issues</b> Connectivity Fragmented Land Uses Major Physical Infrastructure Barriers		6. Brickell Streetcar Loop	City of Miami; Miami-Dade County; FDOT

- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Infill
- Historic Buildings
- Sub-District Location
- Economic District Influence



Proposed Character Images

Omini

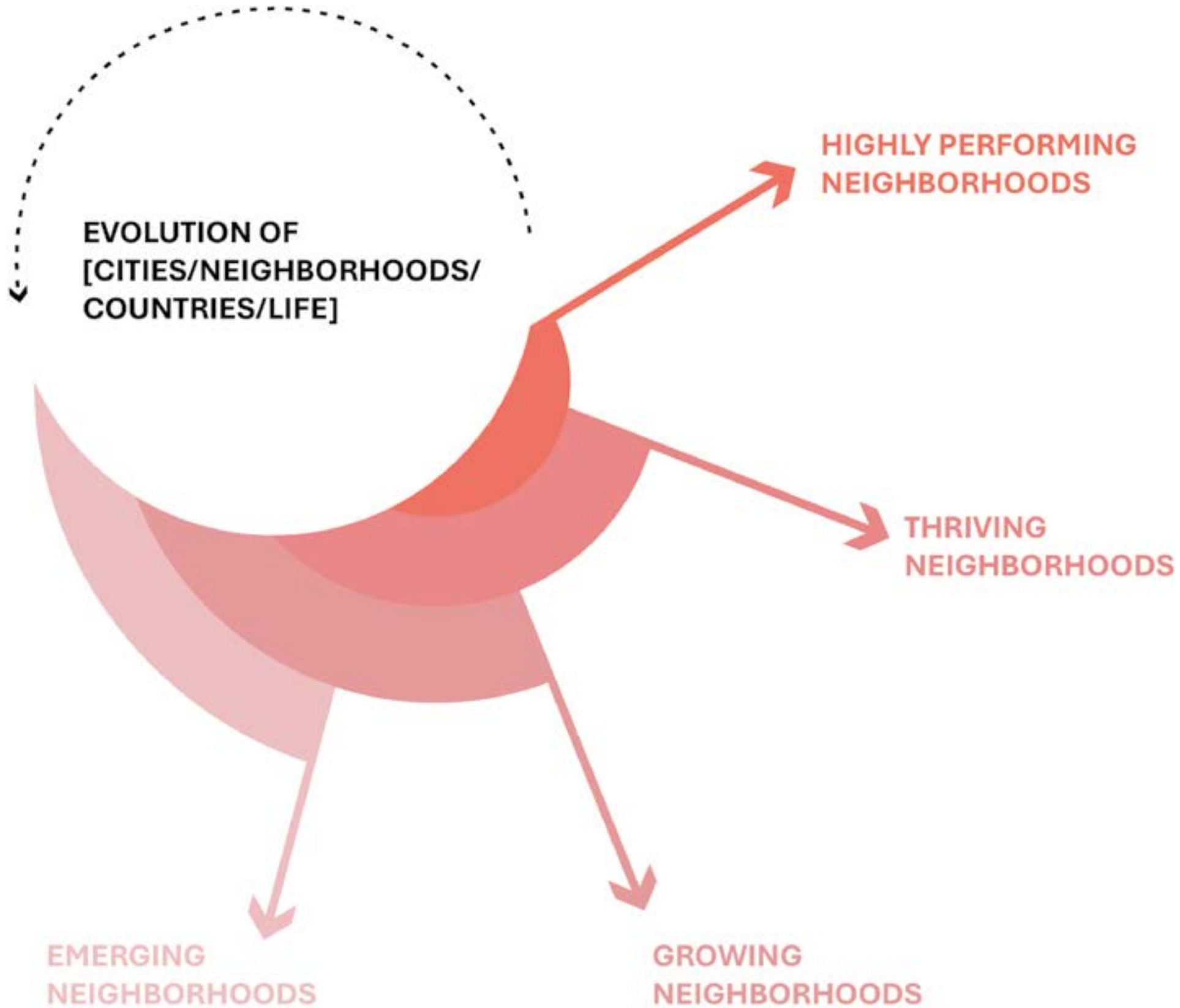
Park West

Bayfront

Central Business District



# CYCLE OF CITIES



## MAJOR STRATEGIES

**01** Develop **public realm strategy** to strengthen Downtown's network of streetscapes, parks, greenways and urban plazas.

**02** Institute a **Roadway Classification System** to aid in upgrading the character and functionality of Downtown roadways.

**03** Create opportunities for **new parks and greenways** as an essential components in elevating the quality of life in Downtown Miami.

**04** Establish a **Lighting Framework** to improve the aesthetics, safety and **wayfinding** of Downtown Miami, and contribute to the creation of a 24/7 environment.

**05** Develop a financially feasible comprehensive **transit network** that can be implemented with minimal disruption to traffic and the built urban environment.

**06** Recognize that the most effective way to ensure mobility will be through **increased mass transit service** and by leveraging **alternative modes of transport**.

**07** **Improve walkability** by enhancing the use of shade trees and introducing building overhangs, arcades, widened sidewalks, slower traffic speeds, pedestrian-oriented traffic signals, etc...

**08** Leverage a higher standard of **maintenance** and **strengthened market initiatives** will be crucial to reshaping the image of Downtown.

# REPORT STRUCTURE

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# VISION → ANALYSIS → IMPLEMENTATION

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY	TRANSPORTATION & URBAN DESIGN	2
	Sub-District: Bayfront	117



Bayfront Sub-District Location

Sub-District: BAYFRONT

**Economic Outlook:** The location and nature of the Bayfront Sub-District suggests that its rationale is less directly commercial, and more directed toward creation of a civic and recreational destination for Downtown and area residents, urban tourists, Downtown office workers and other visitors. Crossing three economic districts, the Bayfront includes major cultural and entertainment facilities such as the Performing Arts Center, American Airlines Arena, Bayside Marketplace and the proposed Museum Park. As the most active urban waterfront in the central city, Bayfront Park is also the focal potential connection to Watson Island and the cruise ship terminal, and is the open space gateway to Downtown. Potentially linked to Flagler Street and the Government Center via the Flagler Streetcar Loop, this sub-district is a major identity/experience for visitors, Downtown workers, Downtown and regional residents.

Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
<b>Major Land Uses</b> Bicentennial Park Bayfront Park Bayside Marketplace American Airlines Arena Children's Museum Office Commercial Marina Residential	Gateway to Miami Urban Tourism Destination Enhanced Connectivity to Adjacent Districts and Port of Miami Activated Waterfront and Park Uses Retail and Entertainment Uses Increased Park/Open Space Area	1. Biscayne Boulevard Improvements South of NE 6th Street	FDOT, Miami Parking Authority, Bayfront Park Management Trust, Miami Dade Transit, City of Miami

<b>Zoning</b>	PR, C-1, CBD
<b>Strengths</b>	Waterfront Open Space Private Development
<b>Urban Issues</b>	Connectivity Port Truck Traffic Programming

- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Infill
- Historic Buildings
- Sub-District Location
- Economic District Influence



Proposed Character Images

Sub-District: Bayfront



Barcelona



- 1 Biscayne Blvd. Improvements
- 2 Potential Underground Parking
- 3 Port Blvd. Improvements
- 4 Ramblas
- 5 Remove Amphitheater Earthbern
- 6 Public-Private Development/Bayside
- 7 Public-Private Development/"Parcel B"
- 8 Flagler Streetcar Loop
- 9 Miami Streetcar

- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Infill
- Historic Buildings
- Projects & Strategies

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY



Proposals and Strategies Diagram

PROPOSALS, STRATEGIES AND IMPLEMENTATION

**Biscayne Boulevard Improvements**

The Master Plan Study proposes a narrowed Biscayne Boulevard between SE 2nd Street and NE 5th / NE 6th Streets, along with an expanded Bayfront Park, west toward the city, and relocated parking. The purpose is to provide greater pedestrian connectivity between the Bayfront Sub-District and the CBD and the addition of almost 5 acres of valuable park space.

**Concept:** The concept includes a six-lane, at-grade roadway, to serve local traffic, as well as a "Park-Once" district either located

TRANSPORTATION & URBAN DESIGN

Sub-District: Bayfront

Sub-District: Bayfront

- 1 Reduce Width of Biscayne Blvd.
- 2 Underground Parking
- 3 Biscayne Ramblas
- 4 Remove Earthbern
- 5 Activating Retail Opportunities/Shade Structures
- 6 Improved Baywalk



Las Ramblas, Barcelona



Las Ramblas, Barcelona



Michigan Avenue, Chicago



Existing Condition: Biscayne Boulevard and Bayfront Park



Proposed: Biscayne Boulevard and Bayfront Park

# MAJOR PROPOSALS

## 01 Park West

TRANSPORTATION & URBAN DESIGN	2
Sub-District: Park West	111

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN



Park West Sub-District Location

Sub-District: PARK WEST

**Economic Outlook:** Due to its proximity to the Central Business District, Biscayne Boulevard and Museum Park, the Park West Sub-District is ideally located as a future expansion area for office and hotel development, extending the CBD to the north; sites and land uses should encourage commercial development in this sub-district, which is better suited to office and commercial uses than housing (with the exception of sites along Biscayne Boulevard) given its proximity to the Arts & Entertainment Sub-District. The area could accommodate construction of a new Miami Conference Center facility and conference hotel, tying the area west of Biscayne to the waterfront and Park along a new public open space as well as providing street level retail/dining/entertainment uses compatible with a Conference Center project. As the Sub-District lies completely within the SEOPW CRA, future redevelopment efforts and associated public infrastructure are eligible for funding through the CRA tax increment financing (TIF) mechanism.

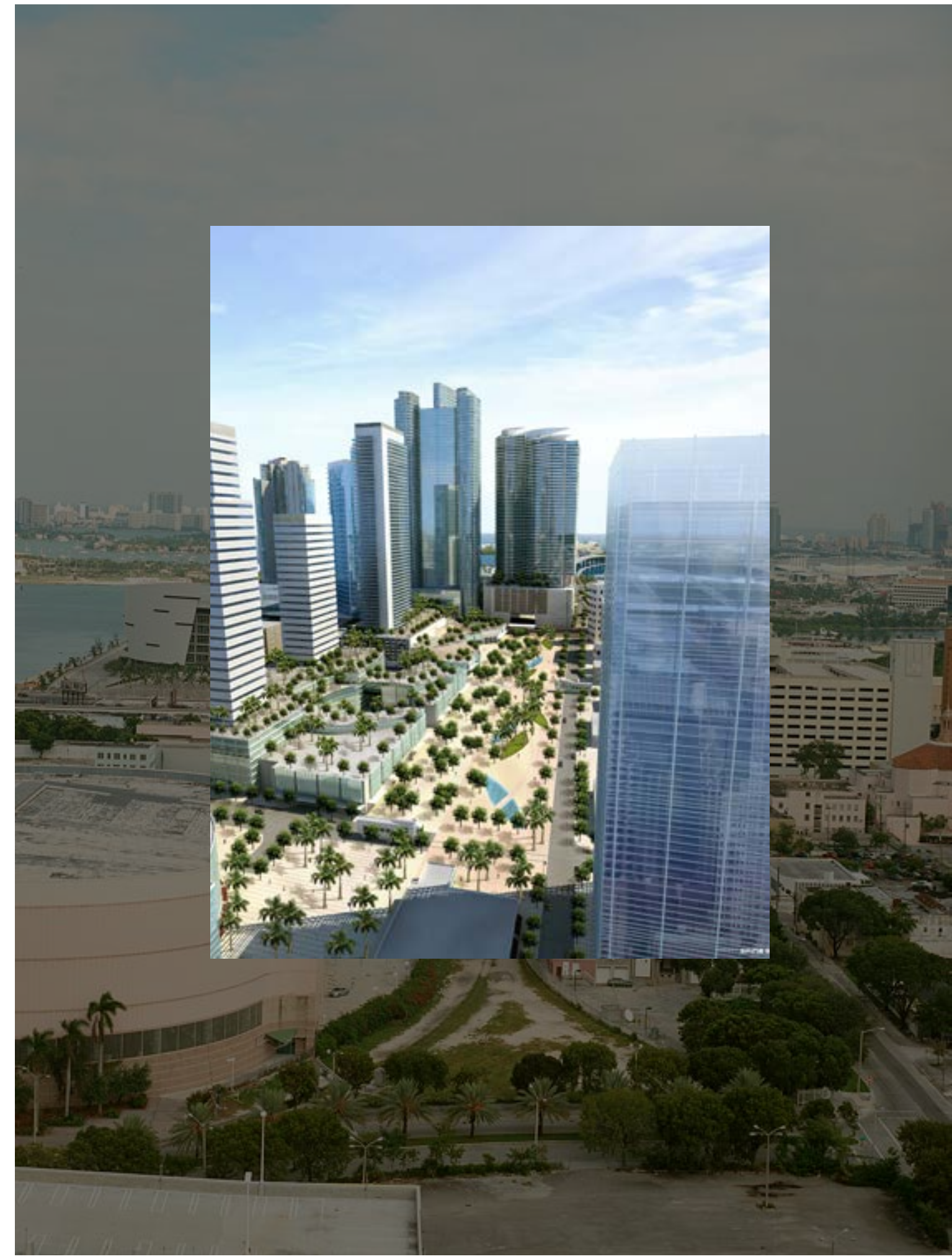
Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
<b>Major Land Uses</b> Miami Arena NAP of the Americas Surface Parking/Vacant Entertainment Utilities Commercial Office Residential	Conference/Office Center High Density Business Destination Future Office and Hotel Growth Retail and Entertainment Uses	1. Conference Center Development	City of Miami; Community Redevelopment Agency; Private Property Owners
<b>Zoning</b> SD-16; SD-16.1; SD-16.2; CBD	Increased Park/Open Space Area Book Fair/Festival Programming	2. Redevelop properties adjacent the FEC ROW as Park/Open Space (+/- 4.4 acres)	City of Miami; Parks and Recreation; Private Property Owners
<b>Strengths</b> SEOPW CRA Proximity to Government Center and Biscayne Boulevard	Residential (cognizant of adjacent entertainment uses)	3. Streetscapes NW 1st Avenue 4. Overtown Greenway	SEOPW CRA; City of Miami SEOPW CRA; City of Miami
<b>Urban Issues</b> Slum and Blight Port Truck Traffic Connectivity/Barriers			

- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Infill
- Historic Buildings
- Sub-District Location
- Economic District Influence



Proposed Character Images

Omni  
 Park West  
 Bayfront  
 Central Business District



# MAJOR PROPOSALS

## 01 Park West

TRANSPORTATION & URBAN DESIGN 2  
111

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN

Sub-District: Park West

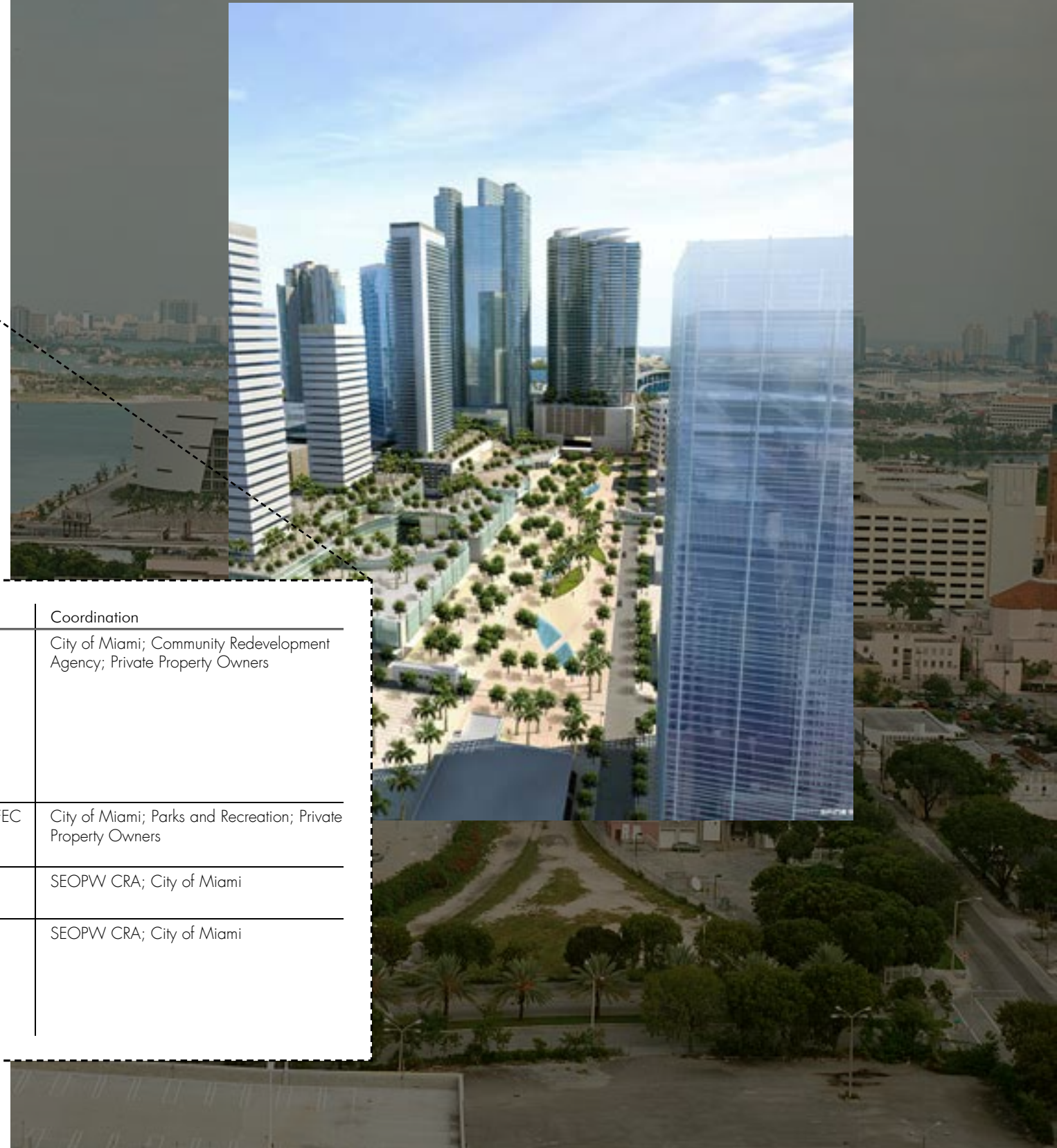
Sub-District: PARK WEST

**Economic Outlook:** Due to its proximity to the Central Business District, Biscayne Boulevard and Museum Park, the Park West Subdistrict is ideally located as a future expansion area for office and hotel development, extending the CBD to the north; sites and land uses should encourage commercial development in this sub-district, which is better suited to office and commercial uses than housing (with the exception of sites along Biscayne Boulevard) given its proximity to the Arts & Entertainment Sub-District. The area could accommodate construction of a new Miami Conference Center facility and conference hotel, tying the area west of Biscayne to the waterfront and Park along a new public open space as well as providing street level retail/dining/entertainment uses compatible with a Conference Center project. As the Sub-District lies completely within the SEOPW CRA, future redevelopment efforts and associated public infrastructure are eligible for funding through the CRA tax increment financing (TIF) mechanism.



Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses Miami Arena NAP of the Americas Surface Parking/Vacant Entertainment Utilities Commercial Office Residential	Conference/Office Center High Density  Business Destination  Future Office and Hotel Growth  Retail and Entertainment Uses	1. Conference Center Development	City of Miami; Community Redevelopment Agency; Private Property Owners
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Strengths SEOPW CRA Proximity to Government Center and Biscayne Boulevard	Residential (cognizant of adjacent entertainment uses)	3. Streetscapes NW 1st Avenue	SEOPW CRA; City of Miami
Urban Issues Slum and Blight Port Truck Traffic Connectivity/Barriers		4. Overtown Greenway	SEOPW CRA; City of Miami

Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses Miami Arena NAP of the Americas Surface Parking/Vacant Entertainment Utilities Commercial Office Residential	Conference/Office Center High Density  Business Destination  Future Office and Hotel Growth  Retail and Entertainment Uses	1. Conference Center Development	City of Miami; Community Redevelopment Agency; Private Property Owners
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Urban Issues Slum and Blight Port Truck Traffic Connectivity/Barriers		4. Overtown Greenway	SEOPW CRA; City of Miami



# MAJOR PROPOSALS

## 02 Government Center

TRANSPORTATION & URBAN DESIGN 2  
Sub-District: Government Center 127

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY

Sub-District: GOVERNMENT CENTER

**Economic Outlook:** The Government Center Sub-District includes City, County, State and Federal government facilities, as well as cultural and civic uses, establishing a dominant 'public' use for this part of Downtown Miami. The concentration does not have a central identity space, however, and needs both more goods and services to serve its workers and visitors as well as more animating uses at the ground level. The area has strong transit connections north and south, and could be more effectively linked to Flagler Street/Jewelry District and Bayfront Park with the proposed Flagler streetcar loop. The Downtown Intermodal/bus terminal project offers potential for a Transit-Oriented Development (TOD), and will require careful integration of transit uses and urban design that reinforces street activities. Sites along the FEC corridor could provide locations for public-private development of affordable/workforce housing. Current and proposed densities are insufficient to support specialty retail, so transit proximity to Flagler and the Jewelry District will be critical to providing these services.

Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
<b>Major Land Uses</b> Government Office Cultural Center Public Transit Surface Parking Retail	Civic Destination  Meaningful Civic Public Spaces that convey a sense of civic pride and orientation  Improved Transit Facilities  Introduce Mixed (Residential/Office) Uses	1. Government Center Plaza  2. Downtown Intermodal/Bus Terminal  3. Public-Private Development  4. Flagler Streetcar Loop 5. Brickell Streetcar Loop 6. Streetscapes: NW 1st Avenue	City of Miami; Miami-Dade County; FEC/ Flagler Development Company  Miami-Dade County; City of Miami; FEC/ Flagler Development Company  Miami Dade Transit; GSA (Miami-Dade Children's Courthouse); Flagler Development Company  City of Miami; Miami-Dade County; FDOT  City of Miami; Miami-Dade County; FDOT  SEOPW; City of Miami



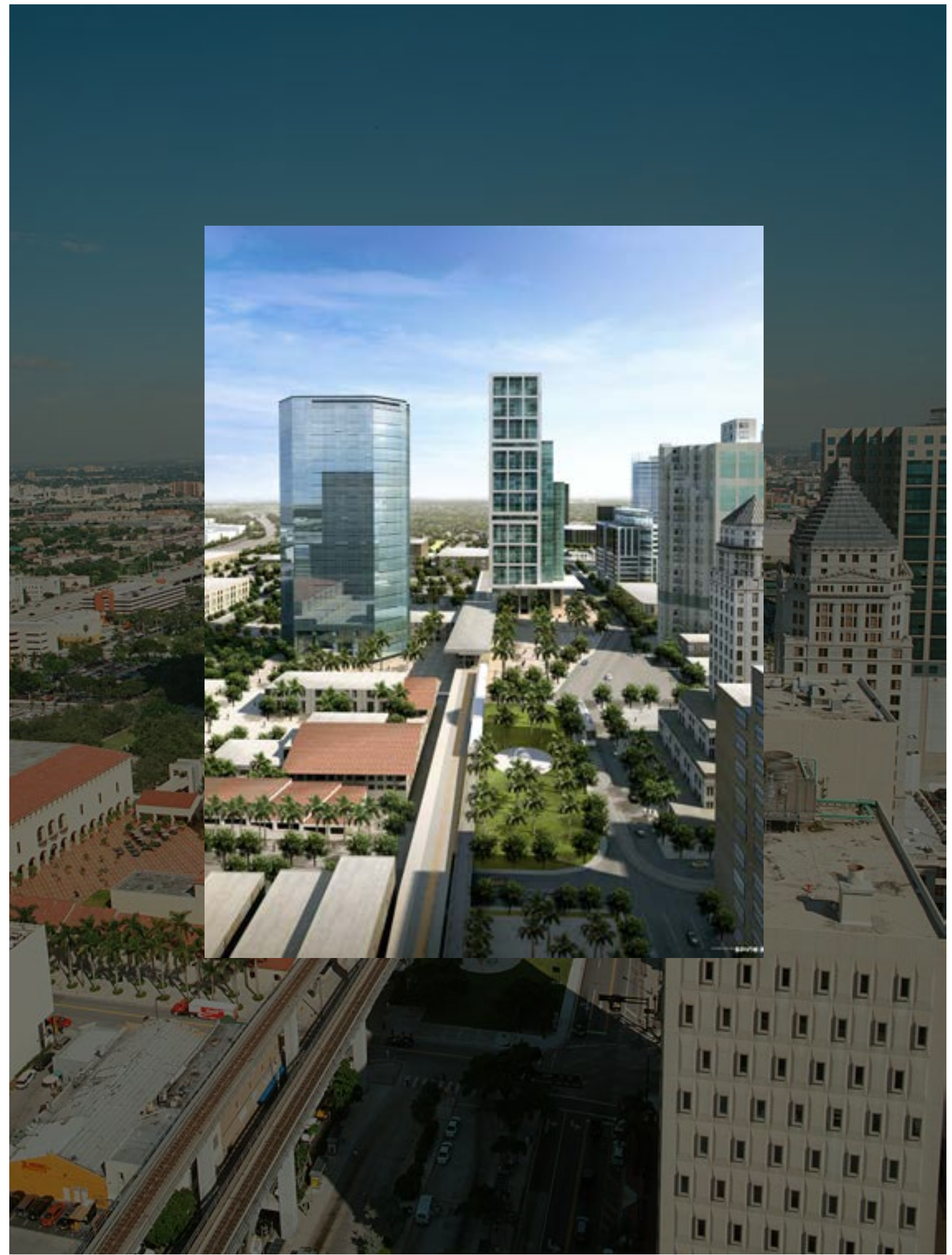
Government Center Sub-District Location

- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Infill
- Historic Buildings
- Sub-District Location
- Economic District Influence



Proposed Character Images

Omini  
Park West  
Bayfront  
Central Business District



# MAJOR PROPOSALS

## 02 Government Center

TRANSPORTATION & URBAN DESIGN 2

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY Sub-District: Government Center 127

Sub-District: GOVERNMENT CENTER

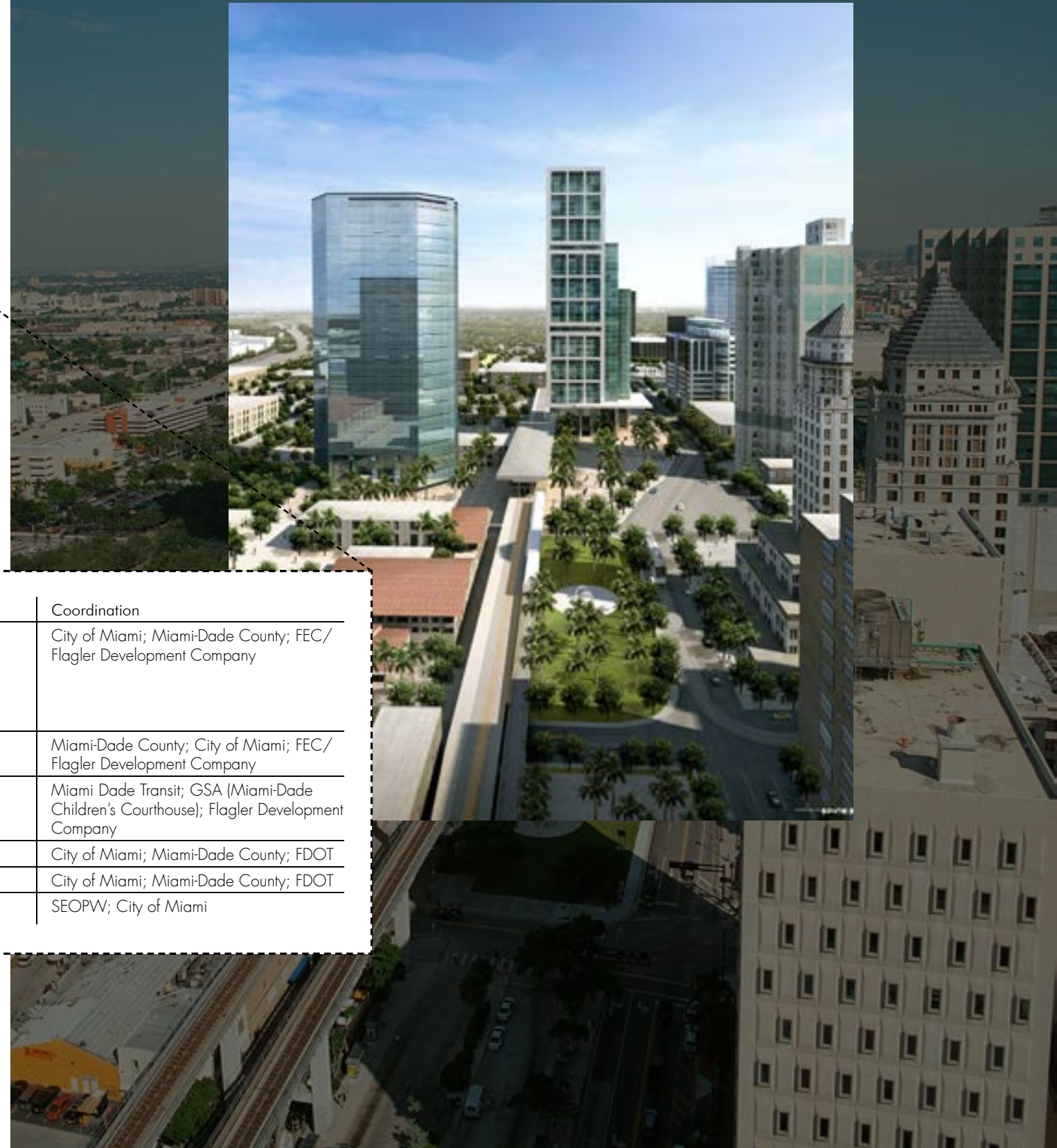
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Existing Conditions		Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
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Zoning	CBD; G/I	Improved Transit Facilities	2. Downtown Intermodal/Bus Terminal	Miami-Dade County; City of Miami; FEC/Flagler Development Company
Strengths	Centralized Destination Public Land	Introduce Mixed (Residential/Office) Uses	3. Public-Private Development	Miami Dade Transit; GSA (Miami-Dade Children's Courthouse); Flagler Development Company
Urban Issues	Lack of Civic Character and Quality Primarily Single Use Surface Parking		4. Flagler Streetcar Loop 5. Brickell Streetcar Loop 6. Streetscapes: NW 1st Avenue	City of Miami; Miami-Dade County; FDOT City of Miami; Miami-Dade County; FDOT SEOPW; City of Miami



Existing Conditions		Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
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# MAJOR PROPOSALS

## 03 Flagler/Main Street

TRANSPORTATION & URBAN DESIGN  
2  
Sub-District: Flagler/Jewelry 137

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY

Sub-District: FLAGLER/JEWELRY DISTRICT

**Economic Outlook:** Flagler Street and the Jewelry District are the symbolic retail and urban heart of Downtown Miami. Traditionally the Downtown area's primary shopping street, Flagler has evolved into a limited offering discount district with limited sit-down food service and quality product offerings (excepting the Jewelry District). The Sub-District offers a vibrant collection of historic commercial structures that can reinforce the retail identity, while providing opportunities to improve the mix of stores and quality of offerings. It also includes the Gussman Center for the Performing Arts, a major cultural destination. Flagler Street is anchored by Macy's on the East (a benefit for future co-tenancy and retail recruitment); this benefit would be strengthened by a renovated/upgraded Macy's that better meets the needs of the new, younger and more affluent Downtown resident population moving into high rise luxury residential developments in the CBD.

The Jewelry District is a distinct market differentiation from other commercial/retail centers in Miami, and will complement a stronger range of retail offerings. Flagler is the centerpiece of the proposed Flagler streetcar loop connecting the Government Center with Bayfront Park/Bayside Marketplace, and will strengthen the Downtown area's ability to serve its employee and resident markets, while also serving urban tourists and cruise ship passengers who are likely to ride the streetcar through the CBD. Preservation of older structures and the potential to 'send' unused density through Transfers of Development Rights (TDR's) to nearby receiving zones will provide development incentives to retain the pedestrian scale for shoppers and visitors. Proximity to Bayside Marketplace will also broaden Downtown's retail offerings.

Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses	Commercial/Retail Office	Heart of Miami	City of Miami; Miami 21
Zoning	CBD	Urban Tourism Destination	City of Miami; Miami 21
Strengths	Historical Significance Centralized Proximity to supporting Sub-Districts	Cohesive Retail Strategy	City of Miami; Miami-Dade County; FDOT
Urban Issues	Quality	Retain and Enhance Historic Character	City of Miami
		Improved Quality and Presentation of Storefronts	Private
		Improved Services through Design and Management	



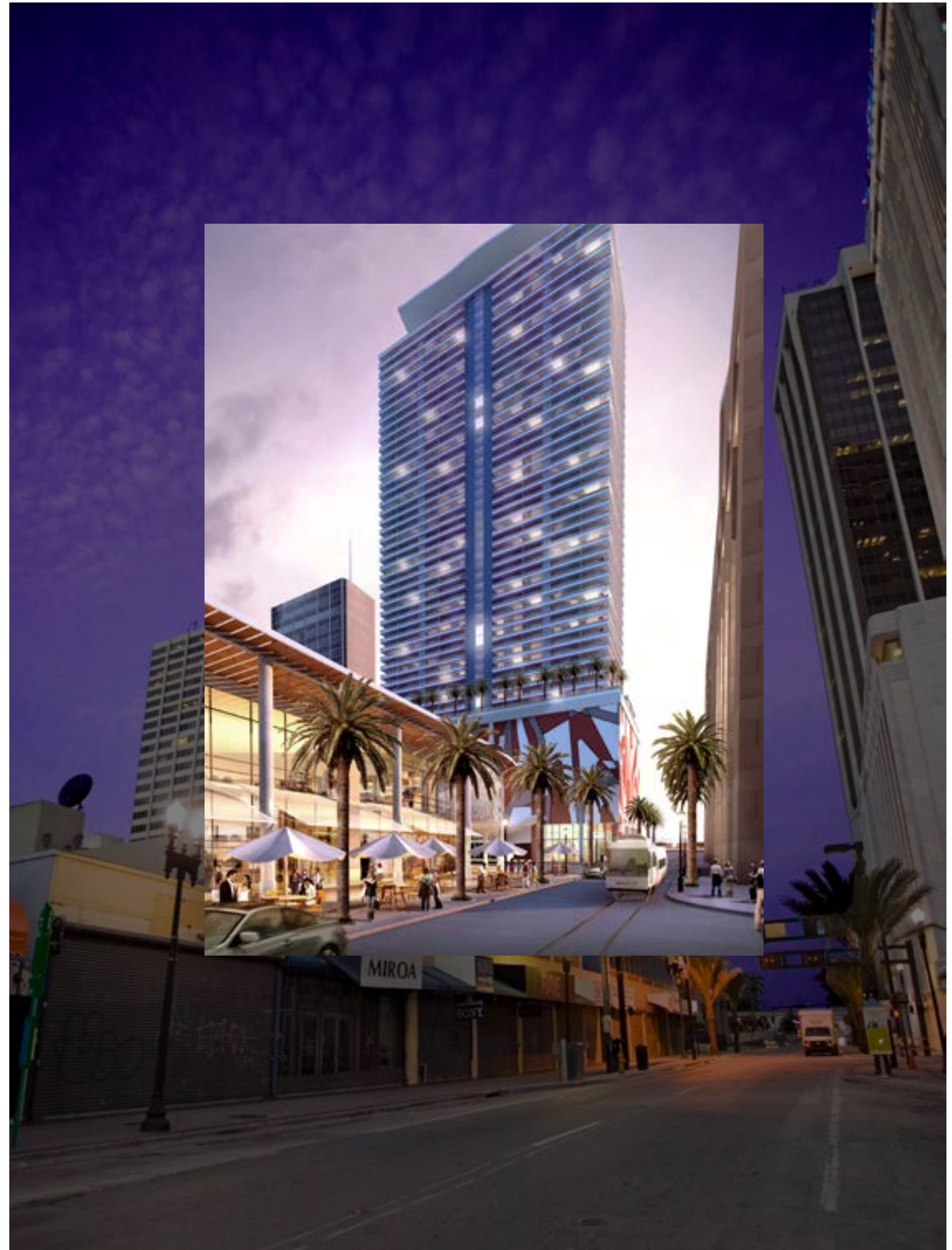
Flagler/Jewelry District Location

- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Infill
- Historic Buildings
- Sub-District Location
- Economic District Influence



Proposed Character Images

Central Business District  
Bayfront  
Park West  
Omni



# MAJOR PROPOSALS

## 03 Flagler/Main Street

TRANSPORTATION & URBAN DESIGN 2  
Sub-District: Flagler/Jewelry 137

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY

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Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses Commercial/Retail Office	Heart of Miami Urban Tourism Destination	1. Design Guidelines for storefronts and streetscape elements	City of Miami; Miami 21
Zoning CBD	Cohesive Retail Strategy	2. Services Design and Management Strategies	City of Miami; Miami 21
Strengths Historical Significance Centralized Proximity to supporting Sub-Districts	Retain and Enhance Historic Character	3. Flagler Streetcar Loop	City of Miami; Miami-Dade County; FDOT
Urban Issues Quality	Improved Quality and Presentation of Storefronts Improved Services through Design and Management	4. Streetscape: Flagler Street 5. Anchor Retail/Marshall's Block Redevelopment	City of Miami Private



Existing Conditions		Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses	Commercial/Retail Office	Heart of Miami Urban Tourism Destination	1. Design Guidelines for storefronts and streetscape elements	City of Miami; Miami 21
Zoning	CBD	Cohesive Retail Strategy	2. Services Design and Management Strategies	City of Miami; Miami 21
Strengths	Historical Significance Centralized Proximity to supporting Sub-Districts	Retain and Enhance Historic Character	3. Flagler Streetcar Loop 4. Streetscape: Flagler Street	City of Miami; Miami-Dade County; FDOT City of Miami
Urban Issues	Quality	Improved Quality and Presentation of Storefronts Improved Services through Design and Management	5. Anchor Retail/Marshall's Block Redevelopment	Private



Central Business District Bayfront Park West Omni

# MAJOR PROPOSALS

## 04 Biscayne Boulevard + Bayfront Park

TRANSPORTATION & URBAN DESIGN  
2  
117  
Sub-District: Bayfront

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY



Bayfront Sub-District Location

Sub-District: BAYFRONT

**Economic Outlook:** The location and nature of the Bayfront Sub-District suggests that its rationale is less directly commercial, and more directed toward creation of a civic and recreational destination for Downtown and area residents, 'urban tourists', Downtown office workers and other visitors. Crossing three economic districts, the Bayfront includes major cultural and entertainment facilities such as the Performing Arts Center, American Airlines Arena, Bayside Marketplace and the proposed Museum Park. As the most active urban waterfront in the central city, Bayfront Park is also the local potential connection to Watson Island and the cruise ship terminal, and is the open space gateway to Downtown. Potentially linked to Flagler Street and the Government Center via the Flagler Streetcar Loop, this sub-district is a major identity/experience for visitors, Downtown workers, Downtown and regional residents.

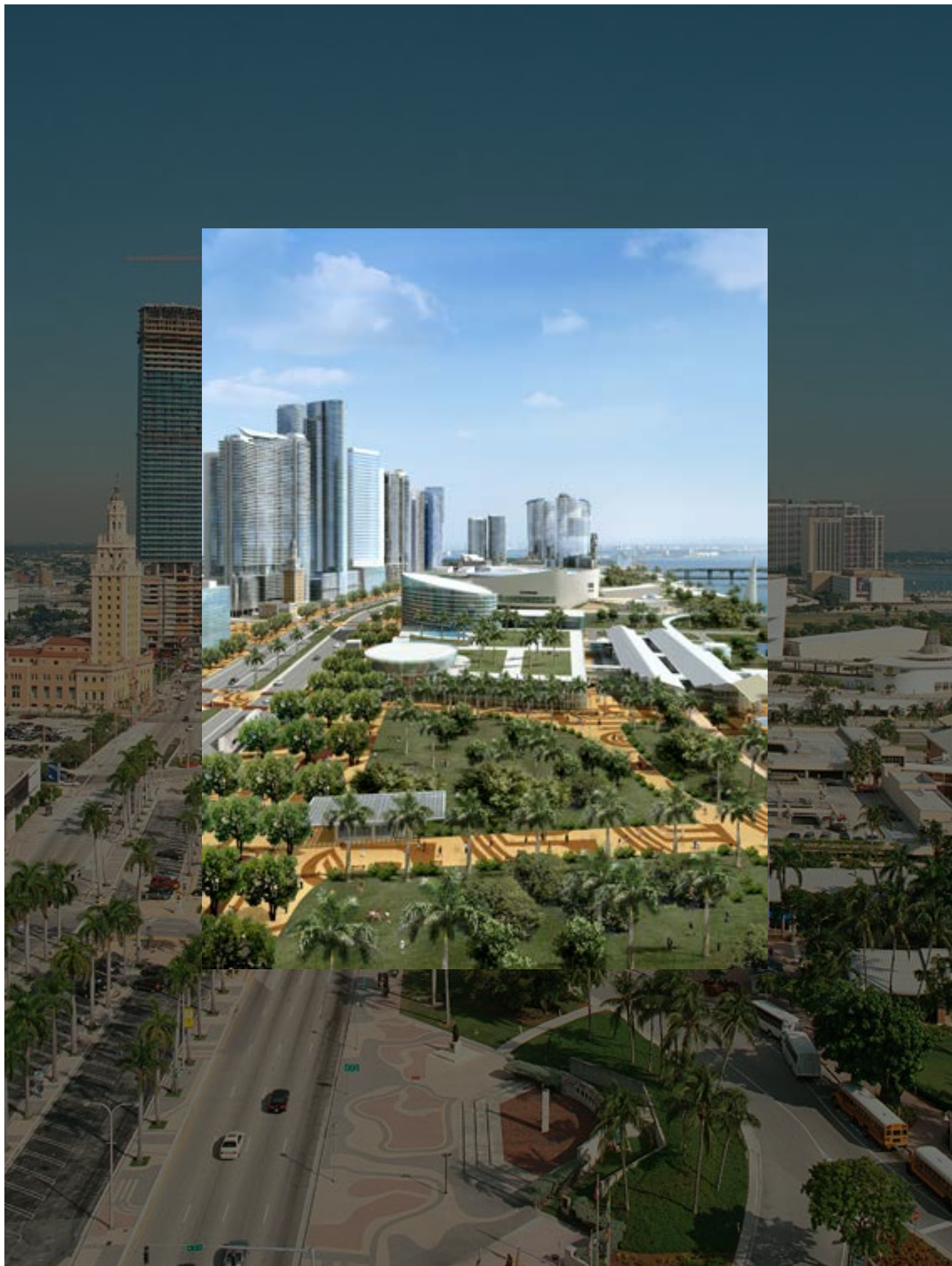
Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses	Gateway to Miami Urban Tourism Destination	1. Biscayne Boulevard Improvements <i>South of NE 6th Street</i>	FDOT; Miami Parking Authority; Bayfront Park Management Trust; Miami Dade Transit; City of Miami
	Enhanced Connectivity to Adjacent Sub-Districts and Port of Miami	3. Port Boulevard Improvements	FDOT; Port of Miami; City of Miami; Miami-Dade County
	Activated Waterfront and Park Uses	4. Bayfront Park Improvements <i>Rambias Amphitheatre Market/Retail Waterfront Baywalk Improvements</i>	Bayfront; Park Management Trust; City of Miami; DERM
	Retail and Entertainment Uses	5. Public/Private Development <i>Bayside Hotel/Retail</i>	City of Miami; Bayside; Private
	Increased Park/Open Space Area	6. Public/Private Development <i>Parcel B Entertainment</i>	City of Miami; Miami-Dade County; Private
Zoning		7. Flagler Streetcar Loop	City of Miami; Miami-Dade County; FDOT
Strengths			
Urban Issues			

- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Infill
- Historic Buildings
- Sub-District Location
- Economic District Influence



Proposed Character Images

Omini  
Park West  
Bayfront  
Central Business District



# MAJOR PROPOSALS

## 04 Biscayne Boulevard + Bayfront Park

TRANSPORTATION & URBAN DESIGN 2

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY Sub-District: Bayfront 117

