

Miami River Commission Public Meeting Minutes October 6, 2025

The Miami River Commission's (MRC) public meeting convened at noon, October 6, 2025, 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
James Murley, Vice-Chairman, designee for Miami-Dade County Daniela Levine Cava
Megan Kelly, designee for City of Miami Mayor Francis Suarez
Eddie Marti Kring, designee for County Commissioner Eileen Higgins
William Gonzalez, designee for Miami-Dade State Attorney Katherine Fernandez-Rundle
Philip Everingham, designee for Miami Marine Council
Spencer Crowley, Member at Large Appointed by the City of Miami Commission
Theo Long, Neighborhood Representative appointed by Board of County Commissioners
Eileen Broton, Neighborhood Representative Appointed by City of Miami Commission
Richard Murphy, designee for Neighborhood Representative Appointed by City of Miami Commission
Gary Gunness, Miami River Marine Group
Tere Garcia, designee for Greater Miami Chamber of Commerce
Alvaro Coradin, designee for Member at Large Appointed by the County Commission
John Michael Cornell, designee for Member at Large Appointed by the Governor
Neal Schafers, designee for Miami Downtown Development Authority

MRC Staff:

Brett Bibeau, Managing Director

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

The Miami River Commission unanimously adopted their September public meeting minutes.

MRC Chairman Aguirre provided the following report:

The free 27th Annual Miami Riverday 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. If you would like to sponsor Miami Riverday, or advertise in the MRC's 23rd Annual Miami River Map & Guide, please contact MRC Director Bibeau.

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

The Miami River Commission has been actively assisting the efforts of the City, County, State, and private sector to clean up the Miami River District. 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.

The MRC thanks the Hands-on-Miami volunteers whom picked up garbage along the Miami River in Curtis Park on October 5.

II) Presentation of Updated Plans for 24 SW 4 ST One River Point / Faena

Brian Dombrowski, Greenberg Traurig, distributed and presented the current plans and Letter of Intent. Mr. Dombrowski stated the MRC previously recommended approval of a design for this site previously presented as “One River Point”. Since then, the design has been amended and Kar Properties partnered with Faena. Mr. Dombrowski stated the new design still provides a public riverwalk consistent with the requirements of the City Zoning Code Section 3.11 Waterfront Standards, and the Baywalk / Riverwalk Design Standards and Guidelines. Mr. Dombrowski distributed a Declaration of Restrictive Covenants which states in part, “The Owner shall construct a publicly accessible Riverwalk in accordance with the Miami River Greenway Action Plan and Miami 21 Code Waterfront Standards and as consistent with the Site Plan”.

The MRC unanimously recommended approval of the presented plans, Letter of Intent and Declaration of Restrictive Covenants for 24 SW 4 ST.

III) Presentation Regarding Miami Dade County’s Comprehensive Plan and Evaluation Appraisal Report (EAR)

Mr. Vinod Sandanasamy, AICP, PTP, Strategic Transportation Planner, Miami-Dade County Department of Regulatory and Economic Resources distributed and presented a PowerPoint regarding the “Evaluation and Appraisal Report / Miami Dade County Comprehensive Development Master Plan” and the “Port of Miami River Sub element”. The PowerPoint stated in part:

“State law requires the County to review and update the CDMP every seven years to include:

- Amendments necessary to reflect changes to state law
- Amendments necessary to cover a 10-year planning period
- A comprehensive review to reflect changes in local conditions”

“General EAR Timeline

- Early 2026 – Public Workshops and Survey
- Late 2026 – Board of County Commissioners Hearing
- 2027 - EAR Based Amendments to the Comprehensive Plan Transmitted to State”

The MRC will continue participating in the EAR process.

IV) New Business

The public meeting adjourned.

Miami River Commission

Public Meeting

October 6, 2025 - 12:00 PM

101 W Flagler, Miami FL - Main Library Auditorium

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Miami River Commission

Public Meeting

October 6, 2025 - 12:00 PM

101 W Flagler, Miami FL - Main Library Auditorium

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**Miami River Commission's
Urban Infill & Greenways Subcommittee
Public Meeting Minutes
October 14, 2025**

Miami River Commission (MRC) Urban Infill & Greenways Subcommittee's Chairman Jim Murley convened the public meeting on October 14, 2025, 2 PM, 1407 NW 7 ST. The attendance sheet is attached.

I) Discussion Regarding New Riverfront Park on the Public Riverwalk at the 5 ST Metro-Mover Station

MRC Director Bibeau thanked County Commissioner Eileen Higgins for creating a new riverfront park on the public Riverwalk at the 5 ST Metro-Mover Station. The project is County funded on County owned land. Commissioner Higgins is inviting everyone to the public ground breaking ceremony on October 27 at 5 PM.

II) Discussion Regarding Point Park

MRC Director Bibeau read the following email into the record from Latoya Osborne, Interim Assistant Director, City of Miami Office of Capital Improvements

“Subject: Re: Spring Garden Point Park Redevelopment

Good afternoon all,

Apologies for the delay. As a result of the community's input in an online survey published by Parks earlier this year, the scope of work for this site currently includes a playground, outdoor fitness area, walkways, landscaping, site furnishings, and a pavilion structure.

A design consultant was assigned by Procurement earlier this month and a site visit was held on 9/18/25 with the consultant and Parks staff to assess current conditions and determine a potential layout of the different park amenities. A fee proposal is currently anticipated to be received the week of 10/13/2025. Once a proposal is finalized and the design consultant is on board, the City can provide you with additional information as it relates to the timeline for design. Once a design is finalized, then a timeline can be provided for construction.

We currently do not foresee any funding shortfalls for this project based on the current scope of work.”

Attendees at the public MRC subcommittee meeting expressed looking forward to working with the City's design consultant. Nick Katz and Emmett Moore, Co-Chairs of the Spring Garden Civic Association, expressed support for the improvements listed in Ms Osborne's email, which do not include a community center. Eileen Broton, whom is a board member of both the MRC and the Spring Garden Civic Association, stated she supports the proposed improvements to Point Park as well. Ms. Broton recommended the City amend the Historic and Environmental Preservation Board's previously approved condition on the demolition certificate for the site's Seybold Carriage House, and research the purchase and donation of the site by the Trust for Public Land.

III) Discussion Regarding City of Miami's Repairs to the Humpback Bridge Over the Seybold Canal

Mr. Pedro Alvarado, Jose Barrio, and Carolina Zamora, presented and distributed final plans to repair the Humpback Bridge over the Seybold Canal and the following "Work Plan":

All work will be conducted from the sidewalks and from the outside of the bridge.

Sidewalks will be closed one side at a time. A Maintenance of Traffic Plan has been prepared to manage these closures.

No lane closures are currently expected. However, if a lane closure becomes necessary at any point, we will notify you in advance.

The City of Miami and Mr Katz stated they would contact FPL to try and add more lighting in the area of the Humpback Bridge.

IV) Update Regarding Waterborne Transportation

MRC Board Member Spencer Crowley, whom also serves on the Downtown Development Authority (DDA), wanted to participate in this agenda item but was unavailable. Mr. Nick Katz serves on the DDA as well, and stated the DDA recently passed a resolution recommending waterborne transportation, Miami Beach is starting a new waterborne transportation system, and hopefully it will connect with a waterborne transportation system along the Miami River and Biscayne Bay. Waterborne transportation is recommended in the MRC's adopted strategic plans, and an update will be on the full MRC's November 3 public meeting agenda.

V) Discussion Regarding City of Miami Commission Future Legislation, “To Permit Storage of Fishing Equipment and or Supplies By Right on ‘Working Waterfront Properties’”

MRC Director Bibeau distributed the City of Miami Commission Future Legislation, “To Permit Storage of Fishing Equipment and or Supplies By Right on ‘Working Waterfront Properties’”. MRC Director Bibeau stated:

All “Working Waterfront properties” in the City of Miami’s portion of the Miami River are listed in the City Comp Plan’s Appendix PA-1.