Sub-District: BAYFRONT

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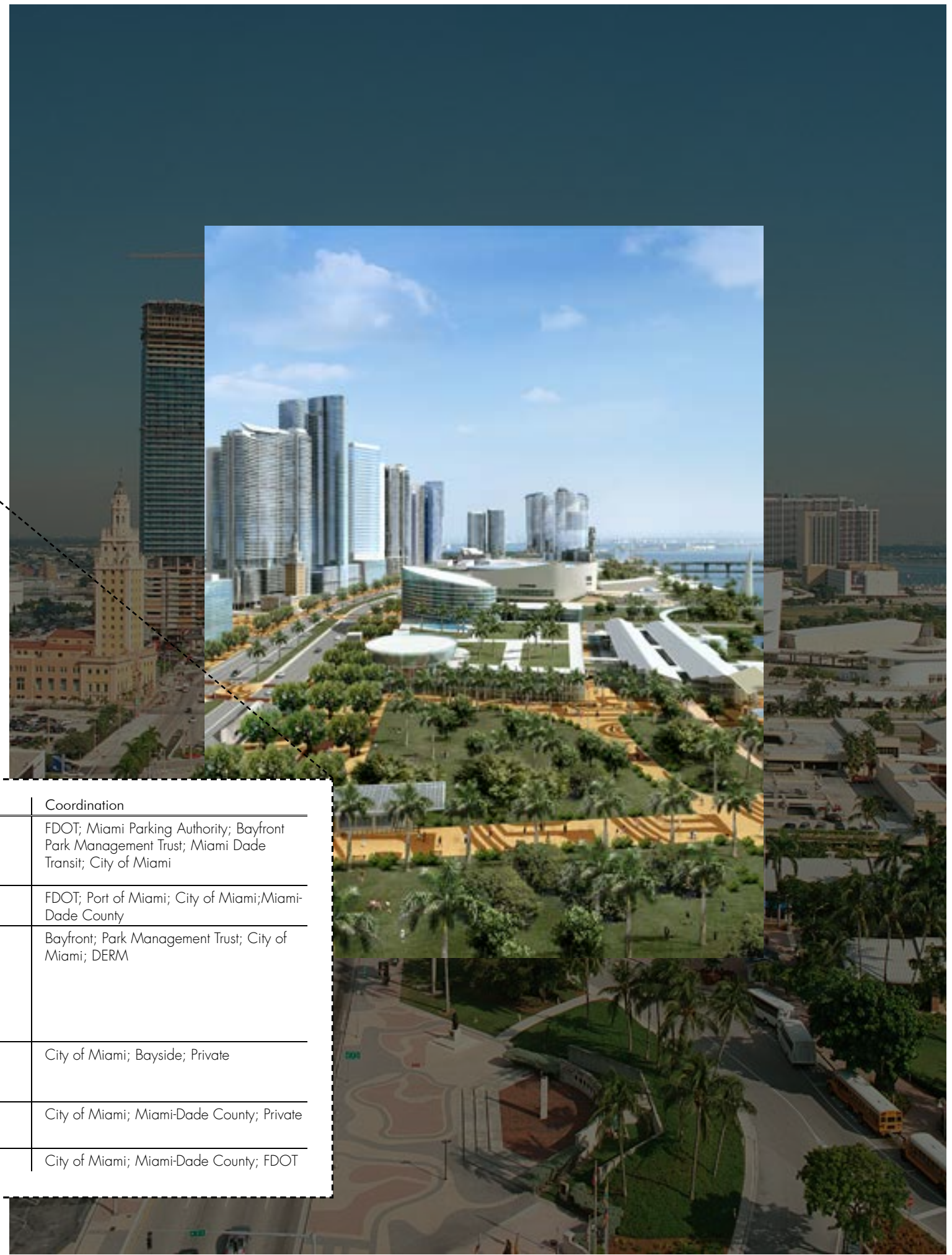
Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses Bicentennial Park Bayfront Park Bayside Marketplace American Airlines Arena Children's Museum Office Commercial Marina Residential	Gateway to Miami Urban Tourism Destination Enhanced Connectivity to Adjacent Sub-Districts and Port of Miami Activated Waterfront and Park Uses Retail and Entertainment Uses Increased Park/Open Space Area	1. Biscayne Boulevard Improvements <i>South of NE 6th Street</i> 3. Port Boulevard Improvements 4. Bayfront Park Improvements <i>Rambblas Amphitheatre Market/Retail Waterfront Baywalk Improvements</i> 5. Public-Private Development <i>Bayside Hotel/Retail</i> 6. Public-Private Development <i>Parcel B Entertainment</i> 7. Flagler Streetcar Loop	FDOT; Miami Parking Authority; Bayfront Park Management Trust; Miami Dade Transit; City of Miami FDOT; Port of Miami; City of Miami; Miami Dade County Bayfront; Park Management Trust; City of Miami; DERM City of Miami; Bayside; Private City of Miami; Miami-Dade County; Private City of Miami; Miami-Dade County; FDOT
Zoning PR; C-1; CBD			
Strengths Waterfront Open Space Private Development			
Urban Issues Connectivity Port Truck Traffic Programming			

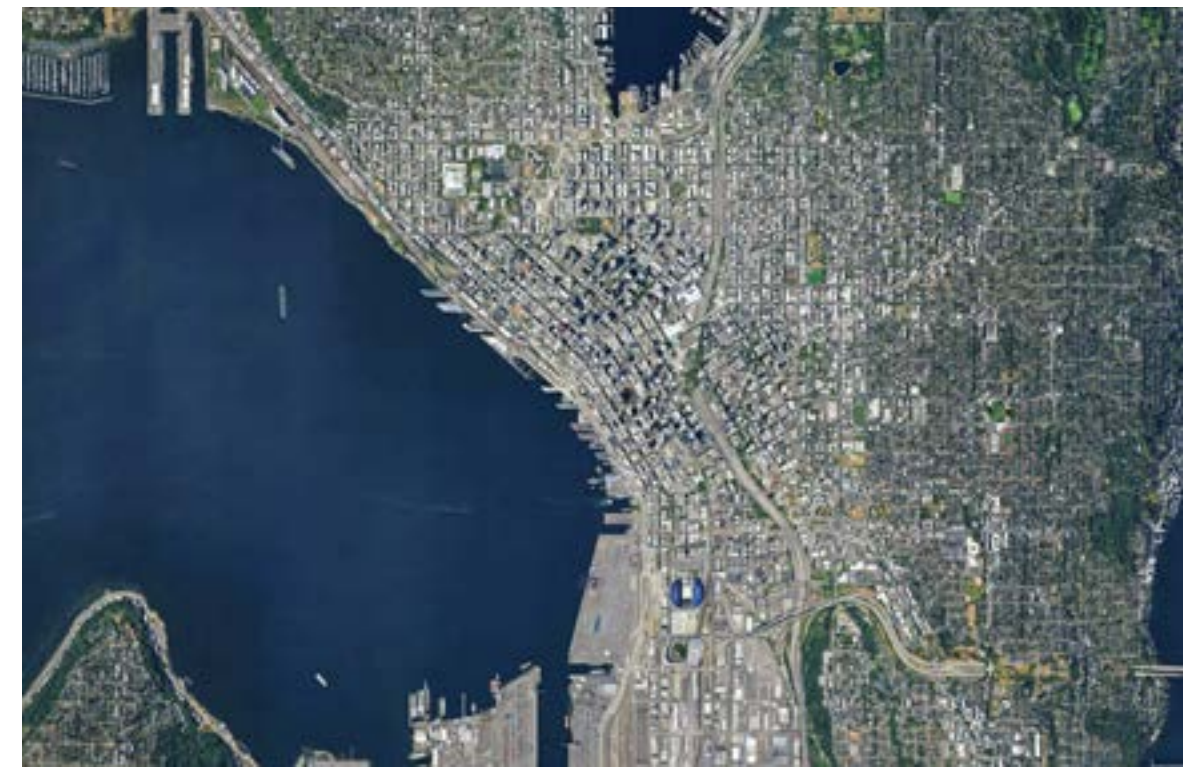
- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Fill



Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses Bicentennial Park Bayfront Park Bayside Marketplace American Airlines Arena Children's Museum Office Commercial Marina Residential	Gateway to Miami Urban Tourism Destination Enhanced Connectivity to Adjacent Sub-Districts and Port of Miami Activated Waterfront and Park Uses Retail and Entertainment Uses Increased Park/Open Space Area	1. Biscayne Boulevard Improvements <i>South of NE 6th Street</i> 3. Port Boulevard Improvements 4. Bayfront Park Improvements <i>Rambblas Amphitheatre Market/Retail Waterfront Baywalk Improvements</i> 5. Public-Private Development <i>Bayside Hotel/Retail</i> 6. Public-Private Development <i>Parcel B Entertainment</i> 7. Flagler Streetcar Loop	FDOT; Miami Parking Authority; Bayfront Park Management Trust; Miami Dade Transit; City of Miami FDOT; Port of Miami; City of Miami; Miami-Dade County Bayfront; Park Management Trust; City of Miami; DERM City of Miami; Bayside; Private City of Miami; Miami-Dade County; Private City of Miami; Miami-Dade County; FDOT
Zoning PR; C-1; CBD			
Strengths Waterfront Open Space Private Development			
Urban Issues Connectivity Port Truck Traffic Programming			

Bayfront Sub-District Location





WHAT INSTITUTIONAL, ECONOMIC, AND ENVIRONMENTAL TRIGGER EVENTS ENABLE **LARGE-SCALE WATERFRONT REVITALIZATION**, AND HOW CAN THESE LESSONS **INFORM FUTURE PLANNING** IN CLIMATE-VULNERABLE DOWNTOWNS SUCH AS MIAMI?

## CITIES

- 01 Toronto, Ontario
- 02 Chicago, Illinois
- 03 Seattle, Washington

## ANALYSIS

- 01 State of the City
- 02 Catalytic Event
- 03 Organization of Master Plan
- 04 Implementation Strategies
- 05 Goals
- 06 Public Realm + Open Space
- 07 The Waterfront

# CASE STUDIES

# DOWNTOWN TORONTO

## Downtown Secondary Plan 2024

### **4,201 acres**

Population 275,931

3% of Toronto's land area

40% of non-residential gross floor area

38% of residential units proposed in the city



**2001**



**2022**



# CATALYTIC EVENTS

## **1970s Deindustrialization** —→ **Land Opportunity**

The decline of industrial and port activity left large tracts of underutilized waterfront land adjacent to downtown. What was once economically obsolete became prime redevelopment territory with high strategic value.

## **1990s Olympic Bid** —→ **Strategic Planning Accelerator**

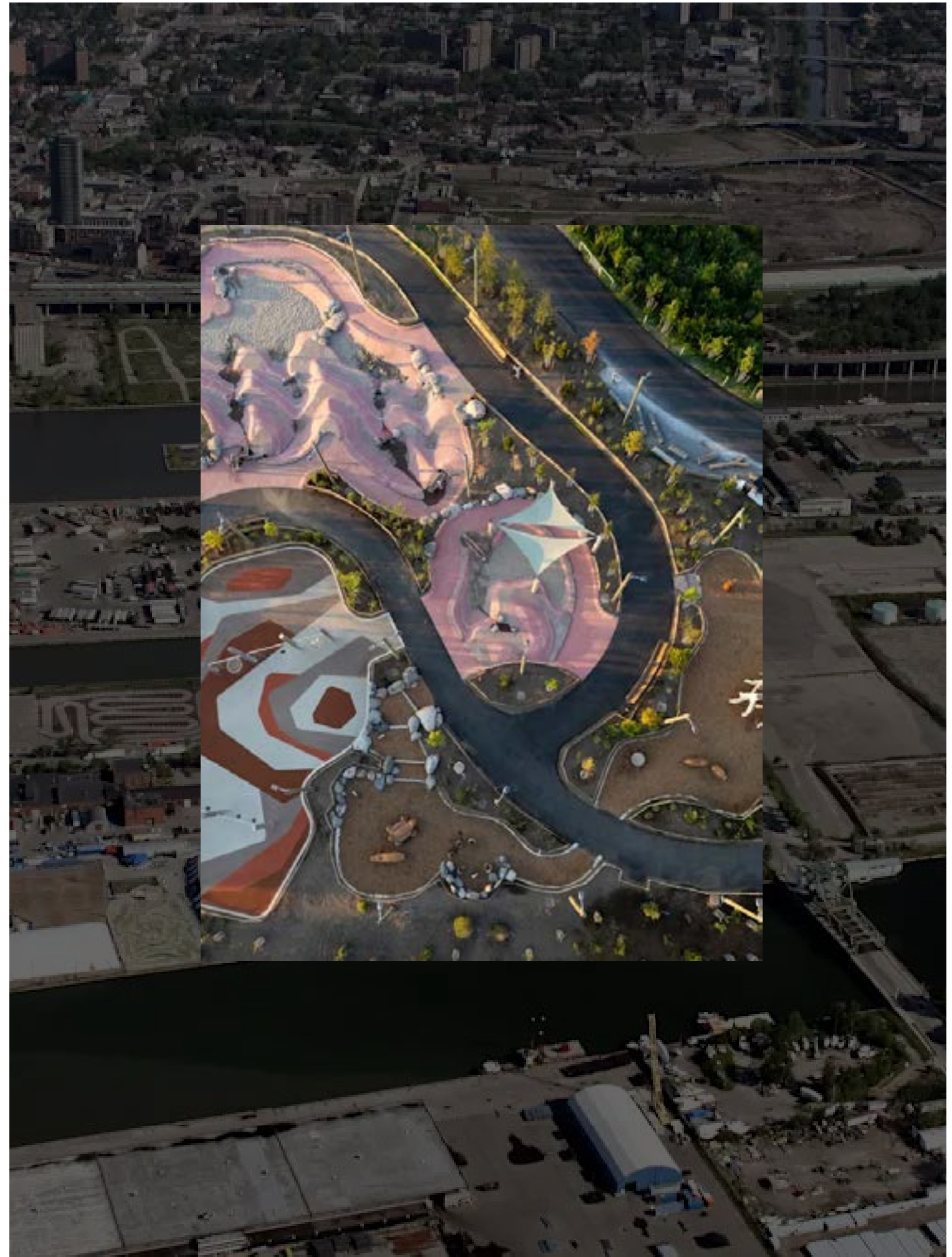
Although the Olympic bid was unsuccessful, it forced the city and higher levels of government to produce a coordinated, long-term vision for the waterfront. The planning frameworks, infrastructure concepts, and political alignment generated during the bid process carried forward and helped justify later public investment and governance reform.

## **2001 Governance Reform** —→ **Implementation Capacity**

The implementation of Waterfront Toronto. The creation of a unified redevelopment authority aligned municipal, provincial, and federal governments under a single vision and funding structure. This eliminated fragmented decision-making and enabled long-term, coordinated execution.

## **2010s Flood Protection Investment**

Major investment in flood protection and environmental remediation removed regulatory barriers that had restricted development. Resilience infrastructure transformed high-risk land into buildable, financeable property.



# ORGANIZATION

01

**Toronto Official Plan**  
Citywide Legal Framework



02

**TOCore Downtown Secondary Plan**  
Downtown Growth + Infrastructure Strategy



03

**Central Waterfront Secondary Plan**  
Site-Specific Waterfront Implementation



# PUBLIC REALM



## Five Transformative Ideas

The Downtown Parks and Public Realm Plan addresses one of the most pressing questions facing Toronto: how can we use public space to enhance quality of life within a rapidly growing urban core? It is organized into Five Transformative Ideas to re-imagine, grow and connect public spaces within Downtown Toronto. It has been developed to support the implementation of the Downtown Plan which, as part of the Toronto Official Plan, provides a blueprint for growth and infrastructure over the next 25 years. The Downtown Plan sets the direction for the city centre as the cultural, civic, retail and economic heart of Toronto, and as a great place to live for our current and future generations.



### 01 The Core Circle

Re-imagine the valleys, bluffs and islands encircling the Downtown as a fully interconnected landscape system and immersive experience.



### 02 Great Streets

Enhance the unique characteristics of Downtown's most emblematic streets and make them outstanding civic places and connectors.



### 03 Shoreline Stitch

Re-connect the Downtown to the waterfront and link the east and west Core Circle landscapes.



### 04 Park Districts

Re-imagine Downtown's distinct districts with parks at their hearts by expanding, improving and connecting neighbourhood parks and public spaces to create a focus for everyday community life.



### 05 Local Places

Re-imagine local public spaces to better support public life and expand the utility of our parks and public realm system.

# CHICAGO, ILLINOIS

Central Area Plan 2045

**4,736 acres**

Population (July 2024) 244,000

Average (Mean) Household Income (2020-2024) \$77,902 USD



**2005**



**2025**



# CATALYTIC EVENTS

## 1909 Plan of Chicago “The Burnham Plan”

The Plan of Chicago established the doctrine that the lakefront should remain forever open, clear, and free, embedding public control of the shoreline into the city’s long-term planning framework. It led to the creation of Grant Park and the preservation and connectivity of the riverwalk.

## 1970s Deindustrialization —→ Land Opportunity

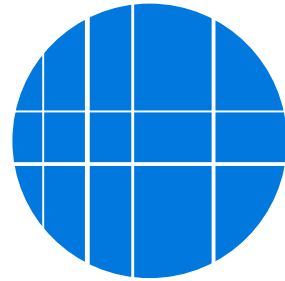
Late 20th-century deindustrialization freed up centrally located riverfront parcels, creating redevelopment potential within the central area.

## 2004 Millennium Park

Millennium Park’s 17 acre master plan demonstrated the economic power of iconic public realm investment. Its success repositioned downtown open space as a catalytic development strategy and reinforced confidence in large-scale civic projects.

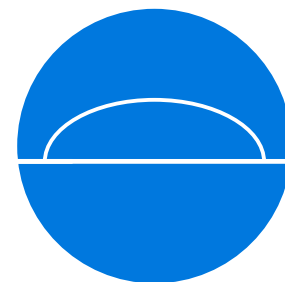


## PUBLIC REALM



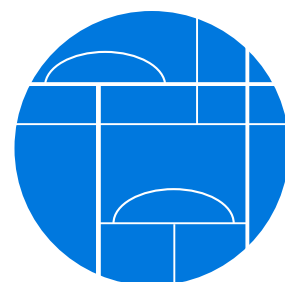
### Stitching

The stitching concept accepts the partition of the park's blocks but connects them by reducing vehicular traffic counts and speed through the introduction of pedestrian-scaled elements and other traffic-calming devices.



### Bridging

The bridging concept accepts the scale of the park's roadways with their volume and speed of vehicular traffic but connects the park's elements by bridging over or under its streets.



### Combined

The framework plan prioritizes the park as a place for respite, recreation, and congregation with a particular interest in promoting walking and biking while still accommodating automobile traffic. The combined concept employs a combination of the stitching and bridging concepts.



### Lakefront Park Rooms

Stitching Concept



### DuSable Harbor Bridge

Bridging Concept



### Queen's Landing Extension

Stitching & Bridging Concept

# ADAPTIVE REUSE

Through extensive analysis of **vacant sites** and **underutilized properties** with **high redevelopment potential**, nine downtown areas were identified with capacity to accommodate sustainable future development.

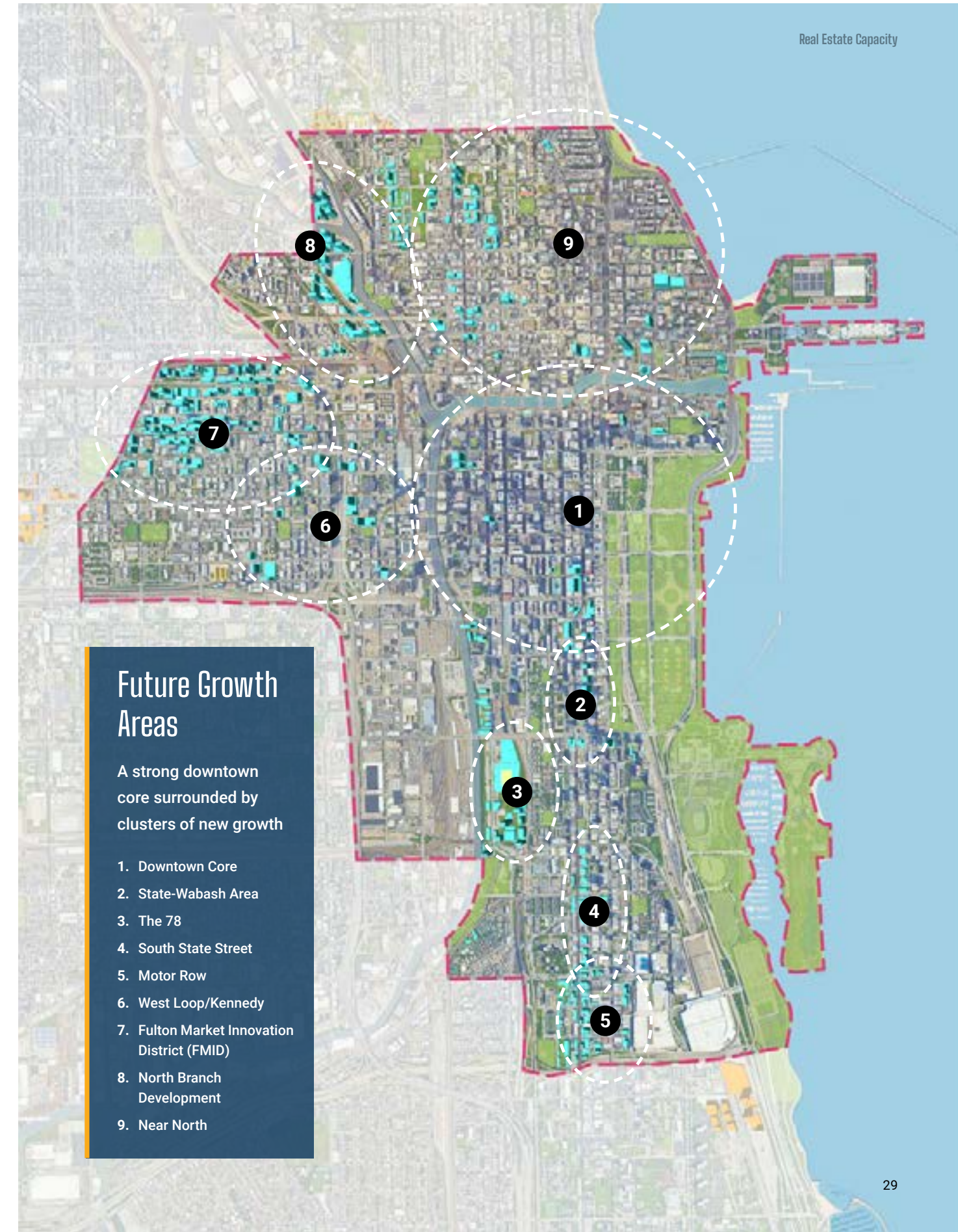
## 00 Future Growth Capacity By Subarea

This capacity is provided by:

**Opportunity sites:** 33 million square feet on vacant lots, parking lots and redevelopment of underutilized low-rise buildings.

**Planned Developments:** 60 million square feet of development potential in approved but unbuilt projects.

**Conversion projects:** 9 million square feet through the adaptive re-use of obsolete structures.



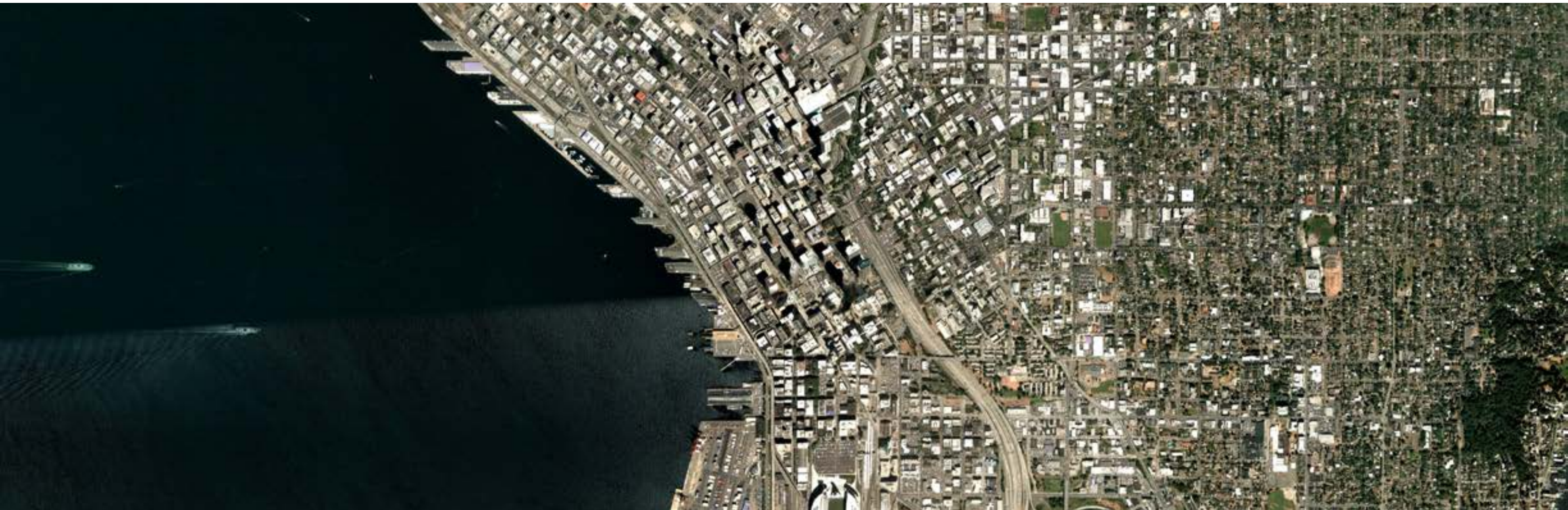
# SEATTLE, WASHINGTON

## Downtown Regional Center Plan 2025

**2,146 acres**

Population 108,000

Average (Mean) Household Income (2020-2024) \$123,860 USD



# SEATTLE DOWNTOWN REGIONAL CENTER PLAN

Seattle Office of Planning + Community Development, August 2025

1992



2025



# CATALYTIC EVENTS

## 2019 Alaskan Way Viaduct Removal

The decision to remove the elevated highway eliminated the physical barrier between downtown and Elliott Bay. This was the single most transformative spatial event, freeing up land and reconnecting the city to the water. The new underground tunnel replaced the viaduct's regional traffic function. This allowed surface-level redevelopment of Alaskan Way without compromising downtown mobility.