Although the majority of “Working Waterfront properties” have a consistent Marine Industrial Zoning (D1 or D3), there are some “Working Waterfront properties” on the list which surprisingly have a different zoning.

All properties with Marine Industrial Zoning (D1 or D3) permits storage of fishing equipment and or supplies by right.

The City of Miami’s presented Future Legislation would now permit storage of fishing equipment and or supplies by right in any “Working Waterfront properties” listed in the City Comp Plan’s Appendix PA-1, even if its actual zoning is inconsistent.

Attendees of the public meeting expressed no objections. **MRC Urban Infill Chairman Murley recommended approval of the presented City of Miami Commission Future Legislation, “To Permit Storage of Fishing Equipment and or Supplies By Right on ‘Working Waterfront Properties’”**

VI) Presentation from “The Foam Guys” Regarding Polyurethane Foam Injection for Seawall Repairs

Mark Simtta and Hulice Hidalgo, The Foam Guys, distributed and presented detailed information regarding Polyurethane Foam Injection for Seawall Repairs. The distributed PowerPoint stated in part:

- **Foam Injection:** Strengthens wall panels, Stabilizes soils, fills voids, prevents further settlement
- **Concrete Recap:** Strengthens existing wall system, extends service life, meets today’s codes.
- **Non-Disruptive:** Minimal demolition, faster construction, less impact to residents

- **Optimal Solution:** U.S. Army Corps of Engineers -No permit required designation.
- **Future-Proofing:** 25 years for capital planning before full replacement.

In addition of physical sample of the product was presented.

Daniel Jordan, Zenith Methods, stated they are trying to bring awareness of this cost effective option for consideration by the public and private sectors.

VII) New Business

MRC Vice Chairman Murley stated the public Riverwalk at the Miami River Special Area Plan is now open along the Miami River's south shore from I-95 to the 2 Ave Bridge. The development is named "Flow Brickell". The owners will be hosting a farmer's market on the public riverwalk on Sundays. A layout plan depicting the booths was distributed. MRC Vice Chairman Murley asked Director Bibeau to visit the area with the owners to see if its possible to slightly widen the unobstructed riverwalk width next to the temporary tent at the narrowest 4' pinch point. Attendees thanked Flow Brickell for hosting the Sunday's farmers market on their section of the public Riverwalk, which will be a positive activation of the public space.

The meeting adjourned.

Miami River Commission's Urban Infill & Greenways Subcommittee

Public Meeting

October 14, 2025 - 2:00 PM

1407 NW 7 ST, Miami, FL

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Brett Bibeau	MRC	305 644 0544	



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RESOLUTION NO. 007/2024

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE MIAMI DOWNTOWN DEVELOPMENT AUTHORITY ("MIAMI DDA") OF THE CITY OF MIAMI, FLORIDA, DIRECTING MIAMI DDA STAFF TO: WORK WITH THE CITY OF MIAMI AND MIAMI-DADE COUNTY TO (1) APPLY FOR AND OBTAIN CLASS 1 PERMITS AND/OR MARINE OPERATING PERMITS (MOPS) FOR WATER TAXI STOPS AT PREFERRED SITES (EXHIBIT A); (2) MONITOR MIAMI-DADE COUNTY'S DIVISION OF ENVIRONMENTAL RESOURCE MANAGEMENT (DERM) CHANGES TO THE MANATEE PROTECTION PLAN (MPP) TO ENSURE WATER TAXI STOPS ARE ALLOWED AT CERTAIN IMPORTANT AREAS; AND (3) DRAFT A MODEL ORDINANCE FOR REGULATION/CERTIFICATION OF WATER TAXI OPERATORS.

WHEREAS, one of the 2025 Downtown Miami Master Plan (adopted in 2009) goals is to "Develop Waterborne Transportation Systems linking Downtown to Major Waterfront Destinations"; and

WHEREAS, one of the 2025 Downtown Miami Master Plan (adopted in 2009) goals is to "Support Transit with Car Sharing Service, Bike Rentals, Pedicabs and Other Creative Mobility Solutions"; and

WHEREAS, in February 2003, the Miami-Dade County Metropolitan Planning Organization (MPO) produced a comprehensive study titled "*Feasibility of Utilizing Miami-Dade Waterways for Urban Commuter Travel*," concluding that there is a potential waterway network on which commuter service could be provided; and

WHEREAS, in December 2004, the Miami-Dade County Metropolitan Planning Organization ("MPO") initiated the *Development of a Service Plan for Waterborne Transit Services in Miami-Dade County* to develop a water transit service plan that would describe a potential system intended to meet mobility goals; and

WHEREAS, on January 19 and February 7 of 2006, Murray A. Greenberg, County Attorney, sent a memo to Chairman Joe A. Martinez and Members of the Board of County Commissioners, outlining a Resolution directing the County Manager to explore the feasibility of introducing various waterborne transit routes; and

WHEREAS, on May 28, 2015, the Miami City Commission passed Resolution No. 15-0231 urging the Miami-Dade County Board of County Commissioners to adopt a Resolution to authorize and approve the Establishment, Solicitation, and Award of Public Waterborne Transportation at Specified Locations within the City of Miami; and

WHEREAS, in 2015, the Miami River Commission passed an Official Statement supporting Resolution No. 15-0231, approved by the City of Miami; and

WHEREAS, in April 2016, the Miami Beach City Commission approved a one-year water taxi pilot program servicing the Purdy Avenue Dock; and

WHEREAS, on June 22, 2016, Lee Hefty, Assistant Director, Miami-Dade County Division of Environmental Resource Management (DERM), sent a memo to Alice Bravo, Director, Miami-Dade County Department of Transportation and Public Works, outlining DERM staff's "Environmental Review of Conceptual Locations to Accommodate Vessels for the Purpose of Providing Waterborne Transportation/Taxi Services Within Miami-Dade County, Florida," and proposed a "North/South and East/West Transit Oriented Routes linking Haulover Park, Miami Beach to Downtown"; proposed "Water Taxi Sites on the Miami River"; and "Proposed Courtesy Slips and a Water Taxi Slip in the Vicinity of Museum Park (FEC Slip, Museum Park Eastern Seawall)" (Exhibit A); and

WHEREAS, in July 2016, the Miami-Dade County Department of Transportation & Public Works (DTPW) presented a feasibility study of two Waterborne Transportation Initiatives (commuter-based service and on-demand service) to complement the existing Miami-Dade Transit Service and activate the Waterfront Public Spaces; and

WHEREAS, in 2016, the Miami DDA created the Waterfront Task Force Committee, which then hired the lobbyist firm of Floridian Partners to meet with DERM staff, City and County Commissioners, Miami River Commission staff, and Bayfront Park Management (BPMT) staff to discuss waterborne transportation, adding water taxi service, and adding transient boat slips throughout the Downtown core; and

WHEREAS, the Waterfront Task Force, Floridian Partners, and Miami DDA staff created a map that proposed twelve (12) possible dock sites along Biscayne Bay and another twelve (12) "DERM Approved Sites" along the Miami River (Exhibit B); and

WHEREAS, on September 15, 2016, the Miami-Dade County Metropolitan Planning Organization ("MPO") passed Resolution #50-16 to develop a scope of work and budget to study the Feasibility of Waterborne Transportation between Black Point Marina and Downtown Miami; and

WHEREAS, in late 2016, Miami River Commission staff looked at and photographed the eight (8) potential Water Taxi Stops along the Miami River; and

WHEREAS, on December 8, 2016, the Miami-Dade County Metropolitan Planning Organization ("MPO") passed Resolution #73-16, approving the scope of work and budget to study the feasibility of Waterborne Transportation between Black Point Maria and Downtown Miami; and