# POLICIES + ACTUALIZATION

## Early Legislative Priorities

Legislative action is an important lever for **structural and systemic changes** Downtown that will support a more equitable future.

This list of policy change recommendations, initiated by Mayor Harrell, will be sent to City Council for consideration and formal adoption.



### Rezone parts of Downtown

- Update zoning policies to allow for taller residential buildings along 3rd Ave from Union Street north to Stewart Street and east on Pike Street and Union Street toward 4th Avenue. This will allow for high-rise residential development with incentives for providing childcare and education facilities

### Encourage Residential Development

- Office of Planning and Community Development (OPCD) and the Seattle Department of Construction & Inspections (SDCI) are in the process of identifying potential changes to waive or modify development standards to facilitate office-to-residential conversions
- Waive State Environmental Policy Act (SEPA) requirements for all residential projects. Following up on recent State legislation, SEPA review will no longer be required on any projects in the City of Seattle that include a residential component. This should significantly speed up permitting for Downtown projects

### Temporarily Waive Permit Fees

- Temporarily waive fees for Seattle Department of Transportation (SDOT) Street Use fees for temporary and year-long food trucks and carts and small-to-medium scale street and sidewalk events and activities open to the public

### Allow for Expanded Uses at Street-level

- Increase the flexibility for hotels in a two-block area in the Belltown neighborhood by applying residential housing standards to hotels

### Invest in a Cleaner and Safer Downtown

- Pass supplemental budget legislation to expand Metropolitan Improvement District cleaning, safety, and hospitality services this summer and fall when major national and international events are being hosted Downtown

### Extend Master Use and Building Permits

- Extend the term of existing Master Use Permits (MUP) to six years, if the applicant files a written request
- Allow more time for issued building permits to be developed for projects vested to the 2015 and 2018 Building Codes

### Allow for expanded uses at the street-level

- Expand the range of street-level uses to include office, conference room, lab space, and residential building amenities
- Expand allowed uses for street-level spaces and retail and recreation uses on all floors
- Increase Floor Area Ratio levels in Belltown to increase hotel development, creating permanent jobs and providing more places for tourists and visitors to stay
- Waive building code retrofit requirements to install temporary uses or return to former use
- Extend retail, restaurant, and entertainment Floor Area Ratio exemption to all levels in a structure

## GOAL METRICS

### 01 Make Downtown Safe + Welcoming



**Reduction in synthetic drug overdoses**

Metric: Drug Overdoses, Emergency Medical Calls

### 02 Transform Downtown Into A Lively Neighborhood Where More People Can Afford To Live



**Increase number of people living Downtown**

Metric: Housing occupancy, New Affordable Units

### 03 Create A Unique Downtown Retail Experience



**Increase in retail spend across Downtown**

Metric: Sales Tax Revenue, Retail Retention

### 04 Make Downtown A Place Where People Want To Work and Reflects The Future Of Our Economy



**Increase number of people working Downtown**

Metric: 60% working 3 days/week, Transit Ridership

### 05 Celebrate Downtown Seattle's Arts, Culture, Sports, and Entertainment



**Increase visits to cultural institutions**

Metric: Foot Traffic at Museums, Galleries, Events

### 06 Make Downtown A Top Destination For Seattleites and Visitors Year-Round



**Increase in Downtown visitors**

Metric: Foot Traffic, Hotel Occupancy

### 07 Create A Healthy, Resilient, and Green Downtown



**Increase public transit ridership**

Metric: Carbon Emission Reduction

## PUBLIC DASHBOARD

To create accountability, progress will be tracked on a public-facing dashboard



In addition to a robust implementation plan that includes cross-departmental and cross-sector collaboration, the City is also tracking success Downtown through a public-facing dashboard.

### What does success look like?

- Increased overall foot traffic
- Reduction in fentanyl/meth overdoses
- Reduction in emergency medical responses
- Increased housing occupancy
- 60% of people working Downtown 3+ days a week
- Increased retail spend Downtown
- Increased visits to cultural institutions
- Increased public transit ridership
- Increased foot traffic outside working hours

[CLICK HERE TO VIEW THE LIVE DASHBOARD](#)

# SUMMARY

## 01 Policy, Project, and Investment

### TORONTO

### CHICAGO

### SEATTLE

### MIAMI

CATALYTIC PROJECTS

**Deindustrialization  
Waterfront Revitalization**



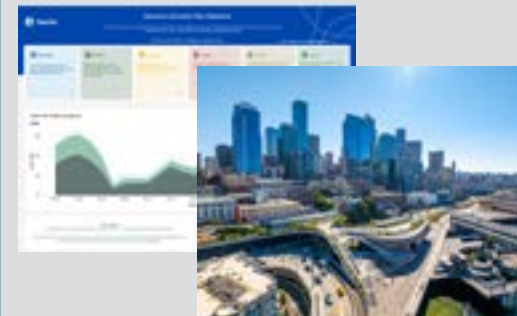
Biidaasige Park

**Grant Park Framework  
Connecting Downtown to Waterfront**



Millennium Park

**Viaduct Removal Project  
Downtown Activation Plan**



Alaskan Way Redesigned

INVESTMENT

**Funding for Waterfront  
Redevelopment**

**\$975M**



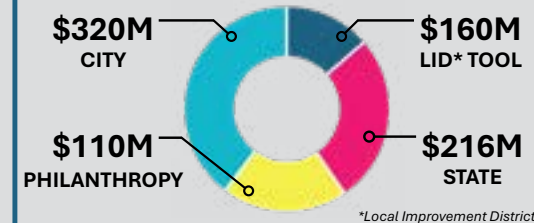
**Funding for Millennium Park**

**\$490M**



**Funding for New Alaskan Way  
Project**

**\$806M**



POLICY

**Agency appointed by all 3  
government partners**



WATERFRONTToronto

**Simplifying development  
approval processes**



**Jurisdiction of Right of Way  
+ Early Legislative Priorities**



## SUMMARY Continued

### 02 Areas of Focus

TORONTO

CHICAGO

SEATTLE

MIAMI

COMMITMENT  
TO THE  
WATERFRONT

COMMITMENT  
TO THE  
WATERFRONT

SIMPLIFIED  
DEVELOPMENT  
PROCESSES

SIMPLIFIED  
DEVELOPMENT  
PROCESSES

EARLY  
LEGISLATIVE  
PRIORITIES

EARLY  
LEGISLATIVE  
PRIORITIES

# ACCOMPLISHMENTS



# 2050 GOALS

01 DDA'S SEVEN GOALS AS IDENTIFIED IN THE RFQ



PROMOTE A POSITIVE BUSINESS ENVIRONMENT



CREATE A RESILIENT CITY



DEVELOP INCENTIVES TO PROMOTE EQUITABLE HOUSING



PROVIDE GREATER MOBILITY OPTIONS



DEVELOP AN URBAN PLANNING STRATEGY THAT PROMOTES ADAPTIVE REUSE FOR BUILDINGS AND MINIMIZES BIG BOX RETAIL



CREATE A WALKABLE CITY WITH CONNECTED GREEN SPACES AND RECREATIONAL AREAS



HEIGHTEN ARTS, CULTURE, DINING & ENTERTAINMENT OPTIONS

# 2050 GOALS

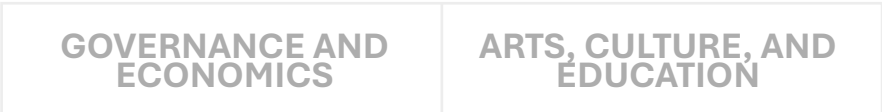
“Make them of **this** place...”



## 2050 GOALS



### TODAY'S FOCUS:



# 2009 RECOMMENDATIONS: CATALYTIC POTENTIAL

## 01 Waterfront Revitalization



# 2009 RECOMMENDATIONS

## 01 Waterfront Revitalization

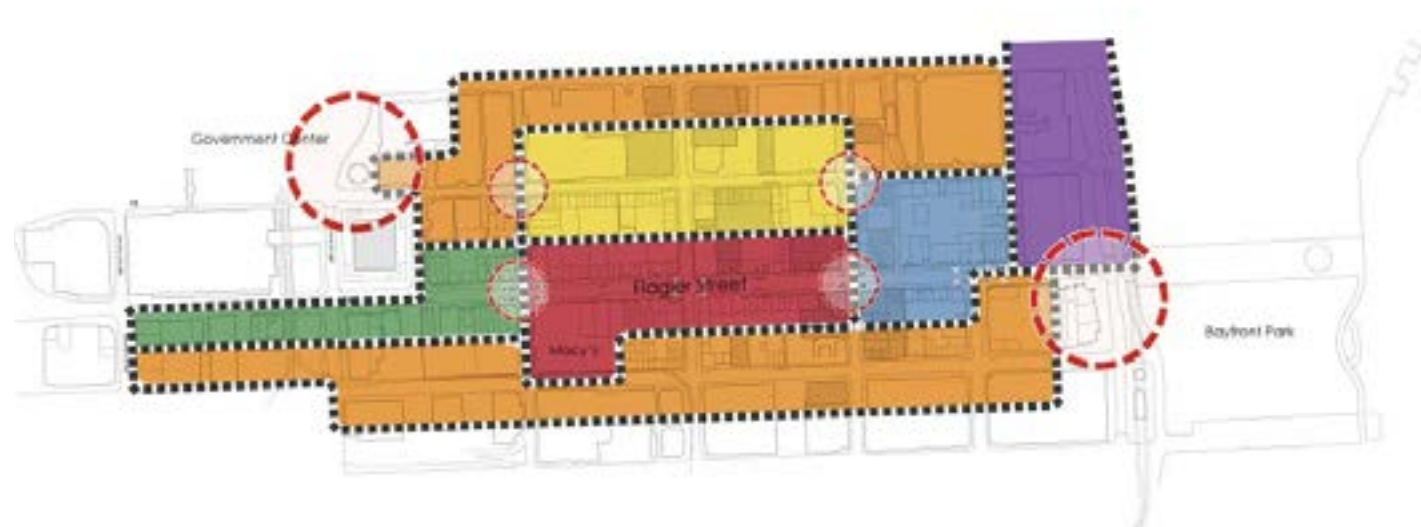
	Recommendation	Description	Status
1	Port Blvd. Improvements (Biscayne Blvd)	Port of Miami Tunnel	Partially Implemented
2	Baywalk Connection	Paved path from Parcel B under Port Bridge to FEC	Implemented
3	Reduce Width of Biscayne Blvd (Biscayne Blvd)	Exst lanes relocated closer together and remainder of ROW combined with park area from InterContinental to Adrienne Arsht Center	Not Implemented
4	Bayside Parking Redevelopment Opportunities	Replace Bayside parking structures with hotel, retail, and entertainment uses	Not Implemented
5	Bayside Connecting Bridge	Connecting county owned "Parcel B" waterfront to Bayside	Not Implemented
6	Biscayne Blvd. Improvements (Biscayne Blvd)	Relocating median parking; additional 5+ acres to Bayfront Park	Partially Implemented
7	Remove Earth Berm (Biscayne Blvd)	Remove berm along Biscayne Boulevard	Partially Implemented
8	Underground Parking (Biscayne Blvd)	Analyze the feasibility of underground parking along Biscayne Boulevard to free up surface land for expanded public open space.	Not Implemented
	Others?		



# 2009 RECOMMENDATIONS: CATALYTIC POTENTIAL

## 02 Commercial Redevelopment

The leasing strategy for Downtown Miami reflects several overlapping concepts: creation of distinct, but complementary retail experiences throughout the Downtown area; linkage of different areas through an extension of the City Streetcar line in a Downtown loop (to mitigate the walking distances and make it easier for visitor/resident/employee consumers to move between areas); enhancement of the retailing environment through an improved streetscape setting, more visually appealing storefronts, signs and window displays; and new stores and businesses recruited to attract more consumers to the area. These different environments are a combination of concentrations of retail categories and streetscape/urban design elements that reflect the characteristics of that area.



- Biscayne Food & Beverage
- Lifestyle/ Retail
- Comparison/ Specialty Retail
- Jewelry & Gifts
- Entertainment & Dining
- Service & Value Oriented Retail
- Gateways

As the primary retail opportunity area, the Flagler Street/Jewelry District area has a more specific tenant program and leasing strategy, as illustrated below.



- Existing Restaurant
- Restaurant Opportunity Zone
- Restaurant/ Entertainment Opportunity Zone
- Restaurant/ Galleries
- Retail Development/ Upgrade Opportunity
- Vendor Opportunity
- Historic Buildings



# 2009 RECOMMENDATIONS

## 02 Commercial Redevelopment

	Recommendation	Description	Status
1	"Uncovering" of Historic Facades + Tertiary Gateway Elements	Flagler hosts largest concentration of historic structures; gateway elements to establish as connective retail spine	Partially Implemented
2	Service Management Strategies	No alleyways req's coordination for deliveries and waste disposal	Not Implemented
3	Design Guidelines for Storefronts and Streetscape Elements	Improvements for building frontages and retail presentation	Partially Implemented
	Others?		



# 2009 RECOMMENDATIONS: CATALYTIC POTENTIAL

## 03 Open Space, Public Realm and Mobility



# 2009 RECOMMENDATIONS

## 03 Open Space, Public Realm and Mobility

	Recommendation	Description	Status
1	Roadway Classification System	Regulate streetscape components, standards, and bike/ped experience; increase tree canopy from 1% to 15%	Implemented
2	Streetcar Loops	Connectivity between CBD, Gov. Center, Midtown, Design District, Civic Center, and Employment Centers	Not Implemented
3	New Parks and Greenways	Potential for 40+ acres of green space	Partially Implemented
4	Urban Forest	Tree coverage in 2006: 0.4%	Partially Implemented
5	Downtown Intermodal Center	Metrorail, metrobus, streetcar, FEC commuter rail, kiss and ride, etc.	Partially Implemented
6	A Concept for a New Park Development	Retrofitted drainage systems integrated into park design and prominent infrastructure	Not Implemented
7	Redevelop properties adjacent the FEC ROW as Park/Open Space (+/- 4.4 acres)	East-west link between Bayfront Park and NW 1st Avenue	Partially Implemented
	Others?		



1 3 4 District-wide

# DDA RECOMMENDATIONS

## 03 Open Space, Public Realm and Mobility cont.

	Recommendation	Description	Status
1	Connect Conference Areas	Public infrastructure, transit and services necessary to support the various conference centers and their patrons	DDA: Ongoing
2	Complete Baywalk & Riverwalk	Implement Miami River Greenway Action Plan to carry out plans for open space along Miami River. Complete Baywalk along Biscayne Bay to create a consistent Biscayne Bay greenway.	DDA: Ongoing
3	Activate Waterfront by Providing Greater Daytime Dockage Opportunities	Provide daytime dockage along Biscayne Bay and the Miami River to make downtown accessible by watercraft so the boating public can access important public destinations from the waterfront.	DDA: Ongoing
4	Waterborne Transportation System	Develop Waterborne Transportation System linking Downtown to Major Waterfront Destinations	DDA: Ongoing
5	Develop a Viable Downtown Intermodal Center at Government Center or Overtown Metrorail Stations	Designate a downtown intermodal hub connecting major transit systems, with commuter amenities such as retail, dining, lockers, showers, and bike and car rentals.	DDA: Ongoing

Others?

① District-wide



# 2009 RECOMMENDATIONS: CATALYTIC POTENTIAL

## 04 Housing, Community Development, and Quality of Life



# 2009 RECOMMENDATIONS

## 04 Housing, Community Development, and Quality of Life

	Recommendation	Description	Status
1	Workforce Housing	Most viable in Gov Center; introduction of residential uses would counteract 2005 single-use nature. Requires District-wide Parking Strategy.	Partially Implemented
2	Infrastructure Aesthetics/ Lighting Installations (Tied to Park)	Areas beneath I-95 and the FPL Substation should be provided with lighting installations for identity and public safety	Not Implemented
	Others?		



# 2009 RECOMMENDATIONS: CATALYTIC POTENTIAL

## 05 Arts, Culture, and Education

### HOW TO TAKE ADVANTAGE OF OPEN SPACE ARTS AND CULTURE?

### HOW DO WE PROTECT AND CAPITALIZE ON FACILITIES THAT EXIST?

#### CAPITALIZE ON ARTS, CULTURE, AND EDUCATION TO ENHANCE QUALITY OF LIFE

Strengthen Downtown's cultural anchors and programming

Push arts and culture into everyday public space

Grow K-12 options and tie them to Downtown's cultural assets

Expand higher-education and workforce learning pipelines



# 2009 RECOMMENDATIONS: CATALYTIC POTENTIAL

06 Governance and Economics

**HOW DOES THE ROLE OF THE DDA EVOLVE MOVING FORWARD?**

**HOW CAN WE USE ZONING AS A CATALYST FOR CHANGE?**



# **MOVING FORWARD**

**01 Project Website and Virtual Engagement**

**02 Three Stakeholder Feedback Round Tables - TBD**

**Residents**

**Businesses and Property Owners**

**Institutions and Public Agencies**

**03 Weekend Visioning Event (Friday and Saturday) - TBD**

**Potential Themed Events:**

**Vision Round Table 1: Public Realm, Landscape, Resiliency**

Panel of Experts: Curtis and Rogers Design Studio, Hargreaves Jones, Jacobs Engineering, Town Square Consulting

**Vision Round Table 2: Urban Design, Development, Transportation, Economics**

Panel of Experts: Zyscovich, Kimley-Horn, Lambert Advisory

**04 River Commission Board Presentation - May 4, 2026**

**05 DDA Urbanism Committee?**

**06 DDA Board?**



DOWNTOWN MIAMI

# DWNTWN MIAMI...

Epicenter of the Americas  
2025 Downtown Miami Master Plan

October 2009



## Leverage Our Beautiful and Iconic Tropical Waterfront

# GOALS

- 2.1 Redevelop Bicentennial Park into a Major International Waterfront Park and Museum Complex
- 2.2 Complete Baywalk & Riverwalk
- 2.3 Create an Iconic Waterfront Element at Flagler Street and Biscayne Bay
- 2.4 Improve Inland Connections to Waterfront
- 2.5 Activate Waterfront by Providing Greater Daytime Dockage Opportunities
- 2.6 Provide Tall Ship Berths and Amenities at FEC Slip
- 2.7 Develop Waterborne Transportation System linking Downtown to Major Waterfront Destinations
- 2.8 Enhance Access & Connectivity to Watson Island as a Unique Public Amenity

## 2. Leverage our beautiful and iconic tropical waterfront

### 2.1 Redevelop Bicentennial Park into a **Major International Waterfront Park and Museum Complex**



Millennium Park, Chicago

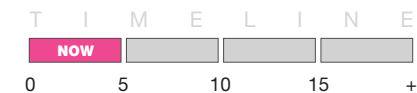
EDAW



Museum Park Miami

[www.miamigov.com](http://www.miamigov.com)

- Implement Museum Park Plan by Cooper Robertson
- Support the development of two major cultural institutions, the Miami Art Museum and the Miami Museum of Science at Museum Park, and integrate them into Downtown Miami.
- Establish the park as a landmark public space for the City of Miami and a catalyst for downtown and waterfront development.
- Emphasize the recreational and event lawns, passive space, gardens, water features and pedestrian promenades as a complete park program which offers multiple uses and amenities.
- Connect Museum Park to Downtown's other waterfront parks (Margaret Pace Park, "Parcel B", Bayfront Park, Miami Circle Park and Brickell Park) to create a linear greenway for Biscayne Bay.
- Reopen Bicentennial Park Metromover Station.



## 2. Leverage our beautiful and iconic tropical waterfront

### 2.2 Complete **Baywalk & Riverwalk**



Riverwalk

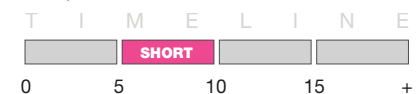
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Miami Circle

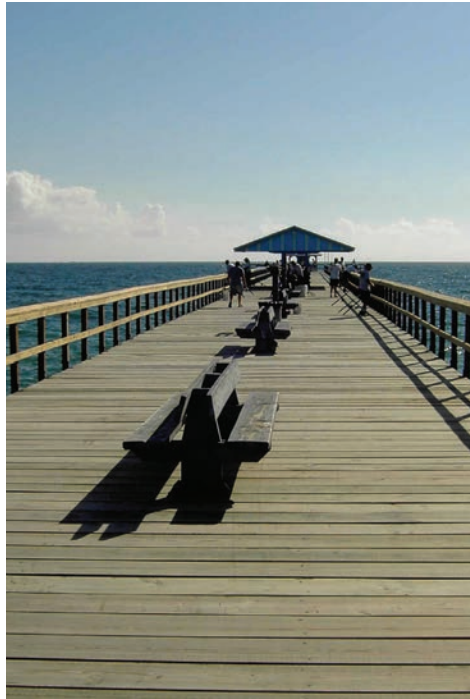
Glatting Jackson

- Implement Miami River Greenway Action Plan to carry out plans for open space along Miami River.
- Complete Riverwalk along the Miami River to further establish the multiple uses and character of the river
- Highlight archaeological significance and recreational opportunities of Miami Circle.
- Complete Baywalk along Biscayne Bay to create a consistent Biscayne Bay greenway.
- Promote public art and bicycle/pedestrian amenities along the Riverwalk and Baywalk.
- Incorporate environmental enhancement and educational component where appropriate.
- Develop consistent wayfinding along Baywalk.
- Support the development of a Baywalk connection under I-395 to connect Museum Park to the Miami Herald complex.



## 2. Leverage our beautiful and iconic tropical waterfront

### 2.3 Create an **Iconic Waterfront Element** at Flagler Street & Biscayne Bay



Anglins Pier

[www.flickr.com](http://www.flickr.com)



Proposed Iconic Landmark: "Eternal Dance"

Julian Romero, Student, SCAD



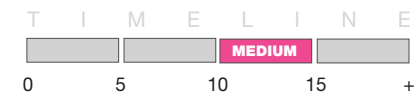
Eiffel Tower, Paris

[www.flickr.com](http://www.flickr.com)

- Create an iconic element at Bayfront Park to draw attention to Downtown Miami's waterfront and create a vivid association between the landmark and the City of Miami.
- Utilize the landmark as a revenue-generator in order to pay for its own construction, maintenance and parks operation.

- Iconic elements can vary from a historic pier to a monumental structure. Similar landmarks throughout the world inspired the idea for an iconic element for Miami. These world famous sites serve to unite communities, attract visitors, and promote a greater quality of life, which are all key objectives of this Master Plan.

- Hold an open, international competition to select the proposed iconic landmark.



## 2. Leverage our beautiful and iconic tropical waterfront

### 2.4 Improve **Inland Connections** to Waterfront



Miami, FL

Miami DDA



Chicago, IL

[www.flickr.com](http://www.flickr.com)

- Use well marked signage and wayfinding system to direct people to and from the waterfront along east-west connections
- Create gateways or arrival points on east-west streets that lead to the waterfront.
- Create well marked entry points or landmarks that establish a public node or gathering place which act as a transition to the waterfront.
- Create connections from downtown streets to Baywalk and Riverwalk pedestrian promenades.
- Ease pedestrian connectivity across Biscayne Boulevard.
- Create a stronger visual and physical connection between Flagler Street and Biscayne Bay.



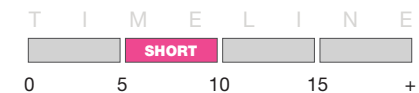
Miami, FL

Miami DDA



Providence, RI

EDAW



## 2. Leverage our beautiful and iconic tropical waterfront

### 2.5 Activate Waterfront by Providing Greater **Daytime Dockage** Opportunities

- Provide daytime dockage along Biscayne Bay and the Miami River to make downtown accessible by watercraft so the boating public can access important public destinations from the waterfront.
- Avoid, consider and mitigate environmental impacts of docking and increased boat traffic on manatee populations, coral, sea grass and other sensitive oceanic concerns.
- Consider adjusting MiaMarina at Bayside dock space allocations in favor of more recreational, daytime dockage.
- Promote Downtown as an easy, safe and exciting boating destination.
- Incorporate environment enhancement and educational components into new projects (planters for native wetland plants, environmental education signage).
- Promote connectivity by advocating for daytime dockage at Watson Island, Virginia Key and Miami Beach.



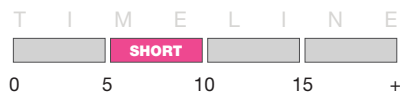
[www.flickr.com](http://www.flickr.com)



[www.cityofwbp.com](http://www.cityofwbp.com)



[www.cityofwbp.com](http://www.cityofwbp.com)



## 2. Leverage our beautiful and iconic tropical waterfront

### 2.6 Provide **Tall Ship Berths and Amenities** at FEC Slip



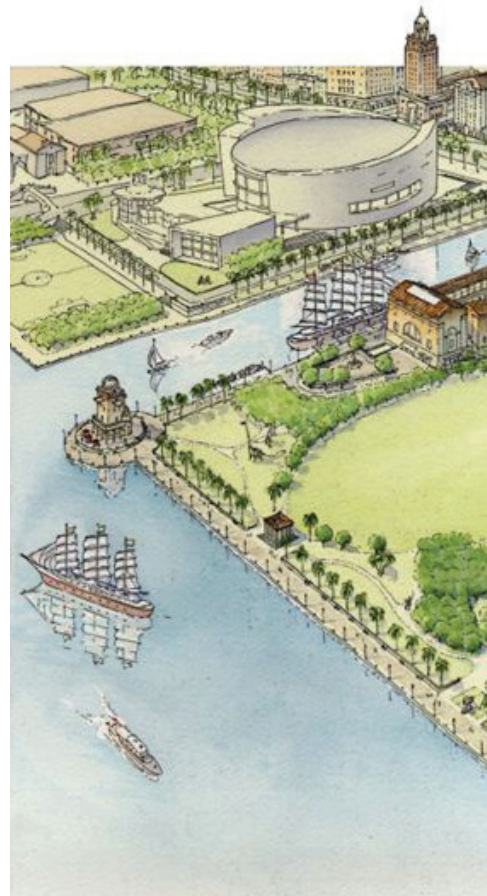
Chicago, IL

[www.flickr.com](http://www.flickr.com)



FEC Slip

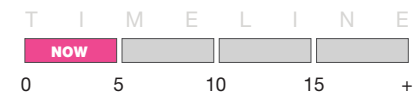
[www.bing.com](http://www.bing.com)



Bicentennial Park

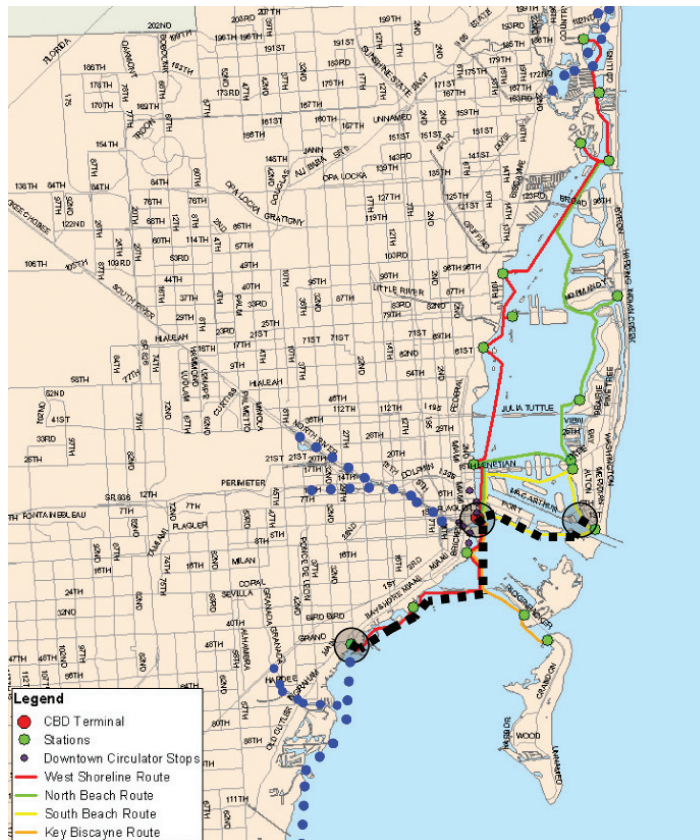
[www.doverkohl.com](http://www.doverkohl.com)

- The new Museum Park will provide a captive audience for tall ship berths at the FEC Slip and another reason for people to visit the park.
- Promote tall ship berths at the FEC slip to enliven that area of Downtown and create additional waterfront visual identity and tourist amenities.
- Promote aggressive programming schedule that attracts major historic ships, military vessels and other seafaring attractions to the area.
- Implement the Burle Marx Plaza design where the FEC Slip meets Biscayne Blvd.



## 2. Leverage our beautiful and iconic tropical waterfront

### 2.7 Develop **Waterborne Transportation** System linking Downtown to Major Waterfront Destinations



Proposed Water Taxi Route

Miami-Dade MPO



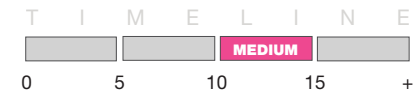
Bainbridge Ferry, Seattle

[www.flickr.com](http://www.flickr.com)



New York, NY: Water Taxi

- Implement a waterborne transportation system as a tourist draw, as well as an alternate mode of transportation for Downtown residents and business entities.
- Promote a waterborne transportation system to include water taxis, water buses and/or ferries to link Downtown to other major waterfront destinations.
- Potential downtown destinations could include: Bayfront Park, Museum Park, Watson Island, Brickell, the Port of Miami, the Miami Circle and points along the Miami River.
- Expand route to connect to Miami Beach, Virginia Key and Coconut Grove, and other nearby cities in order to draw tourists and residents to Downtown Miami.
- Consider and mitigate environmental impacts of docking and increased boat traffic on manatee populations, coral, sea grass and other sensitive oceanic concerns.



## 2. Leverage our beautiful and iconic tropical waterfront

### 2.8 Enhance Access & Connectivity to **Watson Island** as a Unique Public Amenity



Proposed BayLink Transit Route

[www.miamidade.gov](http://www.miamidade.gov)



Jungle Island

[www.flickr.com](http://www.flickr.com)

- Ensure that a waterborne transportation system connects to Watson Island to access its public amenities.
- Promote the planned “BayLink” transit route to provide connections to Watson Island, as it continues on to Miami Beach.
- Enhance and support existing attractions on the island, such as the Children’s Museum and Jungle Island.
- Should Island Gardens project not move forward, promote a different vision for the area as a public amenity.
- Promote an iconic element on the island to act as a visual draw from Downtown, the MacArthur Causeway, cruise ships and the Port of Miami.



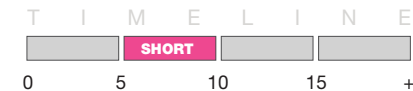
Water Bus

[www.flickr.com](http://www.flickr.com)



Miami Children's Museum

[www.miamidade.gov](http://www.miamidade.gov)



DRAFT

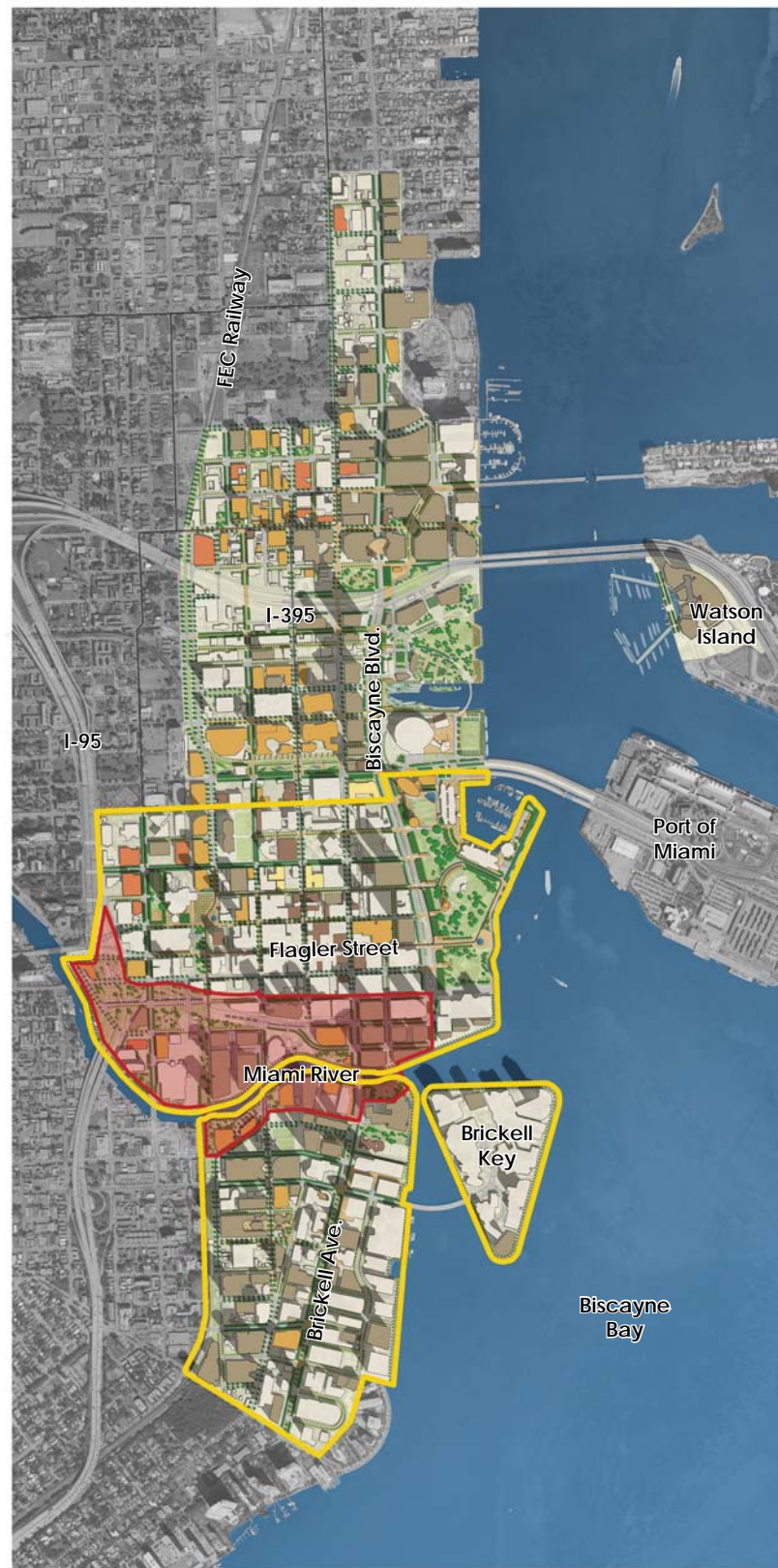
D O W N T O W N M I A M I M A S T E R P L A N



D O W N T O W N D E V E L O P M E N T A U T H O R I T Y

Sub-District: MIAMI RIVER

**Economic Outlook:** The urban riverfront in Downtown Miami has evolved from marine-related uses to a series of luxury high rise residential developments (including the Metropolitan I, II and III) with the FP&L service yard, the Hyatt Hotel, City of Miami office building and several restaurants/cafes along the river in the western part of the sub-district. Extension/completion of a baywalk/riverwalk promenade along its shores will better connect the zone's multiple uses. The Master Plan has recommended redevelopment of the parking lots under the I-95 elevated roadways as an "Urban Ecology park", both to address and interpret how storm water management is related to environmental concerns as well as to create a new, environmentally-based interpretive center. This area could also serve as a visual and physical transition between downtown Miami and the Brickell Boulevard districts.



Miami River Sub-District Location

- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Infill
- Historic Buildings
- Sub-District Location
- Economic District Influence

Existing Conditions		Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses	Government Utility Surface Parking/Vacant Office Residential Hotel Convention	Interpretive Park for Urban Ecology  Urban Tourism/Civic Infrastructure  Enhanced Gateway to City  Added Park/Open Space with Active Uses	1. Removal of I-95 ramps between South Miami Avenue and SE 2nd Ave	FDOT; City of Miami; Miami Parking Authority; Miami-Dade County; Florida Power and Light; Private Property Owners
			2. Public-Private Development <i>Re-organize Hyatt Convention Center Site</i>	
Zoning	CBD; G/I; Office; SD-6; SD-15; SD-4; PR	Enhanced Connectivity to River  Growth of Marine/Seafood Industry and Retail	3. Redevelop surface parking, Metrorail right of way and other properties as Park/Open Space with Interpretive/Educational programming (+/- 19 acres)	Miami-Dade Transit; Miami Parking Authority; City of Miami; Parks and Recreation; DERM; Miami River Commission; Trust for Public Land; Florida Power and Light
Strengths	Waterfront	Support Miami Riverwalk/Baywalk	4. Structured parking for FPL and City of Miami	Florida Power and Light; City of Miami; Miami Parking Authority
			5. Infrastructure Aesthetics/Lighting Installations	
Urban Issues	Connectivity Fragmented Land Uses Major Physical Infrastructure Barriers		6. Brickell Streetcar Loop	City of Miami; Miami-Dade County; FDOT



Proposed Character Images





Existing: Surface Parking Adjacent and Under I-95 Ramps



- ① City of Miami MRC
- ② FPL Substation
- ③ Hyatt/Knight Center
- ④ Riverwalk/Greenway Missing Links
- Existing Buildings
- Projects Under Development
- Sub-District Boundary
- CRA Boundaries



Existing Conditions Diagram

EXISTING CONDITIONS SUMMARY

The Miami River Sub-District is composed of riverfront properties on the north and south. It is composed of a fractured group of land uses that include a major FPL substation, City administrative offices, the Miami Knight Center surface parking lots and new residential development. The district's existing character is primarily that of a "vehicular entrance" to Downtown and the CBD through the I-95 Dupont Plaza Ramps and the Brickell and Miami Avenue bridges. However, it is also these components that serve to isolate the district from a pedestrian's perspective.

The focus of the urban design strategies within the sub-district is to improve its pedestrian connectivity and to improve its "vehicular entrance" characteristics into a true gateway experience into the Downtown. These improvements include modifying the I-95 ramps, converting surface parking lots to open space, and enhancing connectivity to the riverfront.



Existing: FPL Substation



Existing: I-95 "Dupont Plaza" Ramps at Miami Avenue

PROPOSALS, STRATEGIES AND IMPLEMENTATION

*I-95/Dupont Plaza Ramp Conversion*

The DDA Master Plan revisited the Downtown Transportation Master Plan (DTMP) concept to reconfigure the I-95 Distributor Ramps to the DuPont Plaza area, a major entrance point into the downtown core. This concept, which has been the subject of preliminary studies in several formats, was carried forward in the DTMP, with the recommendation for further development. The intent of this transportation improvement is, as stated in the DTMP, to create a "Grand Boulevard" effect at this important downtown entry point, by removing the physical obstacles that hinder the creation of more pedestrian-friendly, aesthetically pleasing, and functionally coherent redevelopment of the area between the ramps and the Miami River.

The proposed Master Plan reconfiguration of the I-95 Distributor Ramps would bring motorists down to ground level west of Miami Avenue to begin a Grand Boulevard section heading to the east. Just west of SE 1st Avenue, the two directions would split, with the eastbound direction curving south to align with SE 4th Street at SE 2nd Avenue. To accommodate this alignment, the existing Knight Convention Center, Hyatt and Clarion hotels would have to be reconfigured. The roadway alignment would allow for approximately 1.5 acres of new park space along the Miami River and would create a dramatic new gateway entrance into the city. The westbound direction of the Grand Boulevard would align with SE 3rd Street at SE 2nd Avenue. An eastbound left turn lane is proposed at SE 1st Avenue.

*I-95 Distributor Ramps Grand Boulevard Evaluation*

A preliminary traffic operations evaluation was conducted for the proposed I-95 Distributor Ramps Grand Boulevard concept. Because SW 3rd Street is shown aligning very close to the Grand Boulevard intersection at Miami Avenue, it is recommended that this roadway be closed for a minimum length of one block west of Miami Avenue to simplify traffic operations at the Grand Boulevard/Miami Avenue intersection. Based on the proposed concept shown below, a new roadway connection could be made to re-route traffic to SW 3rd Street further to the west.

Potential weaving movements would occur with the DDA Master Plan reconfiguration of the I-95 ramps that would likely lower roadway capacity in this vicinity in the eastbound direction between the merge point for the ramps from northbound and southbound I-95 and Miami Avenue. The weaving section continues east of Miami Avenue towards the segment where the road splits to allow left turns onto SE 1st Avenue. Specific weaving movements would include:



Proposals and Strategies Diagram



Urban Park Activities



River/Seafood Market

- ① Removal of I-95 Ramps
- ② New Public/Private Development
- ③ Eco-Park Development/Special Lighting
- ④ New Structured Parking
- ⑤ Brickell Streetcar Loop
- ⑥ Miami Streetcar
- ⑦ Flagler Streetcar Loop
- ⑧ New Riverfront Park and Greenway Opportunities

- Existing Buildings
- Projects Under Development
- Potential Public-Private Projects
- Future Development/Infill
- Historic Buildings
- Projects & Strategies

Omni

Park West

Bayfront

Central Business District

Brickell



New "Gateway" view looking east of new boulevard



View looking north from Brickell

- ① At-Grade Boulevard
- ② New Riverside Park
- ③ New Hyatt Development



1-95 - Dupont Plaza Ramp Conversion



1-95 - Dupont Plaza Ramp Conversion: Alternate alignment with redevelopment



1-95 - Dupont Plaza Ramp Conversion: Alternate alignment with little to no impact to adjacent properties

- Southbound I-95 to southbound Miami Avenue (minimum 1 lane change required in about 500 feet); and
- Northbound I-95 to northbound SE 1st Avenue (minimum 2 lane change required in about 1,000 feet);

If Miami Avenue is converted to a two-way roadway north of the point where the I-95 ramps would intersect it (as proposed in the DTMP), another severe weaving movement would be created between northbound I-95 and northbound Miami Avenue – 3 lane changes required in 500 feet). Therefore, it is recommended to prohibit eastbound left turns at this intersection to eliminate the possibility of this weaving maneuver occurring.

**Traffic Conflicts.** A cursory analysis of the eastbound approach at the I-95 ramps/Miami Avenue intersection indicated that the AM peak hour volume in the eastbound direction for this concept based on FDOT traffic volumes from 2004 is about 3,300. When adjusted to account for the peak 15 minutes (using a 0.95 peak hour factor), the volume increases to 3,470. With 4 lanes at the intersection approach and assuming a total of 15% reduction in ideal lane capacity (5% for trucks, and another 10% for weaving movements), the total approach capacity would be approximately 6,460 vehicles/hour with 100% green signal time.

In order to process the 3,470 vehicles expected during the peak hour, the signal would need to give the eastbound movement approximately 54% of the total cycle time, which may present some operational challenges for the other movements at the intersection. However, since the traffic in the westbound direction in the AM peak hour is anticipated to be light, the needed eastbound green time may be implementable without causing significant vehicle delays and queuing on Miami Avenue. Further evaluation of this concept using the Downtown Miami Paramics model is recommended to ensure adequate traffic operations.

A second traffic issue is that the queuing distance available on the I-95 ramps will be shortened by about 1,100 feet. This is more of a concern in the eastbound direction where queues may extend onto I-95. Again, it is recommended that this issue be tested using the Downtown Miami Paramics model to determine whether there will be queuing anticipated onto I-95 as a result of the proposed changes.

**Recommendation for Project Development.** Based on a preliminary review of the interchange geometry, bridge layout and key traffic operations issues, this transportation improvement appears technically and operationally feasible. However, the following implementation steps are recommended:

- This project component should be carried forward for additional refinement using the updated Downtown Miami Paramics

## DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN

Sub-District: Miami River

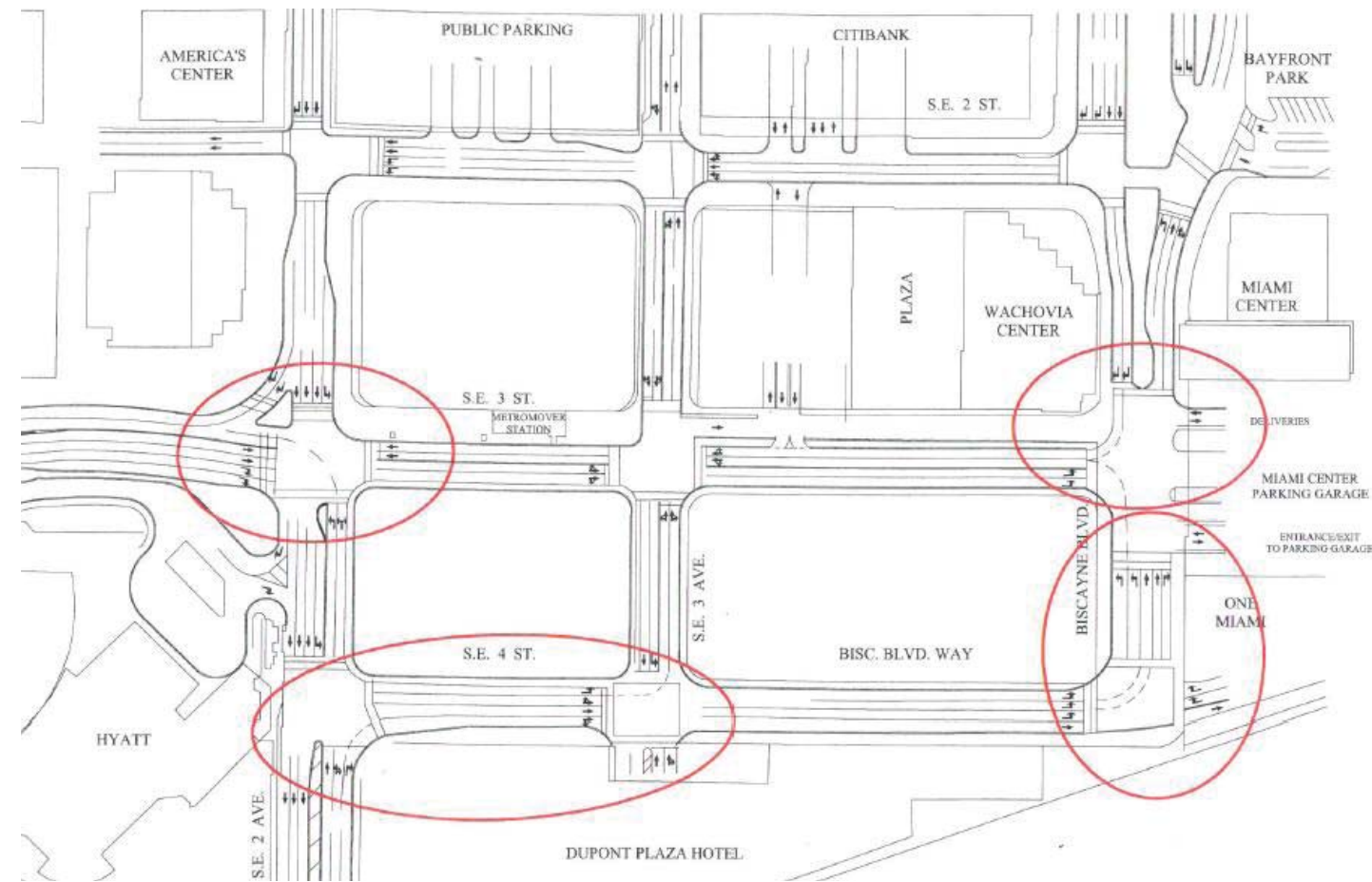
153

- model to specify traffic impacts and allow the development of appropriate measures to ensure smooth and safe traffic operations in conjunction with a modified I-95 ramp configuration. This includes recommended laneage, turn bay storage lengths, and signal timing parameters.
- Conceptual engineering design and project development should be conducted through the Florida Department of Transportation's process. This would likely require a design concept study, preparation of Geotechnical and Bridge Development Reports, a Traffic Operations Study (details described earlier) and environmental assessment, prior to final design plans.