WHEREAS, on February 7, 2017, the Board of County Commissioners passed Resolution No. R-149-17 directing the County Mayor to update the previous feasibility study on Waterborne Transportation solutions as part of a comprehensive transportation network throughout Miami-Dade County and prepare an implementation plan for creating on-demand and fixed-route Waterborne Transportation; and

WHEREAS, in November 2017, the Miami DDA Board of Directors passed Resolution No. 044/2017, urging the City of Miami to prioritize rebuilding the docks at Fort Dallas Park, destroyed by Hurricane Irma, as quickly as possible to facilitate waterborne transportation; and

WHEREAS, on March 20, 2018, Carlos A. Gimenez, Mayor of Miami-Dade County, sent a memo to Chairman Esteban L. Bovo, Jr., and Members of the Board of County Commissioners outlining a report on Waterborne Transportation in response to Resolution No. R-149-17, which requested: (1) An update to the previous feasibility study on waterborne transportation solutions as part of a comprehensive transportation network through Miami-Dade County; and (2) Prepare an implementation plan for the creation of on-demand and fixed-route waterborne transportation; and

WHEREAS, on September 4, 2019, the Miami-Dade County Board of County Commissioners approved Resolution No. R-958-19 directing the County Mayor to negotiate agreements as necessary to facilitate or implement fixed route waterborne transit services connecting the Downtown Miami and South Beach areas; authorizing the County Mayor to apply for grant funding related to such services; and requiring status reports to this Board; and

WHEREAS, on March 22, 2024, the Board of Directors of the Miami DDA directed the Executive Director to include the following three (3) sites as additional potential Water Taxi Stops along the Miami River: (1) Brickell Key, (2) River Park (South side), and (3) River Landing;

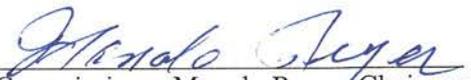
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MIAMI DOWNTOWN DEVELOPMENT AUTHORITY OF THE CITY OF MIAMI, FLORIDA:

Section 1. The recitals and findings contained in the Preamble of this Resolution are adopted by reference and incorporated as if fully outlined in this Section.

Section 2. The Board of Directors of the Miami DDA approves a resolution of support directing the Miami DDA staff to work with the City of Miami and Miami-Dade County to: (1) Apply for and obtain class 1 Permits and/or Marine Operating Permits (MOPs) for water taxi stops at preferred sites (Exhibit B); (2) Monitor Miami Dade County's Division of Environmental Resource Management (DERM) changes to the Manatee Protection Plan (MPP) to ensure water taxi stops are allowed at certain important areas; and (3) Draft a model ordinance for regulation/certification of water taxi operators.

Section 3. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED this 22nd day of March, 2024.


Commissioner Manolo Reyes, Chairman


Christina Crespi, CEO & Executive Director

ATTEST:


Ivonne de la Vega
Secretary to the Board of Directors

Memorandum



Date: June 22, 2016

To: Alice Bravo, Director
Department of Transportation and Public Works

From:  Lee N. Hefty, Assistant Director - Division of Environmental Resources Management
Department of Regulatory and Economic Resources

Subject: DERM Staff Environmental Review of Conceptual Locations to Accommodate Vessels for the Purpose of Providing Waterborne Transportation/Taxi Services within Miami-Dade County, Florida

This memo follows our recent meeting regarding the feasibility of promoting waterborne transportation options and the associated environmental permitting of landings in various locations to support waterborne transportation routes. During the meeting we discussed the establishment of transit oriented routes linking Haulover Park with Sea Isle Marina, and linking Miami Beach with the mainland at Sea Isle Marina and downtown Miami at Chopin Plaza. We also discussed the establishment of several water taxi stops in the Miami River, and the establishment of a water taxi or transit landing at Museum Park, including the use of a barge to serve as a dock/landing. In addition, we discussed the establishment of courtesy slips in the FEC slip at Museum Park for general use.

A DERM Class I permit is generally required for the construction or installation of marine structures to create a slip for the mooring of vessels. In addition, a DERM Marine Facilities Operating (MOP) permit is required for the operation of all commercial boat docking facilities. The evaluation of a request for a Class I permit includes, but is not limited to, avoidance and minimization of adverse environmental impacts to benthic resources, compliance with State and County water quality standards, consistency with the County's minimum water depth requirement of 4 feet N.O.A.A. Mean Low Water datum (in addition to having adequate water depth for any individual vessel), and an evaluation of each site with respect to its historic use and the siting criteria recommendations in the Miami-Dade County Manatee Protection Plan (MDCMPP) among other evaluation factors in the Code. Please note that a completed Class I permit application will require authorization from both the upland property owner and evidence of ownership or a lease, and authorization for use of the submerged lands where the work will occur. In addition, State and Federal review and approval may be required for any change in the use of a marine facility, or for mooring a vessel in a location not currently authorized. A request for mooring of vessels over State-owned submerged lands generally includes a requirement to obtain authorization from the State, and early coordination with State regulatory staff is recommended. On the question of using a barge as a docking/landing structure, please note that the installation of a barge for such purposes would be evaluated the same as the installation of a permanent structure (i.e. using the same evaluation criteria as described above including evaluating resource impacts, water depth, and conformance with recommendations of the MDCMPP). As discussed, while a DERM Class I permit is required to create boat slips, existing facilities may be used consistent with existing authorizations. Therefore facilities that currently have approved transitory slips or water taxi slips may continue to use them without the need for further approval from DERM.

As part of evaluating the proposed sites discussed at the meeting, DERM staff reviewed our records including existing MOPs, reviewed historic uses of the proposed water taxi/transit oriented slip locations, and conducted inspections at some sites in order to provide preliminary feedback regarding the proposed use of the sites. For the purposes of this exercise, we focused on three

main fundamental questions: 1) can the proposed slips be created/used without adverse impacts to benthic resources; 2) is the proposed use consistent with recommendations of the MDCMPP; and 3) does the proposed slip contain adequate water depth for the mooring of the proposed vessels.

The following is a brief summary of our initial findings:

Proposed North/South and East/West Transit Oriented Routes linking Haulover Park and Miami Beach to Downtown:

The five (5) transit oriented sites linking Haulover Park and Miami Beach (Miami Beach Marina, Sunset Harbour Marina) with the mainland downtown at Sea Isle Marina and Chopin Plaza Park, as identified on page 7 of the submittal entitled, "WATERBORNE TRANSPORTATION MIAMI-DADE COUNTY" are proposed at existing facilities that currently have authorizations that allow transitory slip use. Therefore, provided there is adequate water depth for the proposed vessels to safely access the facilities, the facilities may be used for water taxi service provided the water taxis utilize existing permitted slips and operate in accordance with each facility's MOP. No further approval from DERM is required to use these facilities for waterborne transportation. Please note that a Class I permit from DERM would be required for any work in, over, or upon tidal waters at these locations if such work is necessary for mooring of subject vessels.

Proposed Water Taxi Sites on the Miami River:

During our meeting, we were provided with a list of seven (7) Miami-Dade County-owned properties on the Miami River as potential sites for private sector waterborne transportation providers to pick-up and drop-off passengers. Following our meeting, DERM received information on additional potential water taxi sites on the Miami River. A total of twelve (12) sites on the Miami River were evaluated and are listed in the spreadsheet (attached). As previously mentioned, DERM staff focused on three main factors during this evaluation. They include conformance with the County approved MDCMPP, potential for resource impacts, and whether the site has adequate water depth. The attachment provides a brief description of our initial findings regarding these three main factors at each site. In general, the use of these sites for water taxi operation is consistent with the MDCMPP as noted in the attached spreadsheet. Furthermore, creating slips in these locations are not expected to result in adverse impacts to benthic resources. Our preliminary assessment indicated that water depth may be a limiting factor in creating slips to access some of these sites. Since many of the sites do not currently have docking facilities or permitted slips, a Class I permit will likely be required in order to implement the proposed uses. Additional information such as the size, type and draft of water taxis proposed to operate at each facility would be needed to fully evaluate individual sites for adequate water depth. A MOP for each facility will also be required prior to operation.

Proposed Courtesy Slips and a Water Taxi Slip in the Vicinity of Museum Park (FEC Slip, Museum Park Eastern Seawall):

During our meeting we discussed the proposed siting of a transit-oriented slip or water taxi slip on the eastern shoreline of Museum Park to provide access to the Museum Park Metromover Station. During this discussion, DTPW staff asked about the feasibility of permitting the installation of a barge to serve as a docking/landing platform at this location. As noted above, the installation of a barge for this purpose would be reviewed the same as with the installation of a fixed structure. In addition, we also discussed the possibility of siting "courtesy" slips in the "FEC" slip area at Museum Park for general public use.

The shoreline along Museum Park including within the "FEC" slip is an area that is recommended for freight terminal and large vessel (>100 ft.) berthing per the MDCMPP. The creation of public general use courtesy slips or water taxi slips at this location is not recommended in the MDCMPP. Any such proposal would require an in depth evaluation of the potential impact to manatees, including a full evaluation of any proposed mitigating factors that serve to reduce or eliminate potential threats to manatees using this area.

Please note that the information provided in this memo and attachment are based on a cursory review of these sites for potential environmental concerns. DERM staff are available to meet to discuss any questions you may have to further assist with planning of waterborne transportation options.

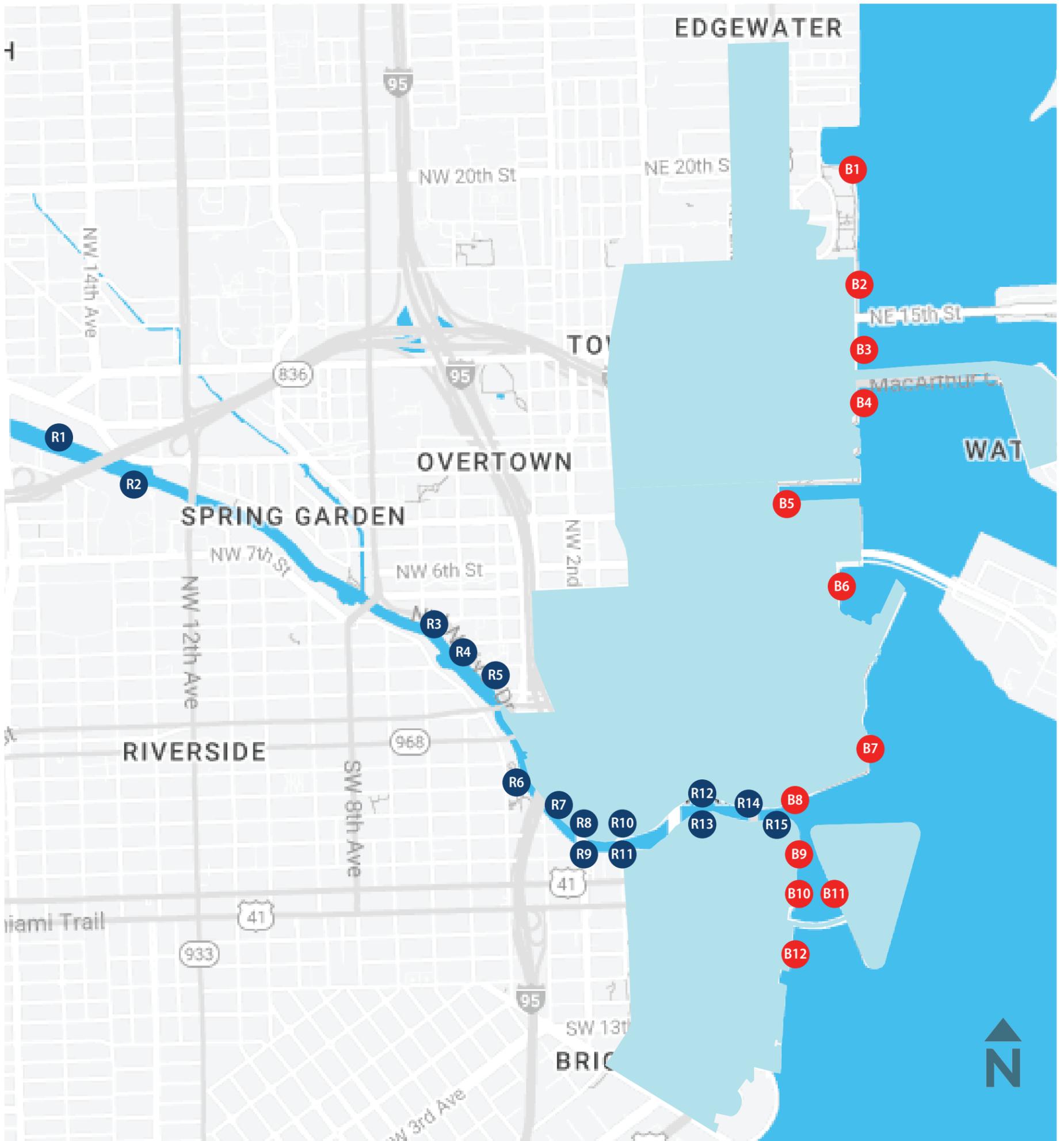
Attachment: Proposed Water Taxi Site Spreadsheet

c: Lourdes M. Gomez, Deputy Director, Department of Regulatory and Economic Resources
Irene Hegedus, Chief, Transportation Enhancements – DTPW
Julian Guevara, Municipal Manager – DTPW
Pamela Sweeney, Manager, Coastal and Wetlands Resources, RER-DERM

Proposed Water Taxi Site Spreadsheet

		Is Water Taxi Use Consistent with the MDCMPP?	Potential Water Depth Issues	Potential Benthic Resource Issues	Action needed for Water Taxi Use
	<u>MIAMI RIVER SITES</u>				
R1	WASD Pump Station No.1	Yes, if limited to 1 transitory slip at the property and no other mooring	TBD	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *Obtain an MOP
R2	Lummus Park	Yes - 15 historic slips permitted including 1 transitory and 1 law enforcement	3' max draft	Not Likely	Can be Authorized for Water Taxi Use upon MOP Issuance
R3	Jose Marti Park	Yes, if limited to 1 transitory slip at the property and no other mooring	TBD	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *Obtain an MOP
R4	Miami Riverside Center	Yes, if limited to 1 transitory slip at the property and no other mooring	No	Not Likely	Can be Authorized for Water Taxi Use upon MOP Issuance
R5	Beneath the 2nd Avenue Bridge, North Shore	Yes, if limited to 1 transitory slip at the property and no other mooring	Yes	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *Obtain an MOP
R6	Beneath the 2nd Avenue Bridge, South Shore	Yes, if limited to 1 transitory slip at the property and no other mooring	Not Likely	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *Obtain an MOP
R7	Metro-Rail North Shore	Yes, if limited to 1 transitory slip at the property and no other mooring	Yes	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *Obtain an MOP
R8	Metro-Rail South Shore	Yes, if limited to 1 transitory slip at the property and no other mooring	Not Likely	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *Obtain an MOP
R9	Riverwalk Metromover Station	Yes, if limited to 1 transitory slip at the property and no other mooring	Yes	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *Obtain an MOP
R10	5th Street Metromover Station	Yes, if limited to 1 transitory slip at the property and no other mooring	Not Likely	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *Obtain an MOP
R11	James L Knight Convention Center	Yes, if limited to 1 transitory slip at the property and no other mooring	TBD	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *MOP application pending response from applicant
R12	Miami Circle Park	Yes, if limited to 1 transitory slip at the property and no other mooring	Yes	TBD	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *Obtain an MOP