DuPont Plaza Traffic Circulation

The DDA Master Plan team reviewed this reconfiguration concept, in the context of the "Refined Alternative" presented in the January 2006 DuPont Plaza Traffic Circulation PD&E Study Review performed by the City of Miami in conjunction with the Florida Department of Transportation (FDOT-6). Although the PD&E Study Review is focused on the area east of the I-95 ramps, coordination between the two studies ensured compatibility. The following observations and recommendations are presented:

- Retain one-way eastbound movement on SE 4th Street, east of SE 2nd Avenue.
- Retain the traffic movements recommended in the DuPont Plaza Traffic Study including the following:
  - Conversion of Biscayne Boulevard to two-way between SE 2nd Street and SE 3rd Street.
  - Conversion of SE 3rd Street to two-way between SE 2nd Avenue and Biscayne Boulevard.
  - Conversion of SE 3rd Avenue to two-way north of SE 4th Street.
  - Conversion of SE 2nd Avenue to two-way between SE 3rd Street and SE 4th Street; note that this improvement with six total lanes indicated in the Refined Alternative requires one lane of total street width to be added to the existing five-lane typical section.
  - SE 4th Street remains one-way eastbound, east of SE 2nd Avenue, and SE 2nd Street remains one-way westbound, east of SE 2nd Avenue.
- Recommend that the eastbound approach in the Refined Alternative at SE 3rd Street/SE 2nd Avenue be relocated one block south to SE 4th Street to match the DDA Master Plan concept; one eastbound right-turn bay is recommended to be added to this approach to allow for a double right-turn lane.



*DuPont Plaza Refined Alternative Traffic Circulation Concept*

Omni

Park West

Bayfront

Central Business  
District

Brickell



View of the proposed new gateway into Downtown

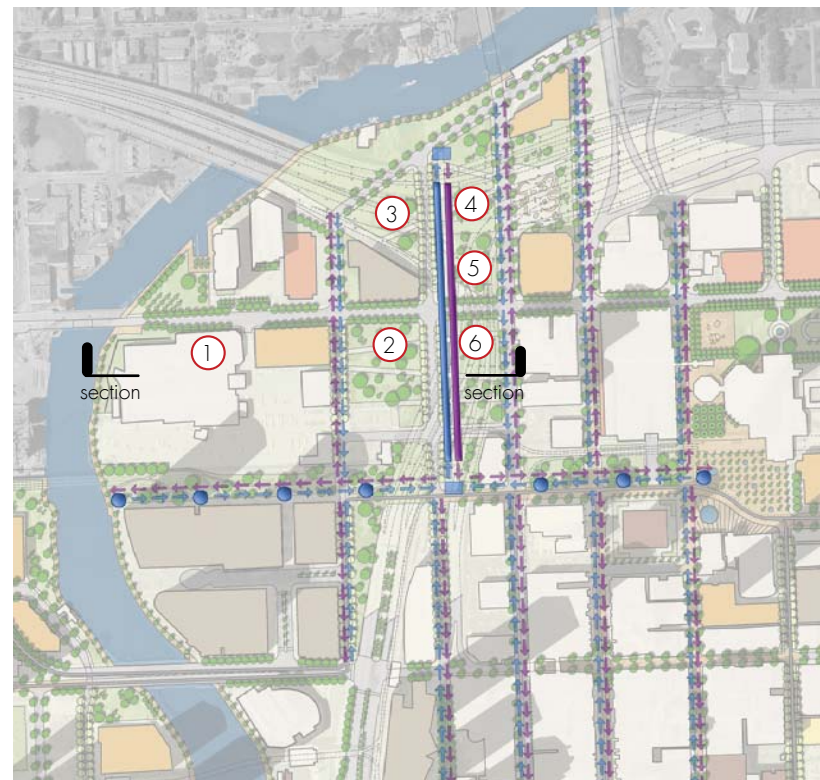
- ① New Boulevard Entrance to Downtown
- ② New Hotel Facility
- ③ New Public Open Space
- ④ Miami River Greenway/Riverwalk
- ⑤ Brickell Bridge
- ⑥ Miami Circle Park

#### Public-Private Development

As described in the previous section, the reconfigured I-95 Distributor Ramps presents the opportunity to redevelop the City of Miami owned property where the Knight Convention Center and Hyatt Hotel currently exist. Removing the poorly performing convention center program components and relocating them to Park West (see Park West Sub-District) frees up this valuable riverfront parcel to act as a new gateway entrance to the Downtown through the development of riverfront public open space and a new Hyatt development through a public-private partnership. The new 1.5 acre park space would become an important nodal connection between the Miami Greenway/Riverwalk, the Brickell Sun-District via the Brickell Bridge and the retail center north at Flagler Street.



View of Riverwalk from south of the Miami River



Stormwater Diagram

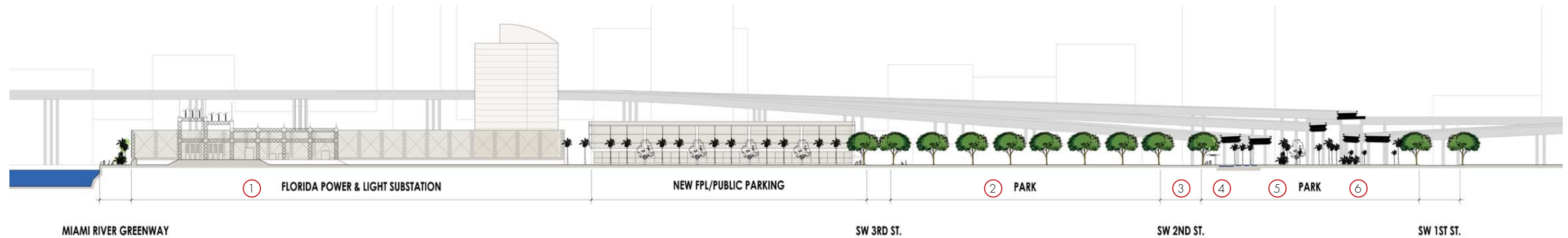
*A Concept for a New Park Development*

In the western areas of the Sub-District, the potential exists to create a compelling new public space beneath I-95 and associated high-level ramps. The overhead highway makes this large riverside site unsuitable for most uses. Parking and mechanical equipment occupy the site, while the memory of a refugee detention facility and the active recreation fields that replaced it occupy its sister site across the Miami River at Jose Marti Park.

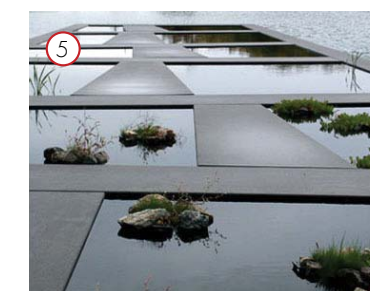
The site context contains such an apparently random assortment of unrelated uses, scales, materials, layers of history and relationships to larger contexts, that there is no correct answer to the question "which of these is not like the others?" There currently exists an electric power facility, an elevated highway, a river, a fish market, an office tower, a segment of a decoratively paved pedestrian walkway disconnected from yet another decorative segment of river promenade, a small boat yard, plenty of surface parking lots and a pile of crab pots. There is also the memory of an art deco sail loft with a frieze of a reclining river goddess above its door (preserved in countless establishing shots in its fictional role as the police station on Miami Vice) together with the reality of the sleek condominium that replaced it. There is an equal likelihood of seeing a manatee or a yacht or a freighter bound downriver piled with used bicycles to be sold in some Caribbean port. The site is a vivid microcosm of the kaleidoscopic relationships that shape Miami. A public space that addresses the relationship of all these elements can embody the juxtapositions, contrasts, paradoxes, and constant metamorphosis that is the process of city building and which is also the process of creating society. This is a city where the very quality that renders it chaotic also renders it capable of renewal and regeneration. This is a characteristic of any city – the creative potential inherent in city life is due to the potential for novel combinations and new interactions as influences from around the world converge in one densely populated location.



Existing Conditions



Section



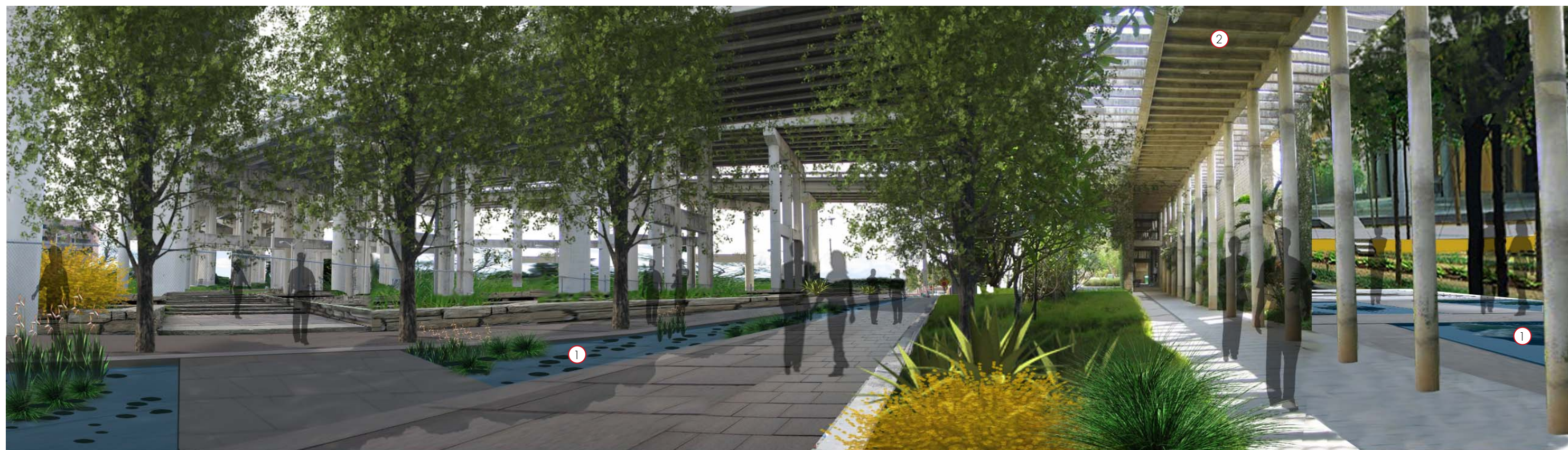
Proposed Character Images



Existing Conditions

A designed landscape that explores this urban theme must have a strong central concept to serve as an organizing framework. The riverside site, the multitude of water-related uses, and the need to confront water use issues in the city all suggest water as an organizing theme. The park can take shape around a new kind of waterworks which creates a setting for all types of Miamians to enjoy an exciting attraction that makes clear the relationship between the city and its local environment. Development of a reclaimed water facility integrated with the park can also help to conserve water by providing a new reclaimed water system supplied by harvested rainwater. Storm drains can be retrofitted to supply a rainwater harvest line that returns most water to the aquifer through exfiltration and diverts excess to a filtration feature that readies water for reuse for irrigation, chiller plants, and other non-potable uses. The entire apparatus can be integrated with the design of the park and streetscape improvements to create a prominent infrastructure element that enhances the environmental health of the city.

- ① Stormwater Filtration Feature
- ② Aquaduct



Park Character Proposal

**Structured parking**

Obviously, the preceding park proposal provides a better land use for the abundance of surface parking that currently exists beneath I-95, but it also impacts the parking inventory for both the City of Miami Riverside Center and the Florida Power and Light facilities in the Sub-District. In order to replace the parking, it is recommended that a common structured parking facility be developed and shared among the various uses. Such a facility could also accommodate the storage needs of FPL. There are several opportunities for the development of a new facility either in the lot just north of the MRC or on one of the areas now utilized by FPL for materials storage.

**Infrastructure Aesthetics/Lighting Installations**

As part of the new park development and FPL's continued existence in the Sub-District, areas beneath I-95 and the FPL Substation itself should be provided with lighting installations that contribute to a new identity for the area but also dramatically improve the safety and security of the area, rendering the new spaces and the Miami Riverwalk and Greenway inviting for night time use.

**Brickell Streetcar Loop**

The Brickell Streetcar Loop, as further described in the transit Section, would serve to better connect the Government Center and Flagler Street with the Miami River, Brickell Village and Brickell Sub-Districts. The project is recommended as a second-phase transit project, to provide transit connectivity to the residential density currently under development in the area.



Infrastructure Lighting Installations



Proposed Streetcar Loops



Infrastructure Lighting Installations

- ① Brickell Streetcar Loop
- ② Flagler Streetcar Loop
- ③ New Structured Parking
- ④ FPL Substation
- ⑤ Miami Riverside Center
- ⑥ Mary Brickell Village

## 2050 Downtown Miami Master Plan Update

### Background

- In the Miami DDA's code, one of the DDA's powers and duties is to "develop long-range plans designed to halt the deterioration of property values in the central business district, and take such steps as may be necessary to persuade property owners to implement such plans to the fullest extent possible."
- From 2005 to 2007, Zyscovich worked on the "Downtown Miami Master Plan Study."
- This 256-page document was a very comprehensive look at all of the areas within the 2.1 square miles within the DDA district.
- However, the DDA Board at that time did not think the Master Plan study contained enough action-oriented, implementable items.
- So, a new Executive Director and new staff were brought in, and they worked with another firm, EDAW, to streamline the Master Plan Study, and they developed that document into the 2025 Downtown Miami Master Plan, which was approved by the Board of Directors in October 2009.
- The Vision Statement of the 2025 Master Plan was: "Downtown Miami is the business, social, and cultural epicenter of the Americas, which capitalizes on its unique position as a major world city in a tropical waterfront environment.
- This Master Plan outlined a series of projects that support the goal of transforming Downtown Miami into the Epicenter of the Americas. Recommendations were distinctive, feasible, and implementable.
- Specific to the Miami Riverwalk, some of those goals included: Complete the Baywalk & Riverwalk; Improve Inland Connections to Waterfront; Activate the Waterfront by Providing Greater Daytime Dockage Opportunities; and Develop a Waterborne Transportation System Linking Downtown to Major Waterfront Destinations.

### Context

- Based on the success of goals outlined in 2025 Downtown Miami Master Plan, Downtown Miami in 2023 was quickly becoming a world-class city that people, families, and businesses are flocking to in greater numbers by the day.
- But as Downtown Miami rapidly develops, new challenges have emerged that need to be addressed, and a new roadmap with a clear vision needs to be created to guide economic, community, environmental and urban development opportunities.
- To that end, in late 2023, the Miami DDA began developing a Request for Qualifications (RFQ) for a 2050 Downtown Miami Master Plan Update, with a specific focus on the Central Business District (CBD) and the Flagler District within it.
- The overriding goal is to strengthen Downtown Miami's position as the most livable urban center in the world and as an urban core rich with commerce, culture, community, and connectivity.
- Following public outreach meetings, the Miami DDA's Urbanism Committee and the Miami DDA Board of Directors requested the following seven (7) goals to be considered for the Master Plan Update:
  - Promote a positive Business Environment
  - Create a Resilient City
  - Develop Incentives to Promote Equitable Housing
  - Provide Greater Mobility Options
  - Develop an Urban Planning Strategy that Promotes Adaptive Reuse for Buildings and Minimizes Big Box Retail/Store
  - Create a Walkable City with Connected Green Spaces and Recreational Areas
  - Heighten Arts, Culture, Dining & Entertainment Options

- After working City of Miami Procurement for nearly 2 years, on May 16, 2025, the Miami DDA Board passed Reso No. 17/2025, approving the selection of Zyscovich, LLC as the winning proposer for RFQ NO. 23-24-022 Master Planning Services for Downtown Miami Master Plan Update (CBD Focus).

### A.16 | TEAM ORGANIZATIONAL CHART



## Status

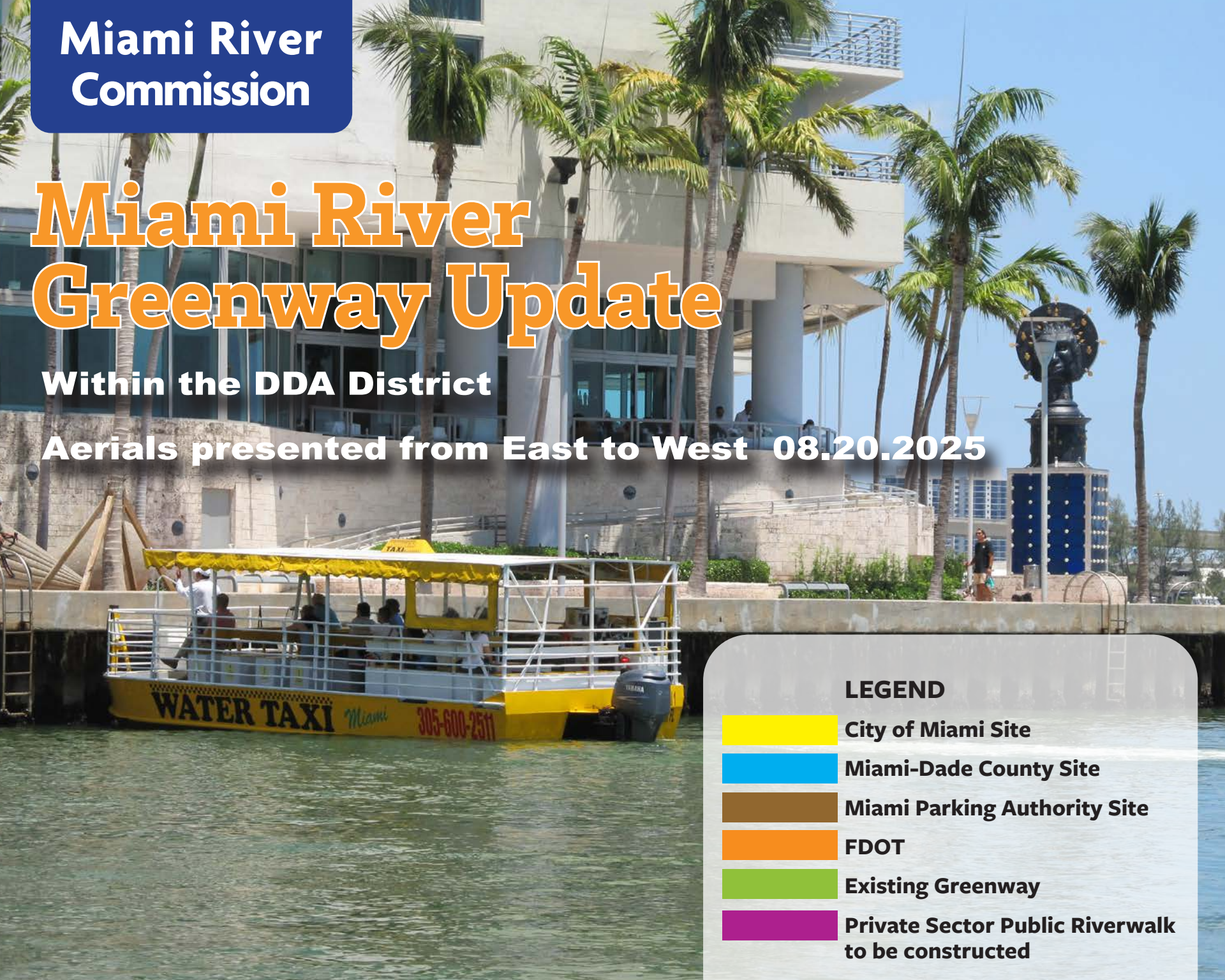
- After several months of negotiations, Bernard Zyscovich, Founder and Chief Design Officer of Zyscovich/Stratus, led a kickoff meeting with the Urbanism Committee on 2/6/26.
- The Zyscovich team took survey responses and reviewed the committee's initial goals to help determine what to prioritize.
- The next Master Plan Update Workshop was held on 3/2/26 with Board Members and community stakeholders (see attached presentation).
- Public outreach and stakeholder input throughout the Central Business District (CBD) with continue with businesses, residents, private and public sector throughout 2026.
- Three Stakeholder Feedback Round Tables - TBD
  - Residents
  - Businesses and Property Owners
  - Institutions and Public Agencies
- Weekend Visioning Event (Friday and Saturday) - TBD
  - Potential Themed Events:
    - Vision Round Table 1: Public Realm, Landscape, Resiliency
      - Panel of Experts: Curtis and Rogers Design Studio, Hargreaves Jones, Jacobs Engineering, Town Square Consulting
    - Vision Round Table 2: Urban Design, Development, Transportation, Economics
      - Panel of Experts: Zyscovich, Kimley-Horn, Lambert Advisory
- River Commission Board Presentation - May 4, 2026
- The expected timeline for the 2050 Master Plan Update is 9–12 months, but it may take up to 18 months.