Possible Dockage Sites



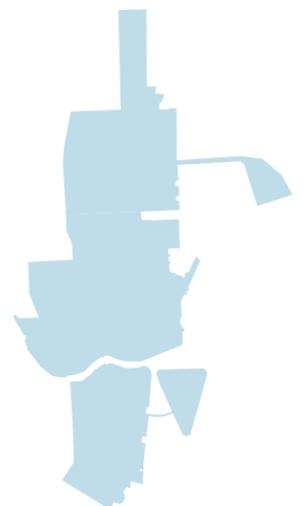
Miami River

- R1 River Landing
- R2 River Park (South Side)
- R3 Garcia's Seafood
- R4 WASD Pump Station No.1
- R5 Lummus Parks
- R6 Jose Marti Park
- R7 Miami Riverside Center
- R8 Beneath the 2nd Ave Bridge - North Shore
- R9 Beneath the 2nd Ave Bridge - South Shore
- R10 Metrorail North Shore
- R11 Metrorail South Shore
- R12 Riverwalk Metromover Station
- R13 5th Street Metromover Station
- R14 James L. Knight Convention Center / Miami River Bridge
- R15 Miami Circle Park

Biscayne Bay

- B1 Margaret Pace Park
- B2 Sea Isle Marina
- B3 Genting
- B4 PAMM - Maurice Ferre Park
- B5 Kaseya Center - FEC Slip
- B6 Bayside Marketplace
- B7 Chopin Plaza / Bayfront
- B8 EPIC Marina
- B9 Viceroy / Icon Brickell
- B10 Brickell Park
- B11 Brickell Key
- B12 Four Ambassadors

Miami DDA District



Presentation to Miami Downtown Development Authority Urbanism Committee

September 4, 2025

MIAMIBEACH



Introduction

- Miami Beach is moving forward with the implementation of a new water taxi service to expand transportation options and reduce congestion.
- This service will connect key destinations across Biscayne Bay and within Miami Beach, supporting both residents and visitors.



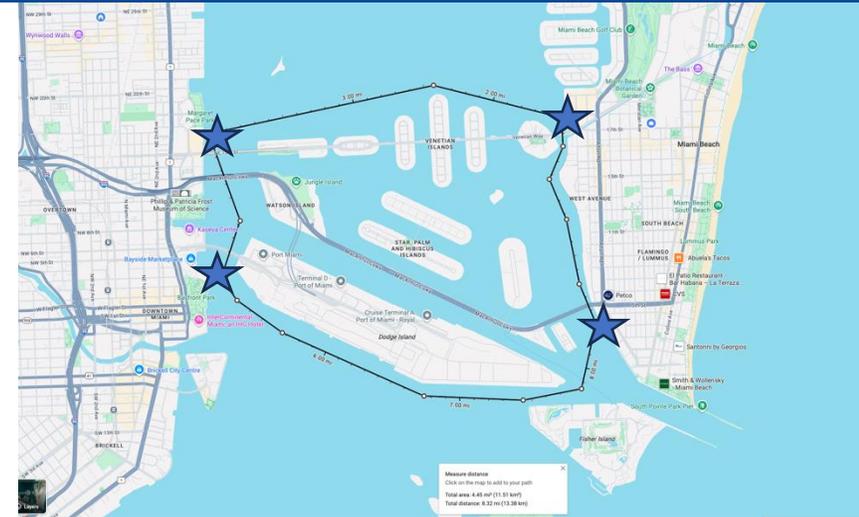
Background & Prior Service

First Pilot – Water Taxi Miami (2014)

- In 2014, the City supported a pilot service operated by Water Taxi Miami.
- The service operated without any City subsidy; the vendor relied solely on fare revenue.
- This resulted in high fares, particularly unattractive for daily commuters.
- Ridership was modest and primarily tourist-oriented, not sustainable for commuter needs.
- Lesson learned: A fare-driven model without subsidy is not viable for long-term commuter service.

Second Pilot – Poseidon Ferry (2024)

- The City partnered with Poseidon Ferry for a one-year pilot.
- Supported by an annual subsidy of \$600,000.
- Fares were more competitive than in 2014, which initially helped attract interest.
- However, the main challenge was reliability:
 - The vessel experienced frequent mechanical problems,
 - Resulting in service interruptions and cancellations,
 - Ultimately, causing the pilot to be terminated after just three months.
- Lesson learned: Reliability of vessels and operations is critical; even with subsidies and demand, mechanical failures undermine rider confidence and long-term viability.



Special Event Service

Art Week 2024

- During Art Week 2024, the City issued an ITQ for temporary water taxi service.
- Service was provided between Miami Beach and Downtown Miami, helping alleviate bridge traffic during one of the busiest weeks of the year.
- In 5 days, ridership was approximately 15,000.
- This short-term activation demonstrated:
 - Strong interest in waterborne connections for major cultural events.
 - The value of partnering with local operators to provide flexible, scalable service.
 - The need for reliable vessels and better integration with land-based transit connections.



Route Total Distance: 2.45 miles (3.94 km)

Ongoing Water Taxi Procurement

RFQ Process (2025)

- March 2025 – RFQ released.
- June 2025 – Proposals evaluated.
- July 2025 – Water Taxi of Fort Lauderdale selected as operator.
- August 2025 – Contract negotiations and service planning.
- Winter 2026 – Initial service (Phase 1) launch.

Phase 1 (Cross-Bay)

Phase 2 (North-South along City of Miami Beach)

Phase 3 (Indian Creek Waterways)



Operator

Water Taxi of Fort Lauderdale chosen as the service operator.

- Experienced provider with existing fleet and operations in the region.
- Ability to leverage existing vessels, staffing, and ticketing infrastructure.
- Proven track record in tourist and commuter ferry services.



Planning & Consultant Support

Consultant Support

To ensure a sustainable and well-integrated service, the City engaged KPFF Consulting Engineers.

KPFF will provide technical expertise and help the City with:

- Demand analysis and route evaluation.
- Stop location feasibility (e.g., Indian Creek, Maurice Gibb Park).
- Drafting proposed service schedules and fleet requirements.

Miami-Dade TPO Waterborne Feasibility Study

The Miami-Dade Transportation Planning Organization (TPO) recently completed a Waterborne Feasibility Study.

- The study analyzed cross-bay and intracoastal routes, ridership demand, and infrastructure constraints.
- Findings confirmed that waterborne transit is feasible with:
 - Consistent funding support.
 - Integration with land-based transit (trolley, Metrobus, Metrorail).
 - Investment in docking infrastructure and ADA accessibility.

The City's collaboration with KPFF will build upon and align with the TPO's regional study, ensuring Miami Beach's service fits into the larger countywide mobility strategy.

Grant Opportunities & Partnerships

The City will actively pursue all available grant opportunities to support water taxi service operations and infrastructure.

Ongoing efforts include:

- FDOT Service Development Program Grants – the City secured \$600,000 in 2024 to subsidize the upcoming water taxi service and has applied again this year for continued funding.
- Regional collaboration – the City is coordinating with Miami-Dade County and the City of Miami to explore cost-sharing and joint grant applications.
- Federal and State opportunities – potential future funding through FTA ferry programs and resiliency grants tied to coastal transportation.
- Partnerships will ensure the service is both financially sustainable and regionally integrated.

Conclusion

- The upcoming Water Taxi Service represents a major step forward in multimodal mobility for Miami Beach.
- Builds on lessons from the Poseidon pilot.
- Backed by KPFF's technical expertise and delivered by an experienced operator.
- Aims to provide residents, workers, and visitors with a safe, reliable, and scenic alternative to roadway congestion.

Next Steps:

- Finalize route alignments and docking infrastructure with the operator.
- Negotiate and execute a contract with Water Taxi of Fort Lauderdale.
- Secure funding partnerships with City of Miami, DDA, and Miami-Dade County.
- Anticipated launch Phase 1 Service in late 2025/early 2026.
- Monitor ridership, customer satisfaction, and adjust schedules as needed.
- Expand more routes (north-south, Indian Creek waterways)



Thank you



Proposed Water Taxi Site Spreadsheet

		Is Water Taxi Use Consistent with the MDCMPP?	Potential Water Depth Issues	Potential Benthic Resource Issues	Action needed for Water Taxi Use
	<u>MIAMI RIVER CITY SITES</u>				
R2	Lummus Park	Yes - 15 historic slips permitted including 1 transitory and 1 law enforcement	3' max draft	Not Likely	Can be Authorized for Water Taxi Use upon MOP Issuance. Currently authorized for water taxi use (1 slip) under MOP-480. No action needed.
R3	Jose Marti Park	Yes, if limited to 1 transitory slip at the property and no other mooring	TBD	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *Obtain an MOP Class I permit issued for new floating dock with 1 water taxi slip. Permit modification in process to authorize 2 water taxi slips. Will need to obtain a MOP.
R4	Miami Riverside Center	Yes, if limited to 1 transitory slip at the property and no other mooring	No	Not Likely	Can be Authorized for Water Taxi Use upon MOP Issuance Will need to obtain a MOP for commercial use of boat dock.
R11	James L Knight Convention Center	Yes, if limited to 1 transitory slip at the property and no other mooring	TBD	Not Likely	*Obtain a Class I permit for mooring hardware/structures - vessel draft limitations and operational conditions may be implemented *MOP application pending response from applicant Class I permit issued acknowledging 2 slips for commercial vessels. MOP-476 is current and initially issued for use by Poseidon Ferry. No action needed.

	<u>BISCAYNE BAY CITY SITES</u>				
B1	Margaret Pace Park	No, area is recommended for residential docking (1:100).	Yes	TBD	No existing docking structures or marine use authorized.
B4	PAMM - Maurice Ferre Park	No, area is recommended for freight terminal/large vessel (> 100') berthing.	Not likely	TBD	No mooring currently authorized along east seawall of park. Existing permitted marine use within the FEC slip under MOP-206. Aside from temporary boat show uses, facility is restricted to large vessel mooring.
B5	Kaseya Center - FEC slip	No, area is recommended for freight terminal/large vessel (> 100') berthing.	Not likely	Not Likely	Existing 10-slip permitted marine use within the FEC slip under MOP-206, which includes the existing floating dock next to the Kaseya Center. Aside from temporary boat show uses, facility restricted to large vessel mooring.
B6	Bayside Market Place	Yes, provided facility was not expanded	Not likely	Not Likely	Existing 156-slip permitted marine facility under MOP-004, authorized with up to 53 commercial vessels and 8 transient slips, including a water taxi
B7	Chopin Plaza / Bayfront	Yes, provided facility was not expanded	Not likely	Not Likely	Existing 3-slip permitted marine facility under MOP-411, authorized with up to 3 commercial vessels. Possible conflict with permitted slip count unless one slip is dedicated for drop off/pick up use.

FL - FUTURE LEGISLATION

Pursuant to Resolution R-23-0075, the full title of any amendment to the City of Miami Code, or Text Amendment to the Miami 21 Code, sponsored or co-sponsored by the City Administration shall be published in the "Future Legislation" section of the City Commission agenda for one (1) regular City Commission meeting prior to placing the proposed amendment on a subsequent City Commission agenda for First Reading. **Items placed in the Future Legislation section shall require no action from the City Commission.**

The public may submit their comments to futurelegislation@miamigov.com. Comments shall be accepted through the period indicated under each Ordinance. Once the public comment period has closed, said public comments shall be included as supporting documentation to the legislation. The public comment period shall re-open for fifteen (15) days for additional public comment after the proposed amendment is published after first reading.

(Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request or published pursuant to Resolution R-23-0075, do not send electronic mail to this entity. Instead, contact the City Commission or City Administration by phone or in writing.)

FL.1

ORDINANCE

18107

***Department of
Planning***

AN ORDINANCE AMENDING ORDINANCE NO. 13114, THE ZONING ORDINANCE OF THE CITY OF MIAMI, FLORIDA, AS AMENDED, BY AMENDING ARTICLE 6, TABLE 13, TITLED "SUPPLEMENTAL REGULATIONS", TO PERMIT STORAGE OF FISHING EQUIPMENT AND/OR FISHING SUPPLIES, BY RIGHT, ON WORKING WATERFRONT PROPERTIES INCLUDED IN APPENDIX PA-1 OF THE MIAMI COMPREHENSIVE NEIGHBORHOOD PLAN; MAKING FINDINGS; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

Note for the Record: PZAB File ID 17995 Linked to this Legislative File

Districts Impacted: All

END OF FUTURE LEGISLATION



The Foam Guys

A DIVISION OF
HOGAN CONSTRUCTION
CGC: 1507037

Smart Seawall Solutions:

Foam Injection & Recapping vs. Full Replacement

Protecting Communities, Savings Millions, Extending Life

The Challenge at Eastway Harbor

- Severe cracking, erosion, and wall rotation
- Corrosion staining and spalling along the cap
- Upland settlement & depressions behind wall panel.
- King tide and tidal forces are worsening damage
- Immediate code enforcement concerns



Cracking & Concrete Erosion at t-piles along south basin bulkhead



Cracking at the northeast corner wall panel at Sta. 3+35'; Evident wall rotation.



View of corrosion staining bleeding through concrete, cracking.



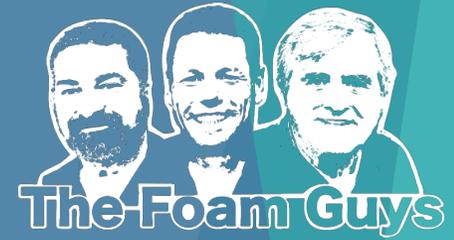
Cracking along wall panel at Sta. 3+35'.



View of cracking in concrete cap along ICW



Upland depression at along the north basin bulkhead adjacent to the electrical conduit.



Innovative Approach:

Foam Injection + Seawall Recap

- **Foam Injection:** Strengthens wall panels, Stabilizes soils, fills voids, prevents further settlement
- **Concrete Recap:** Strengthens existing wall system, extends service life, meets today's codes.
- **Non-Disruptive:** Minimal demolition, faster construction, less impact to residents
- **Optimal Solution:** U.S. Army Corps of Engineers - No permit required designation.
- **Future-Proofing:** 25 years for capital planning before full replacement.



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, JACKSONVILLE DISTRICT
4400 PGA BOULEVARD, SUITE 500
PALM BEACH GARDENS, FL 33410

October 8, 2024

REPLY TO
ATTENTION OF

Regulatory Division
South Permits Branch
Palm Beach Gardens Section
SAJ-2024-03313(NPR-JLA)

Eastway Harbor Master Association
c/o Richard Moss
1445 SE 15th Court
Deerfield Beach, Florida 33441

Dear Mr. Moss:

Reference is made to the application received on August 13, 2024, for a Department of the Army permit to install a seawall cap overpour for an existing 1,703 linear foot seawall. The proposed project site is located at 1445 SE 15th Court, in section 03, Township 48 South, Range 43 East, Deerfield Beach, Broward County, Florida. The application has been assigned the file number SAJ-2024-03312(NPR-JLA).