**Miami River  
Commission**

# Miami River Greenway Update

**Within the DDA District**

**Aerials presented from East to West 08.20.2025**



## LEGEND

-  City of Miami Site
-  Miami-Dade County Site
-  Miami Parking Authority Site
-  FDOT
-  Existing Greenway
-  Private Sector Public Riverwalk to be constructed

## Fort Dallas Park

- **Geographic Area:**

North shore from “Riverwalk” Metromover Station to the Clarion Suites Hotel

- **Status:** City of Miami completed construction engineering documents to restore the historic Flagler Workers House

- City Commission needs to appropriate estimated \$1.5 million to construct the designed restoration of the historic Flagler Workers House

- In addition, funding is needed to improve and reopen Fort Dallas Park, including a complete reconstruction of the current 30-year old public riverwalk



Miami River Commission





Fort Dallas Park

Metromover

South Miami Avenue Bridge

Brickell Bridge

SE 5 Street

### Miami Parking Authority

- **Geographic Area:** South shore beneath Brickell Bridge
- **Construction Status:** MPA funded and designed riverwalk needs FDOT approval

### Vacant For Sale Property

- **Geographic Area:** South shore from Miami Avenue Bridge to "5th Street" Metromover Station
- **Status:** Currently temporary parking lot -- site for sale

### One Brickell

- **Geographic Area:** South shore from Brickell Bridge to Brickell on the River.
- **Construction Status:** City Commission Approved- Building 1 of 3 finishing construction developers representative offered temporary public riverwalk in vacant Phase 3

### One River Point/Faena

- **Geographic Area:** North shore from Miami Avenue Bridge to Mint
- **Construction Status:** Public riverwalk in approved One River Point submitted building permit application

Second Avenue Bridge

Metrorail Bridge

South Miami Avenue Bridge

### Edge on Brickell

- **Geographic Area:** 55 South Miami Avenue Rd
- **Construction Status:** Plans approved by the City of Miami

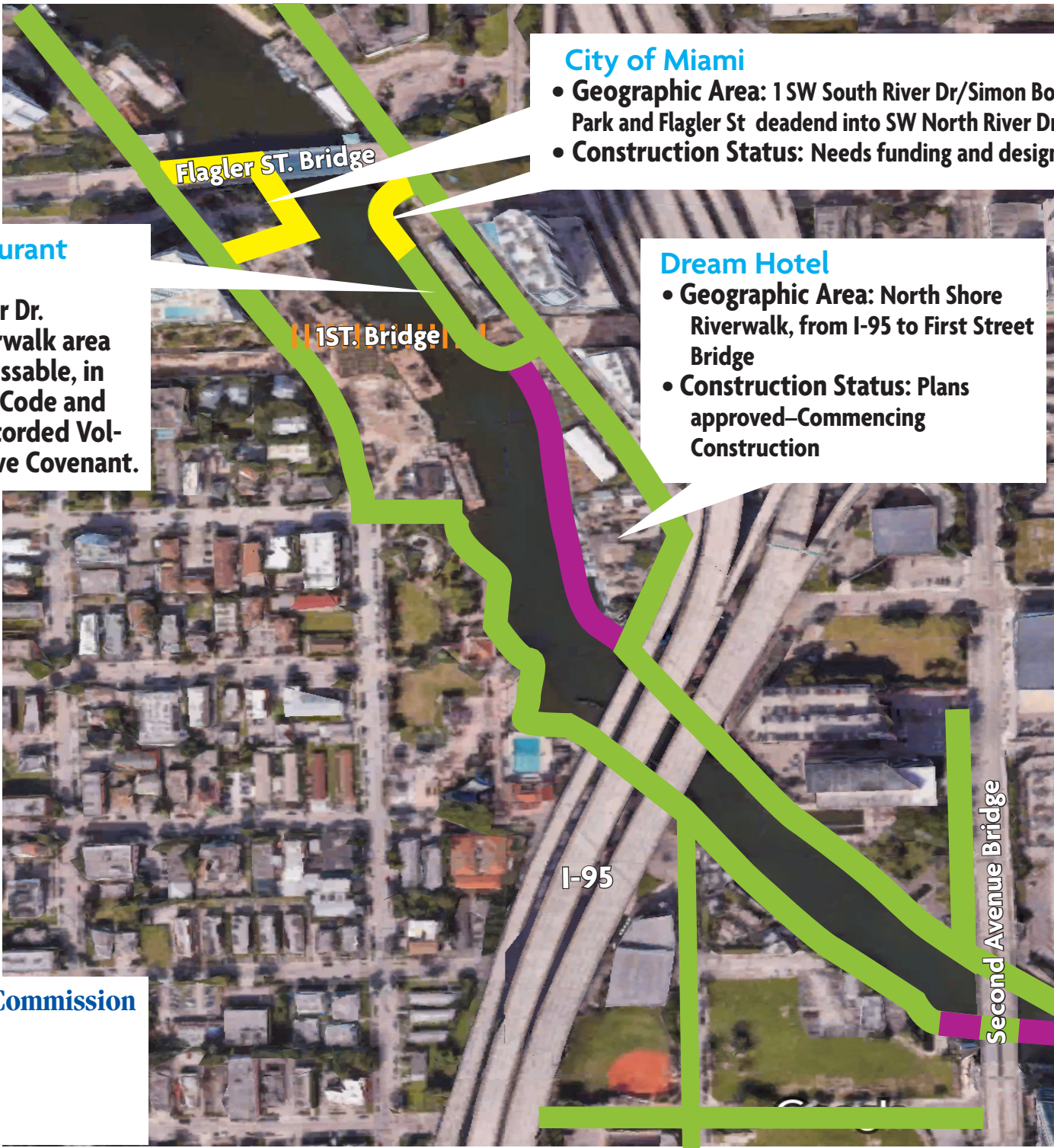
SE 6 Street

### Latitude on the River

- **Geographic Area:** Riverwalk connector between the existing riverwalks at Latitude on the River and beneath 2nd Avenue Bridge
- **Construction Status:** Funded and designed awaiting building permit

### Lofty

- **Under construction**  
Phase 1 estimated completion 2027  
Phase 2 estimated completion 2029
- SE 7 Street



### City of Miami

- **Geographic Area:** 1 SW South River Dr/Simon Bolivar Park and Flagler St deadend into SW North River Dr.
- **Construction Status:** Needs funding and design

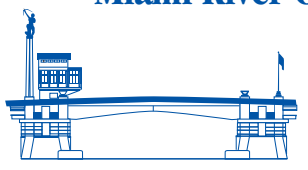
### Casa Neos Restaurant

- **Geographic Area:** 40 SW North River Dr.
- **Constructed Riverwalk area not publicly accessible, in violation of City Code and executed and recorded Voluntary Restrictive Covenant.**

### Dream Hotel

- **Geographic Area:** North Shore Riverwalk, from I-95 to First Street Bridge
- **Construction Status:** Plans approved—Commencing Construction

### Miami River Commission



**Miami River Commission's  
Urban Infill & Greenways Subcommittee  
Public Meeting Minutes  
April 22, 2026**

Miami River Commission (MRC) Urban Infill & Greenways Subcommittee's Chairman Jim Murley convened the public meeting on April 22, 2026, 10 AM, 1407 NW 7 ST. The attendance sheet is attached.

**I) Alta Development Presentation Regarding "Harbor Vista Residences"  
at 555 NW South River Drive**

Chairman Murley stated he previously met with Henry Pino, Alta Development, regarding "Harbor Vista Residences" at 555 NW South River Drive which does not require any land use nor zoning amendments. Mr Pino had accepted the invitation to present, but was unable to attend. Attendees reviewed and discussed the Harbor Vista Residences handout which Alta Development distributed to the public from their informational booth at the Free 27<sup>th</sup> Annual Miami River Riverday. The handout includes illustrative drawings depicting a 12-story residential building. Attendees noted Miami Zoning Code Section 3.11 Waterfront Standards requires a publicly accessible Riverwalk when this site is developed. The handout states, "Marina access for private dockage along 650' feet of boardwalk".

Chairman Murley stated he would reach out to Mr Pino for additional information for when this item is presented to the Miami River Commission, hopefully on 5/4/26, noon, 101 W. Flagler.

**II) Presentation of Process to Update the DDA Master Plan**

Neal Schafers, Lorena Puche, DDA, and Leslis Del Monte, Zyscovich, distributed and presented the "Master Planning Services for 2025 Downtown Miami Master Plan Update (CBD Focus)"

**DDA Master Plan Vision and Phasing**

- **Legacy Plan Review:** The 2005–2008 Zyscovich Master Plan Study (Omni, CBD, Brickell) was revisited (*please note this document is different than the final 2050 Downtown Miami Master Plan, which was adopted in October 2009*).
- Many priorities, such as economic development, land use, mobility, and housing, remain relevant from the Master Plan Study and will help inform the 2050 update.
- **Phase One – CBD Focus:** Current efforts prioritize CBD visioning, as directed by the DDA Board. Future phases should address the A&E District and Brickell District.

**Miami River District and Riverwalk Connectivity**

- **Prior Proposals (2009):** Concepts included ramp reconfigurations and up to nineteen (19) acres of new open space through under-highway park and water management uses.
- **Boundary Adjustment:** Recommend extending the River Subdistrict to include new riverfront developments (e.g., One Miami) to align with Riverwalk continuity.

- **North–South Connectivity:** Improving crossings remains a long-term priority. Options discussed included water taxis and pedestrian bridge concepts, though Coast Guard constraints limit the feasibility of the latter. Near-term focus: enhance existing crossings for pedestrian and bicycle use and connect to systems like the Underline.
- **Flagler Street Gap:** Current improvements stop short of the river. A failing seawall at a city-owned parcel creates a Riverwalk dead end; prior grant funding was lost due to inaction.

#### **Fort Dallas Park and Flagler Worker's House**

- **Restoration Needs:** What is the latest from the City regarding funding for stabilization and restoration of the park itself and the historic Flagler Workers House. That structure has been neglected for over 15 years and is at risk of demolition by neglect.
- **Development Pressure:** Adjacent redevelopment increases urgency, given prior acquisition interest.
- **Park Funding:** Millions were committed to renovate Fort Dallas Park as part of the Miami River Bridge redevelopment (Hyatt), but that funding is tied to a future building permit, delaying availability.

#### **Trail System, Maintenance, and Public Safety**

- **“Mighty Loop” Concept:** A connected trail system (Underline + Riverwalk) linking Overtown to the Health District is envisioned, though complex to implement.
- **Safety Concerns:** Increased use of unregulated electric bikes presents new risks.
- **Riverwalk Conditions:** Sections (notably near the Hyatt) are deteriorated and hazardous. Current once-weekly cleaning is inadequate; increased frequency is recommended.
- **Miami Circle Site:** Requires updated signage and security presence due to ongoing misuse (illegal parking, encampments, etc.).
- **Homelessness Impact:** Sanitation challenges are closely tied to a lack of shelter capacity. Coordination with the Homeless Trust is needed to address bed availability and service gaps

#### **Water Taxi Service and Funding**

- **Service Expansion Opportunity:** A Miami Beach-funded water taxi system creates an opportunity to extend service to and along the Miami River.
- **Implementation Model:** The City can authorize private operators to utilize existing City-owned dock facilities, by applying for marine operating permits, and then let the private operators proceed with options for subsidized or fare-based service.

#### **Next Steps/Considerations/Recommendations:**

- Share 3D Downtown Development Map with MRC staff.
- Review prior River Greenway update (Aug 25, 2025) for identified gaps.
- Define water taxi implementation strategy (operator model, procurement process, timeline, funding triggers).

- Advance near-term improvements for pedestrian and bike connectivity across the Miami River.
- Extend and enhance Flagler Street improvements to the Riverwalk from W 1<sup>st</sup> Ave three blocks west to the Flagler dead-end.
- W Flagler Street dead-end: push the City to repair the collapsing seawall and renovate the open green space. This will also force Casa Neos to open up their Riverwalk section.
- Coordinate with the Homeless Trust and other homeless entities on funding additional shelter capacity and CBD-focused strategies.
- Reassess Riverwalk maintenance standards and service frequency.
- Fort Dallas Park
  - Push the City to advance the historic preservation studies and the work that was done to renovate the historic Flagler Workers House.
  - Prioritize the renovation and activation of the park.
  - Push the City to rebuild the existing docks that were destroyed by Hurricane Irma.
- Commission Presentation (May 4): Focus on forward-looking priorities for the CBD and the River and clearly outline how the Commission can support the implementation.

This item is on the agenda of the full MRC's next public meeting 5/4, noon, 101 W Flagler.

### **III) New Business**

The public meeting adjourned.

# Miami River Commission's Urban Infill & Greenways Subcommittee

## Public Meeting

April 22, 2026 – 10:00 AM

1407 NW 7 ST, Miami, FL

Name	Organization	Telephone	Email
Cileen Broton	mrc/ Spring barden	31790- 4284	onfile
Richard Murphy	" "	786.525.5353	"
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Brett Bibeau	MRC	305.644.0544	brettbibeau@mianiriver commission.org
Jim Mulvey	MRC	JAMESFIMULVEY@GMAIL.COM 305-968-4881	





25°46.8'N 80°12.6'W

PURCHASER'S GUIDE

A HARBOR IN  
THE HEART OF  
THE RIVER

VISTA HARBOR

RESIDENCES & YACHT CLUB

## Building Overview

Continuing Henry Pino's vision of transformation along the Miami River, ATLA Development would like to introduce its latest inspiration, **Vista Harbor Residences & Yacht Club**, a 12-story condominium community featuring 242 residences, 37,000 SF of exclusive amenities, and fronting **650 feet along the picturesque Miami River**. The collection of residences, which include **studios and one- to four-bedroom residences**, are located across two separate towers with independent lobbies and amenities. This bold modern design offers unrivaled riverfront access, providing residents with **stunning views and easy connectivity to Biscayne Bay**. Experience a blend of contemporary design and premium amenities, ensuring a sophisticated lifestyle in the heart of Miami.

## Residences Features

These riverfront residences define an elevated lifestyle through openness and an effortless connection to the water. Thoughtfully curated interiors feature floor-to-ceiling glass and expansive terraces that invite natural light and sweeping river views. With direct access to Biscayne Bay, Vista Harbor blends refined design with resort-style living.

- Spacious private balconies in all residences
- Open, light-filled layouts
- Generous floor plans with expansive glass windows providing views of Downtown Miami, Brickell or Biscayne Bay
- Primary bedrooms feature walk-in closets
- Stackable GE washer and dryer
- Custom Italian kitchen cabinetry
- Kitchen islands or peninsulas for seating
- Smart access using keyless entry
- Stainless steel kitchen appliances, including Sub-Zero refrigerator/freezer and Wolf dishwasher, cooktop and microwave
- Pre-wired for high-speed communication and data connection
- Ceiling heights are approximately 9 feet, with units on the recreation deck having 12-foot ceilings
- Double-height, floor-to-ceiling windows in penthouse units
- Illuminated vanity mirrors
- Rain shower heads in primary bathrooms and custom vanities





## Location

- Located in the heart of Miami along the Miami River, and only minutes by boat to many of Miami's popular restaurants including Bagatelle, Kiki on the River, Seaspice and Habibi
- A private dock allows you to cruise the city on your own boat turning the river into a natural extension of daily life
- Minutes away from the University of Miami Health campus and Jackson Memorial Hospital, the second largest public health district in the United States
- Quick highway access connects you to Downtown Miami, Midtown, Edgewater, Miami Beach, and the Design District, and many of Miami's most vibrant destinations
- Easy access to major transportation hubs such as Miami International Airport, Port of Miami, and the Brightline Train Station
- Anchored by Publix supermarket, the River Landing mall is located within a 5 minute drive and has 315,000 square feet of retail space consisting of nine restaurants and 21 retailers

A PLACE TO ARRIVE



A PLACE TO RENEW



## Home Sharing Flexibility

- Minimum 7-day short-term rental permitted on the West tower
- Furniture package options offered for sale to create a turnkey, rental-ready opportunity
- On-site short-term rental support services, assisting residents with leasing needs

VRBO | HomeAway | Airbnb | Booking.com | Tripadvisor | Expedia | FlipKey | Villas Direct | VacationRentals.com | TurnkeyHotels.com | Priceline | Orbitz | Trivago | Hotwire | Kayak | Travelocity | Homestay | HomeToGo | Vacasa | Tripping | Atraveo | OneFineStay | Interhome | 9flats



## Services

- Front desk concierge for residents and guests
- On-site general manager
- 24-hour security

## Rental Support

On-site rental services, assisting residents with leasing needs.

## Visionaries



Developer  
ALTA Development LLC



Architect  
FormGroup Architects



## Services & Amenities

Designed as a private retreat along the river, the services and amenities offer a seamless escape from the pace of everyday life. Centered around the calming presence of the water, each space and experience is thoughtfully curated to promote relaxation, connection, an effortless living – where personalized services, resort-style amenities, and the natural rhythm of the river come together to create a serene waterfront sanctuary.

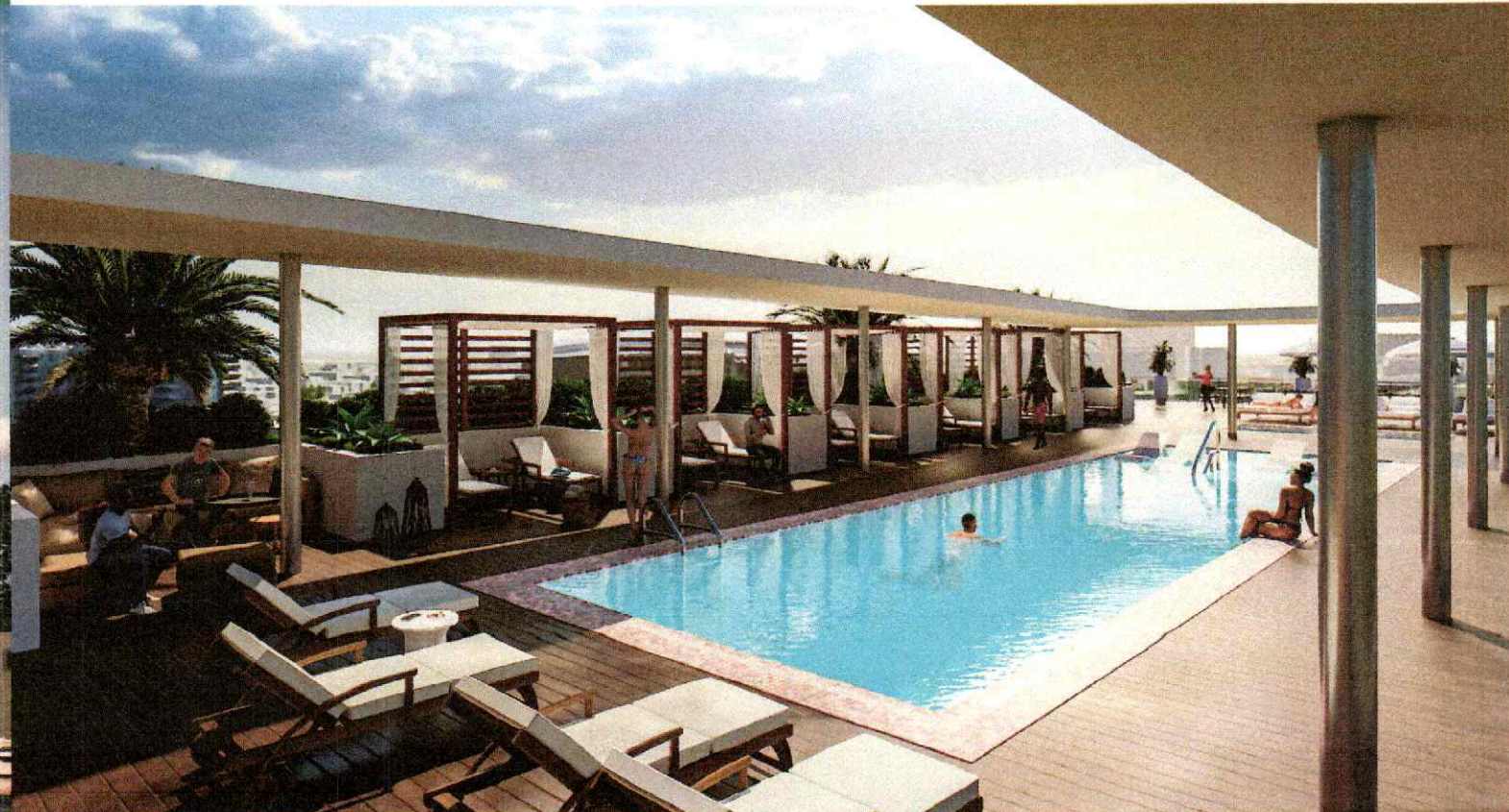
### RESIDENT EXCLUSIVE AMENITIES

- 24-hour security
- Front desk concierge
- On-site general manager
- Rooftop Pool Deck with hot/cold plunges, private cabanas and chaises overlooking the Miami River with an unobstructed view of Downtown Miami and Brickell
- Business center with co-working stations
- Outdoor Pickleball Park with two outdoor pickleball courts and green area
- Relaxing sauna
- State-of-the-art fitness centers perfect for private training or group classes
- Yoga room
- Lobby library/wine room provides a quiet, cozy reading room and lounge for gathering
- Self-service dog salon
- Club room outfitted with a smart TV, adjacent kitchenette for private gatherings and a professional pool table for seamless entertainment
- On-site restaurant and beach club
- Marina access for private dockage along 650' of boardwalk along the Miami River accommodating yachts up to 250' in length
- Each residence tower has its own independent lobby and elevators
- Central open receiving area located between the two towers with 18' soaring ceilings

YOUR HARBOR



YOUR FREEDOM





25°46.8'N 80°12.6'W

DISCOVER THE FULL STORY.  
SCAN TO EXPLORE.



(786) 800-2323

INFO@VISTAHARBORRESIDENCES.COM

555 NW S RIVER DR. MIAMI,  
FL 33136

WWW.VISTAHARBORRESIDENCES.COM



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# CitySync: Real-Time Waterway & Bridge Intelligence

Smarter waterways. Safer bridges. Seamless movement.

---

## 1. Overview

**CitySync** is a real-time **infrastructure intelligence platform** that monitors movable bridges, vessel traffic, and surrounding infrastructure to keep waterways flowing and cities moving.

We combine **AI**, **sensor data**, and **marine navigation systems (AIS/GNSS)** to predict bridge openings, track vessel behavior, and deliver live insights to both **captains** and **agencies**.

From the **Brickell Avenue Bridge** to ports and canals nationwide, CitySync bridges the gap between **marine freight** and **urban mobility**.

---

## 2. The Problem

Every year, congested waterways and unpredictable bridge openings cost **millions in lost time and fuel**, while also creating **safety risks** for vessels and motorists alike.

Bridge tenders, captains, and agencies operate in **data silos**, relying on radios, manual logs, and outdated systems.

The result:

- Missed opening windows
  - Barge delays and truck congestion
  - Lack of compliance visibility
  - Public frustration and inefficiency
-

### 3. The Solution: CitySync

CitySync fuses **AI-driven analytics** with **real-time bridge telemetry** and **vessel movement data** to create a unified operational picture.

We provide:

- **Live bridge status & activity tracking**
  - **Predictive AI models** that forecast opening windows, durations, and congestion
  - **Compliance dashboards** aligned with **33 CFR §117.305**
  - **Nereus**, a vessel-side navigation assistant that helps captains time bridge approaches safely
  - **Agency dashboards** for FDOT, DEM, and the Miami River Commission — offering analytics, reports, and alerts
- 

### 4. Benefits by Audience



#### For Maritime Operators

- Real-time bridge opening forecasts
- Route optimization and safe passage guidance
- Predictive alerts for congestion and curfews
- Reduced idle time and fuel consumption



#### For Government & Agencies

- Automated compliance tracking for §117.305
- Reports for state and federal partners
- Live dashboards for EOC and operations centers
- Improved coordination with Coast Guard, FDOT, and local bridge tenders

## For Infrastructure Planners

- Data-driven insight for capital improvement priorities
  - Economic impact analysis for freight throughput
  - Evidence-based support for grant and resilience funding
- 

## 5. Technology

CitySync integrates across existing systems to create a **multi-layered awareness platform**:

- **AI Agents** – *Kairos* (predictive openings), *Nereus* (vessel routing), *Athena* (bridge synchronization)
  - **Data Sources** – AIS and CitySync bridge telemetry
- 

## 6. Pilot Deployment: Miami River

CitySync's Miami River deployment demonstrates the platform's **Technology Readiness Level (TRL 7)** in real-world conditions. Currently tracking **Brickell Avenue** and **Miami River** bridges, CitySync provides live operational intelligence for:

- Freight and barge operators
  - FDOT District 6
  - Miami River Commission
  - Emergency Management and Urban Mobility partners
- 

## 7. Outcomes & Impact

CitySync creates a **data-driven foundation** for the future of maritime-urban infrastructure:

- 30% reduction in vessel idle time
  - 40% improvement in incident response speed
  - 100% compliance traceability with federal standards
  - Scalable framework for other waterway corridors nationwide
- 

## 8. Vision

CitySync aims to connect **every movable bridge and vessel** in America's inland waterways through a unified, predictive infrastructure network.