Section 10 of the Rivers and Harbors Act of 1899

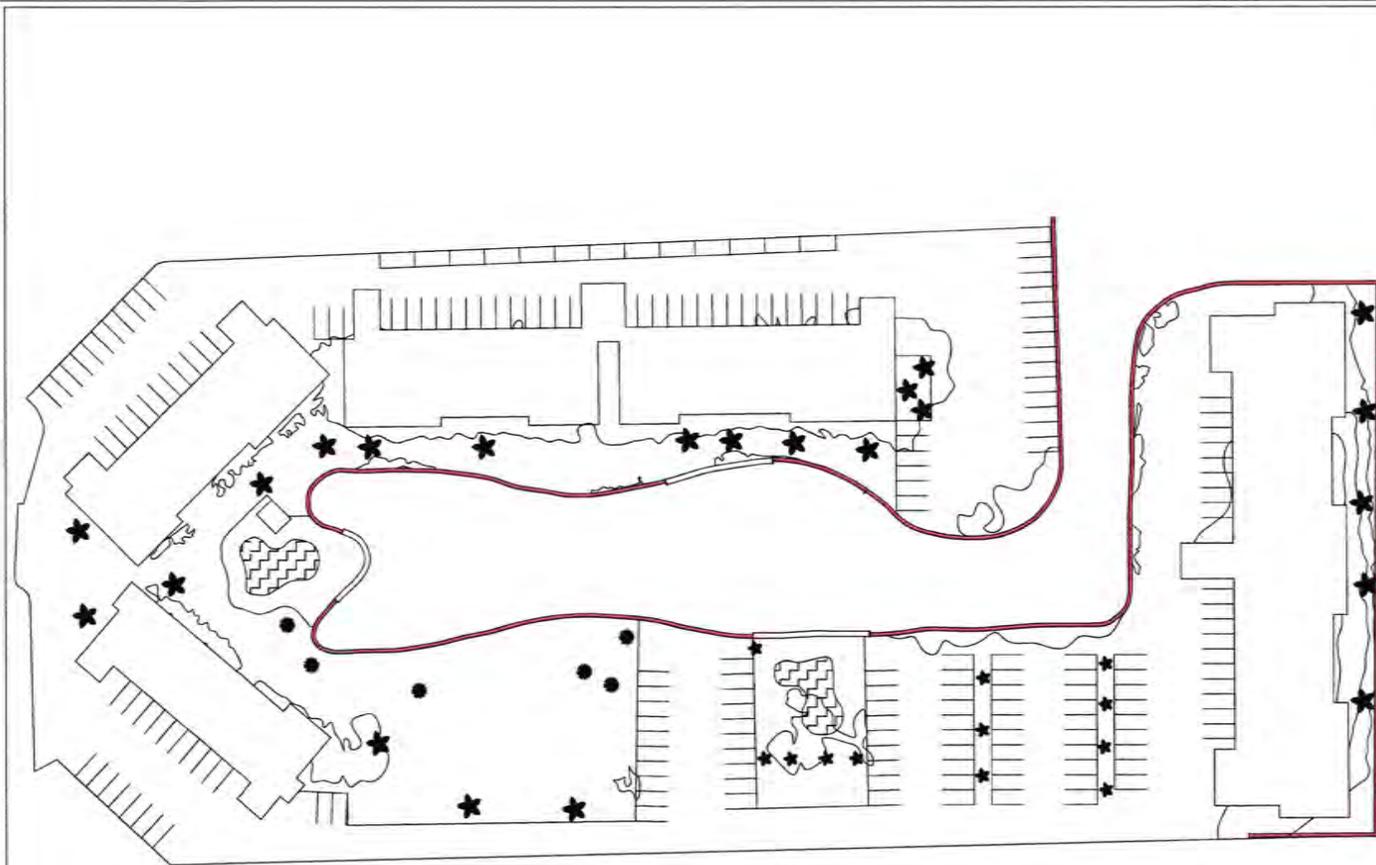
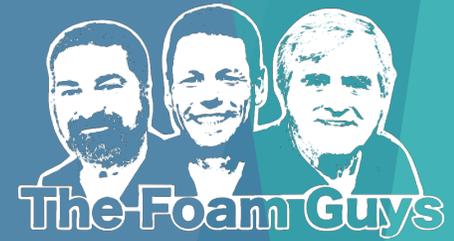
The project as proposed will not require a Department of the Army permit in accordance with Section 10 of the Rivers and Harbors Act of 1899 as the activity is not regulated. The U.S. Army Corps of Engineers (Corps) has determined that the proposed activity does not constitute a structure or work affecting navigable waters of the United States as defined in 33 C.F.R. § 322.2. Provided the work is done in accordance with the enclosed drawings, Department of the Army authorization will not be required.

Section 404 of the Clean Water Act

The U.S. Army Corps of Engineers (Corps) has determined that the proposed project will not require a Department of the Army permit in accordance with Section 404 of the Clean Water Act. The proposed work may occur in waters of the United States; however, the Corps determined that the proposed work does not involve the discharge of dredged or fill material. Provided the work is done in accordance with the enclosed drawings, Department of the Army authorization will not be required.

This NPR does not address nor include any consideration for geographic jurisdiction and shall not be interpreted as such.





SEAWALL CAP CONSTRUCTION NOTE:

NO CONSTRUCTION ACTIVITIES WILL BE PERFORMED OVER WATER. ALL WORK WILL BE CONDUCTED FROM THE LANDWARD SIDE OF THE SEAWALL, STOPPING AT THE WATER-FACING SIDE OF THE EXISTING CAP. THIS ENSURES THAT NO PREPARATIONS FOR WATER-BASED ACTIVITIES ARE NECESSARY, SIGNIFICANTLY REDUCING POTENTIAL ENVIRONMENTAL IMPACT AND LOGISTICAL COMPLEXITY. THE NEW CONCRETE CAP WILL TERMINATE AT THE EXISTING SEAWALL EDGE, AVOIDING ANY ENCROACHMENT INTO THE WATERBODY.

AREA OF WALL SHADED IN RED TO BE OVER-POURED WITH NEW CONCRETE AND CAPPED

APPROXIMATELY 1703 LF

SITE PLAN
(2001) SCALE: 1"=100'



This seal and the digital signature and seal used by Anthony Ruffini, P.E. in the state subject to his seal and the seal of this document are not to be duplicated, altered, or used, and the signature must be verified on any electronic copies.



RES
 Ruffini Engineering Services

SITE PLAN
 EASTWAY HARBOR
 1445 SE 13th CT.,
 Deerfield Beach, FL 33441, USA
HOGAN CONSTRUCTION
 954 937 5387

TONY RUFFINI P.E.
 954-228-3302
 solutions@res-civil.com

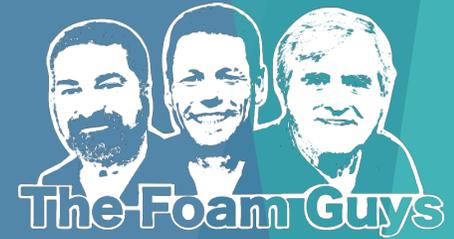
ISSUE	DATE
SITE PLAN	07/29/2024

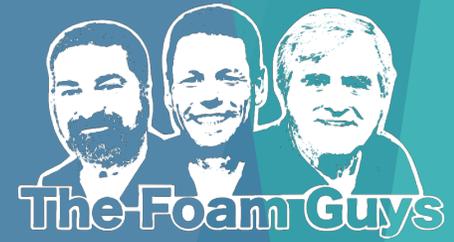
JOB NO. RES 2933
 DRAWN BY KMD
 CHECKED BY APR