By fusing **AI, open data, and agency collaboration**, we ensure **safe, efficient, and transparent movement** — from ports to cities to people.

---

## 9. Call to Action

**Let's make America's waterways intelligent.**

Partner with CitySync to deploy pilot projects, enhance compliance reporting, and modernize bridge operations.

-  **Website:** [citysync.io](https://citysync.io)
-  **Contact:** [allyn@citysync.io](mailto:allyn@citysync.io)
-  **Company:** CitySync Inc
-  Miami, Florida

**Miami River Commission's Stormwater Subcommittee  
Public Meeting Minutes  
March 4, 2026**

The Miami River Commission (MRC) Stormwater Subcommittee's public meeting convened March 4, 2026, 10 AM, 1407 NW 7 ST. The attendance sheet is attached.

**I. Discussion Regarding Miami River Walk the WBID to Search and Locate Sources of Contamination**

The following emails were distributed and discussed:

“From: Muthiah, Mallika (DTPW) <[Mallika.Muthiah@miamidade.gov](mailto:Mallika.Muthiah@miamidade.gov)>  
Sent: Thursday, February 26, 2026 11:17 AM  
To: [brettbibeau@miamirivercommission.org](mailto:brettbibeau@miamirivercommission.org)  
Subject: Miami River Walk-the-WBID Event

Good morning Brett,

The County's consultant, GHD, gathered information during the Miami River's Walk the WBID event. Based on the results of the event, further research, and other information, GHD will prepare a report. After the report is received and reviewed by the County and approved by FDEP, it will be made available. At this time, we can offer no further information about the event and results.

Best regards.

Mallika  
Mallika Muthiah, P.E.  
Senior Professional Engineer  
Miami-Dade County  
Right of Way and Stormwater Planning and Design Division  
Department of Transportation and Public Works (DTPW)  
111NW 1<sup>st</sup> Street, 15<sup>th</sup> Floor, Miami, FL 33128  
[Mallika.Muthiah@miamidade.gov](mailto:Mallika.Muthiah@miamidade.gov)  
Telephone: 305-372-6921

From: [brettbibeau@miamirivercommission.org](mailto:brettbibeau@miamirivercommission.org) <  
Sent: Wednesday, February 25, 2026 11:27 AM  
To: 'Jingwei Li' <[Jingwei.Li@ghd.com](mailto:Jingwei.Li@ghd.com)>; Muthiah, Mallika (DTPW) <[muthim@miamidade.gov](mailto:muthim@miamidade.gov)>; [anita.stine@floridadep.gov](mailto:anita.stine@floridadep.gov); Estevez, Elyrosa <[EEstevez@miamigov.com](mailto:EEstevez@miamigov.com)>; [spencer.crowley@akerman.com](mailto:spencer.crowley@akerman.com); Murley, James <[jamesfenimoremurley@gmail.com](mailto:jamesfenimoremurley@gmail.com)>  
Subject: RE: Miami River WTW Agenda

- 2 -

Good Afternoon Mallika and Jingwei,

Miami River Walk the WBID is on the attached MRC subcommittee's 3/4 public meeting agenda. Please reply update, and participate in the meeting

Thank you

Sincerely,  
Brett"

Attendees asked MRC Director Bibeau to email the COUNTY and there consultants offering assistance in the creation of the Walk the Wbid report.

**II. "Miami River Basin Water Quality Improvement Plan" Agency Quarterly Implementation Progress Reports** – Mr Charles Groppe, Miami Dade County's Department of Environmental Resource Management's (DERM), distributed and presented a report covering October – December 2025. The most alarming water quality violations were detected in November 2025 at Wagner Creek testing station WC04 had E. coli Bacteria results of 9,804 (cfu/100ml) and station WC02 had E. coli bacteria results of 4,611, when the state's safe water quality standard is only 130 (cfu/100ml).

MRC Director Bibeau referenced the MRC Stormwater Subcommittee's 7/2/25 public meeting minutes which included a detailed proposal following a successful 1-year free pilot resulting in a 76% reduction of Enterococci Bacteria and an 82% reduction in E. Coli Bacteria, 5 oxygenators with online water quality samplers for 1 year spread out along Wagner Creek would cost only \$18,000 per month which will hopefully be funded by the public sector. Mr Bibeau stated the machine was turned off between May 2025 and Jan 2, 2026 therefore was not in operation during the recently reported results. MRC member Broton, whom is a Spring Garden resident, stated she hoped the public sector would commence paying the \$18,000 per month for 5 units to clean Wagner Creek.

- I) Discussion Regarding Collapsing Shoreline Along Both Wagner Creek's Shores, South of NW 20 ST
- II) Discussion Regarding Collapsing Shoreline at NW 25 Ave and the Miami River's North Shore
- III) Discussion Regarding 169 NW South River Drive
- IV) New Business

**III. Discussion Regarding Collapsing Shoreline Along South River Drive West of 27 Ave**

The MRC Stormwater Subcommittee's April 2025 public meeting minutes state:

"NW South River Drive from 27 Ave to 20 ST proceeds along a portion of the Miami River which has an unconsolidated shoreline, and several large and growing areas where the shoreline is collapsing into the River. When one of several large sink holes previously grew past the street's

steel safety barrier, the City of Miami placed temporary plastic barricades around the hole to keep pedestrians and cars from falling into the Miami River. As the shoreline sink hole(s) grew larger over time, the ground under one of the plastic barriers fell into the River, along with the temporary barricade. Now the large sink hole (one of several) is slightly into the actual street's paved asphalt, and erosion has hollowed out under a portion of the street, where there is no longer solid ground beneath a portion of the street's asphalt. School buses etc. drive on this street (which has no sidewalks, no drainage, no curb and gutter, etc.) On March 6, 2023 the MRC adopted a unanimous resolution stating in part, "encouraging the City of Miami to apply for a TAP (FDOT – TPO) grant or seek a State / Federal cost share / earmark to repair the additional 2 adjacent shoreline collapses, while constructing a public Riverwalk and new stretch of the riverfront portion of South River Drive from NW 20 ST to NW 27 Ave, featuring landscaping, decorative lighting, etc.

The eastern most section of the subject collapsed shoreline is around a broken stormwater outfall (owned by FDOT) which drains 27 Ave. During the MRC's March 6, 2023 public meeting FDOT representatives presented construction engineering documents to repair this collapsed area, while planning to reconstruct a small portion of NW South River Drive (still with no sidewalks, no drainage, no curb and gutter, etc.) The distributed MRC Urban Infill and Greenways subcommittee's September 23, 2024 public meeting minutes with this item on the agenda state, "The FDOT representatives stated the City of Miami indicated they maintain this portion of South River Drive, but do not own it, and the City granted a permit for the planned FDOT repair. The City of Miami clarified that the permit issued for the FDOT collapsed shoreline restoration project was issued for work and Maintenance of Traffic within the City right-of-way (25 feet from Southerly R/W line of the Miami Canal to the south).

Attendees reviewed and discussed several maps and plats previously emailed from the City of Miami, Miami-Dade County, and or SFWMD. For the eastern half of the subject riverfront portion of NW South River Drive (east of the stone bridge over tributary), the City of Miami and Miami-Dade County Representatives stated they believe South River Drive and the shoreline are part of the Miami River ROW, and therefore owned by SFWMD. Armando Vilaboy, SFWMD, provided numerous titles etc. supporting SFWMD's belief that they only own the water in the subject area, and no land. Mr. Vilaboy indicated if SFWMD is wrong, and the City and County are correct in that SFWMD indeed owns the shoreline and this portion of South River Drive, SFWMD does not own or reconstruct streets therefore would be unable to assist with the needed project, but SFWMD would be willing to provide ownership of the subject area to the City free of charge. Ms. Molina, Miami-Dade County, stated since the City has been maintaining the subject portion of South River Drive, therefore the City could claim ownership from SFWMD. The City clarified that the City only has maintenance responsibilities within its right of way. Ms. Molina agreed to research the amount of impact fees the County recently collected from the immediate areas 3 large developments which are currently under construction, and if those impact fees may be used for the subject project. City of Miami Public Works Director Santana indicated he will be discussing these issues in the future with the City Manager.

City of Miami Public Works Director Santana stated the City of Miami owns the western half of the subject riverfront portion of South River Drive (west of the stone bridge over the tributary) in addition to 4 City of Miami owned riverfront folios which are managed by the City of Miami Parks Department. Director Santana suggested the MRC contact City of Miami Assistant City Manager

Barbara Hernandez, whom oversees the Parks Department, as they are leading the City's efforts to repair the 2 large and growing collapsed portions of the shoreline in these City owned riverfront folios, and Public Works will coordinate with the Parks Department to include reconstructing this City owned portion of South River Drive in the subject future City of Miami project.

In addition to the TAP (FDOT / TPO) grant opportunity, attendees noted the subject project ("repair the additional 2 adjacent shoreline collapses, while constructing a public Riverwalk and new stretch of the riverfront portion of South River Drive from NW 20 ST to NW 27 Ave, featuring landscaping, decorative lighting, etc.") is a good fit for a large Federal grant."

Attendees reviewed and discussed an updated color-coded aerial exhibit prepared by the MRC, showing the subject area and noting ownership of the 4 connecting areas with the entire street owned by the City of Miami whom recently permitted improvements currently under construction by the adjacent development. Attendees noted since the City of Miami owns a 25' wide easement between the private properties and the street, therefore there is sufficient space to shift the street towards the upland, which increases the space for the public Riverwalk. Attendees noted there is a new residential development under construction in the subject area, with another planned development in planning, therefore the number of pedestrians and vehicles will be increasing. Jim Murley noted the following next four steps to bring this MRC recommendation to fruition:

- 1) Resolve Ownership
- 2) Design
- 3) Funding including City Applying for grants
- 4) Construction

The MRC continues to recommend enforcing the shoreline ordinance by making expedited emergency repairs to the collapsed shoreline and encouraging the City of Miami to apply for a TAP (FDOT – TPO) grant, Federal Grant, or seek a State / Federal cost share / earmark to construct a public Riverwalk featuring a new seawall, and a new stretch of the riverfront portion of South River Drive from NW 20 ST to NW 27 Ave, featuring landscaping, decorative lighting, drainage, curb and gutter, etc.

The MRC SSC's 10/1/25 public meeting minutes state in part, "Omar Suarez and Scott Riggs, Miami-Dade County, stated they found 2 plats, the most Northern part the River is 150 feet while in the more southern area the plat shows the River is 200 feet wide, therefore they believe the subject area is the SFWMD's." Armando Vilaboy stated the SFWMD still disagrees with this conclusion, but will pay for a survey to further investigate. Jim Murley noted considering the adjacent development is finishing construction the traffic on this dangerous street will significantly increase, therefore these needed repairs are time sensitive in order to provide public safety. Attendees thanked FDOT which completed construction of their 1 outfall and portion of collapsing shoreline close to 27 Ave.

#### **IV. Discussion Regarding Collapsing Shoreline Along Wagner Creek South of NW 20 ST**

The City of Miami emailed the following update:

Good afternoon, Mr. Bibeau. Please find below the current status update for the Wagner Creek Canal Project.

The project addresses severe embankment instability and active erosion conditions identified during multiple site visits conducted in 2024. During these inspections, existing articulating concrete block (ACB) stabilization systems were observed sliding into the canal, resulting in exposed geotextile fabric and unprotected subgrade soils. These conditions present a significant risk of accelerated bank failure and continued sediment migration into the canal.

The project reached the 30% design milestone for the overall corridor and received initial internal approval at that stage.

During the 30% plans review, the consultant documented substantial sediment deposition within the canal section attributable to progressive bank erosion. The accumulation of sediments has partially reduced the hydraulic capacity of the channel. Additionally, localized undermining was observed beneath the foundation of the Curtis Battery & Electric Corp. building located at 1500 NW 20 Street, indicating potential structural risk associated with continued erosion.

Based on these findings, the project has been strategically divided into two implementation phases:

##### **Phase I – Emergency Stabilization**

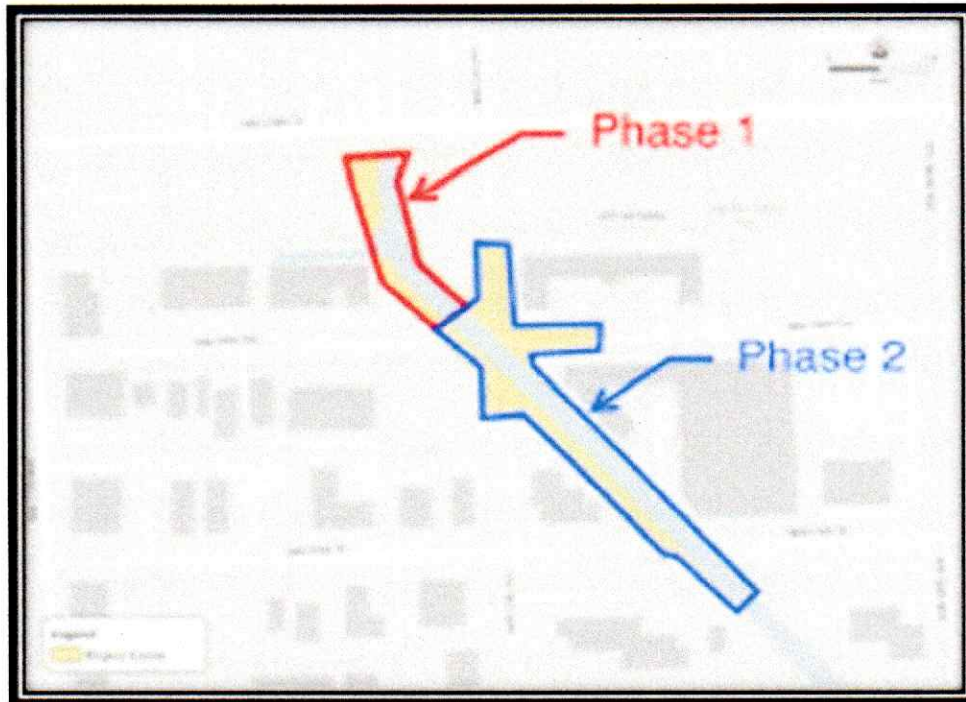
Limits: NW 20 Street to NW 15 Avenue / NW 19 Terrace

This phase addresses the immediate and critical stabilization needs associated with active erosion, embankment displacement, and foundation undermining.

##### **Phase II – Future Improvements**

Limits: NW 15 Avenue / NW 19 Terrace southbound to the pedestrian bridge

This phase will address the remaining long-term stabilization and restoration components of the corridor.



We are currently advancing Phase I (Emergency), which remains in the negotiation stage of the Scope of Services (SoS). The SoS will define the complete technical scope, deliverables, schedule, and associated design fees.

**Current Status:**

- SoS negotiations for Phase I (Emergency) commenced on January 16, 2026.
- Following several review cycles, the consultant is expected to resubmit the final revised SoS to conclude negotiations.

Upon completion and approval of the SoS, a Purchase Order will be issued, and the consultant will proceed with Phase I design development at the 60%, 90%, and 100% completion milestones.

Please let me know if you require any additional technical detail or clarification.

Thank you.



**Jose Borrego, P.E., CGC**  
**Project Manager**

**Department of Resilience & Public Works**  
**Roadway Infrastructure**  
444 SW 2 Avenue, 8<sup>th</sup> Floor, Miami, FL 33130  
Office: 305.416.1215  
DRPW Main Line: (305) 416-1200  
Email: [JBorrego@Miami.Gov](mailto:JBorrego@Miami.Gov)

MRC Vice Charman Murley and Director Bibeau noted Wagner Creek was recently dredged for \$20 million, therefore respectfully recommended removing that portion of the project. The project was never intended to include dredging, rather is simply a needed shoreline stabilization (either sea wall or rip-rap), with a landscaped and lighted bike / ped path on the west shore only to improve the City owned public waterfront greenspace at the 2 street dead ends. The County's recently completed sections of shoreline stabilization using rip rap on Wagner Creek south of NW 14 ST was cited as an example. Removing the dredging in an area which has no vessels and sufficient flood conveyance capacity will significantly reduce the unfunded \$16,000,000 estimated cost.

**V. Discussion Regarding Collapsing Shoreline at NW North River Drive and NW 25 Ave**

The City of Miami emailed the following update:

**From:** Zamora, Carolina <CZamora@miamigov.com>  
**Sent:** Wednesday, February 25, 2026 1:59 PM  
**To:** brettbibeau <brettbibeau@miamirivercommission.org>  
**Cc:** Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>; Santana Jr., Juvenal <jsantana@miamigov.com>; Gabela, Miguel Angel (Commissioner) <MAGabela@miamigov.com>; Castaneda, Francisco <FCastaneda@miamigov.com>; 'Murley, James [GMAIL]' <jamesfenimoremurley@gmail.com>; spencer.crowley@akerman.com; Cabrisas, Kathryn <KCabrisas@miamigov.com>; Badia, Hector <hbadia@miamigov.com>; Alfaro, Charles <CALfaro@miamigov.com>; tlugo@rovrddev.com  
**Subject:** RE: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

Good afternoon Mr. Bibeau,

Please see the project update below as of **February 13, 2026**, for Project 40-B253603 – Shoreline Improvements at NW 25 Avenue and the Miami River's North Shore.

**Project Update:**

- The arborist tree survey is complete.
- The consultant is currently in the process of collecting survey data.
  - o The consultant anticipates having the survey available for review by the **end of February.**
- GHD/ADA has initiated the following:
  - o Utility coordination and data collection.
  - Data collection from MDC WASD is still ongoing.
- The consultant is organizing and developing the plan set and is working on collecting all necessary information to initiate the 60% Design Phase.

If you have any additional questions or require further information, please do not hesitate to contact me.

Respectfully,

Carolina Zamora



**Carolina Zamora**

Project Manager

Department of Resilience and Public Works

**Roadway Infrastructure**

444 SW 2<sup>nd</sup> Avenue, 8<sup>th</sup> Floor, Miami, FL 33130

Main Line: 305.416.1184

Email: [CZamora@miamigov.com](mailto:CZamora@miamigov.com)

Website: [www.miami.gov/rpw](http://www.miami.gov/rpw)

- VI. Discussion Regarding 169 NW South River Drive** – The City of Miami owns a crushed stormwater outfall, located beneath the County owned 169 NW South River Drive. The County riverfront parcel is a sanitary sewer easement where a sewer line tunnels beneath the Miami River to the sewage pump station on the opposite side of the River, there is often sanitary odor and sanitary manholes are clogged. The following email was distributed and discussed:

**From:** Santiago, Johnny S. (WASD) <[Johnny.Santiago@miamidade.gov](mailto:Johnny.Santiago@miamidade.gov)> **On Behalf Of** Lopez-Velandia, Catalina (WASD)  
**Sent:** Friday, February 27, 2026 11:20 AM  
**To:** brettbibeau <[brettbibeau@miamirivercommission.org](mailto:brettbibeau@miamirivercommission.org)>  
**Cc:** Griner, Debbie (WASD) <[Debbie.Griner@miamidade.gov](mailto:Debbie.Griner@miamidade.gov)>; Lopez-Velandia, Catalina (WASD) <[Catalina.Lopez-Velandia@miamidade.gov](mailto:Catalina.Lopez-Velandia@miamidade.gov)>; Santiago, Johnny S. (WASD) <[Johnny.Santiago@miamidade.gov](mailto:Johnny.Santiago@miamidade.gov)>  
**Subject:** Re: Miami River WTW Agenda

Good morning Mr. Bibeau,

I'd like to provide updates to the action items below and hope you find this information helpful.

1. We were able to complete two MH's rehabilitations and install one odor control system. There are 3 additional MH's in which we tried to install the remaining odor systems but, after evaluating the condition of the MH's rings and covers these are in need of repair due to corrosion. WO's have been created to perform and complete repairs to install the remaining odor control systems. The installation will take about an hour 1/2 per odor control system, as soon as the rings and covers are repair we'll install them and complete project on schedule.
2. We inspected the 48-inch line condition, located below the manhole at the intersection in response to the reported cracks. During the inspection, staff identified a detached liner within the pipe. The condition has since been repaired. Additionally, the referenced manholes in need of MH's covers and rings recondition have been repaired/replaced, as

necessary. We are scheduled to complete the remaining project components, including the odor control system installations, next week.

Please feel free to reach out if further information is needed.

Thank you!!

**From:** Griner, Debbie (WASD) <[Debbie.Griner@miamidade.gov](mailto:Debbie.Griner@miamidade.gov)>  
**Sent:** Wednesday, February 4, 2026 4:47 PM  
**To:** brettbibeau<[brettbibeau@miamirivercommission.org](mailto:brettbibeau@miamirivercommission.org)>  
**Cc:** Lopez-Velandia, Catalina (WASD) <[Catalina.Lopez-Velandia@miamidade.gov](mailto:Catalina.Lopez-Velandia@miamidade.gov)>  
**Subject:** FW: Miami River WTW Agenda

Good afternoon, Mr. Bibeau,

As discussed during the last subcommittee meeting, WASD purchased four filter units to be installed in the manholes in the subject area. WASD is also going to inspect the condition of the 48-inch line in the same area.

I've copied Catalina Lopez-Velandia to see if she has any updates on the installation and inspection that you can share during your event tomorrow.

Cata, I pasted the action items we captured from their last meeting below for your reference:

1. Odor mitigation / filter unit installation
  - WASD to install the (4) filter units in manholes in the area (purchased for ~\$30K).
  - Notify the Miami River Commission (MRC) once the units are installed.
2. 48-inch line condition (reported cracks)
  - WASD Operations to inspect the 48-inch line below the manhole at the intersection.
  - Report findings back to the MRC.

Thanks so much,

**Debbie Griner, ENV SP**  
Chief Resilience and Sustainability Officer  
**Miami-Dade Water & Sewer Department**

Attendees thanked the WASD representatives.

## **VII. New Business**

The public meeting adjourned.

# Miami River Commission's Stormwater Subcommittee

## Public Meeting

March 4, 2026 – 10:00 AM

1407 NW 7 ST, Miami, FL

Name	Organization	Telephone	Email
Eileen Broten	MRC/ Spring Garden	31790- 4284	onfile
Richard Murphy	MRC/Spring Garden	786.525.5353	on file
Charles Gropp	DERM	571-444-0859	charles.gropp@ miamidade.gov
Jim Murley	MRC	305-968-4881	Jamesfeinmurley@gmail.com
Jose Bonrigo	City of Miami - DDFW	305-416-1215	JBonrigo@ MIAMIgov.com
Brett Bibeau	MRC	3056440544	brettbibeau@miamiriver commission.org