C001

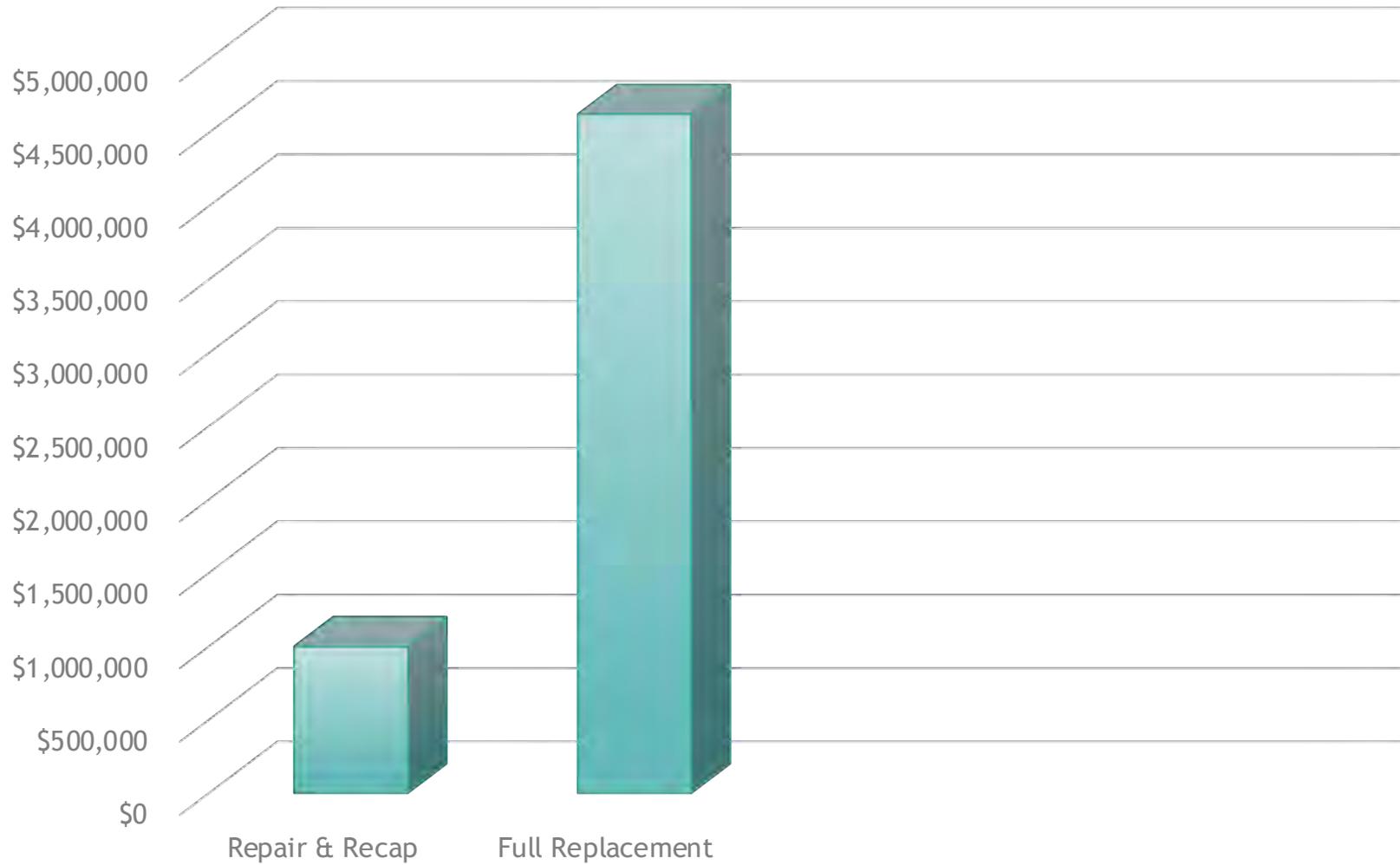
Cost & Benefit Comparison

- **Repair & Recap**
 - \$1,000,000
 - 10-Year Warranty
 - 25-year life expectancy
- **Full Replacement**
 - \$4,625,000
 - Full demolition & rebuild
 - Major disruption to residents & docks
- **Key Benefits of Repair**
 - Immediate compliance
 - Saves \$3.6M
 - Provides 25 years of planning for 2050 replacement costs





Cost Comparison



Visual Case Study: Before & After



Before: Failing Seawall



After: Stabilized & Recapped Seawall

Broader Impact:

King Tides & Resilience

- King Tides increasing frequency & intensity
- Existing seawalls are under growing stress
- Foam injection reduces voids & prevents undermining
- Recapping provides immediate elevation & structural strength
- Solution extends life to 2050 replacement horizon
- Protects property values & resident safety





King Tide Flooding



Upland depressions adjacent to drainage catch basin at Sta. 14+62'.



Additional settlement of pavers in step down at Sta. 7+95' adjacent to south pool area.



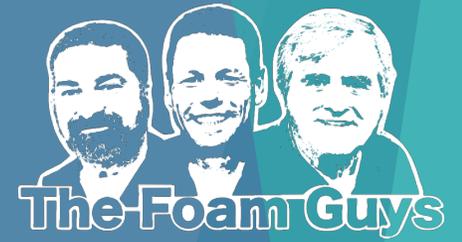
Upland depression at Sta. 2+92' filled with stone.

Completed Project Video

Eastway Harbor: Project Success

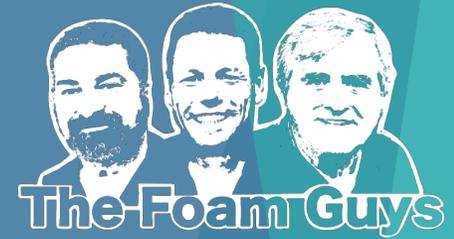


- Foam Injection + Recap = Immediate Compliance
- 25% the cost of replacement
- Provides 10-Year Warranty & 25 Year Life Expectancy
- Buys Time Until 2050 for Full Replacement
- Protects Property, Residents, and Community Value
- Smart, Sustainable, and Cost-Effective Solution



Q & A

- Questions?
- Let's talk about protecting shorelines smarter
- Cost savings + resilience + compliance
- Long-term planning without immediate \$4.6M burden





The Foam Guys

If your community is facing the same challenges Eastway Harbor did, let's talk. Foam injection and recapping can save you millions while giving peace of mind.

Ph: (954) 370-6161

www.thefoamguys.com

“We’re only a *FOAM* call away!”

Miami River Commission's Stormwater Subcommittee Public Meeting Minutes October 1, 2025

The Miami River Commission (MRC) Stormwater Subcommittee's public meeting convened October 1, 2025, 10 AM, 1407 NW 7 ST. The attendance sheet is attached.

- I. "Miami River Basin Water Quality Improvement Plan" Agency Quarterly Implementation Progress Reports – Mr Charles Groppe, Mr Omar Abdelrahman and Mr. Edward Castaneda,** Miami Dade County's Department of Environmental Resource Management's (DERM), distributed and presented a report covering April – June 2025. The most alarming water quality violations were detected in May 2025 at Wagner Creek testing stations WC02 and WC 03 had Enterococci Bacteria of 24,916 (cfu/100ml) when the safe water quality standard is only 130 (cfu/100ml). Mr Groppe noted the highest reading possible in the test is 24,916, therefore the actual amount may have exceeded that amount.

MRC Director Bibeau distributed 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 a 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.

II. 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 a new color-coded aerial exhibit prepared by the MRC, showing the subject area and noting ownership of the 4 connecting areas. 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.

A City of Miami representative stated the City commenced design only on the section they agree they own and are responsible for, which is the western half located to the north west of the low tributary fixed bridge. The City of Miami issued a permit to the Miami River Rapids Developer to reconfigure the subject portion of South River Drive, therefore perhaps they do own it.”

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. Mr Bibeau stated the actual river is exactly the same width throughout the subject area, therefore the 50 feet of additional feet (25 feet per shore) maybe located on the land not in the water. 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 commenced repairing their 1 outfall and portion of collapsing shoreline close to 27 Ave. Mr. Bibeau and Mr. Murley recommended Miami Dade County, and the SFWMD meet in person to resolve this with their respective rights of way and legal departments. Frank Castaneda, Chief of Staff for Commissioner Gabela, stated the development already paid a \$1.5 million Mobility Impact Fee to the County and is about to pay another \$1.5 million Mobility Impact Fee to the County, therefore suggested the County provide that funding for this project and the City of Miami may provide a \$1 million cost share.

III. Discussion Regarding Collapsing Shoreline Along Wagner Creek South of NW 20 ST

The City of Miami emailed and presented the following update:

ROADWAY INFRASTRUCTURE – AUGUST 2025 PROJECT STATUS UPDATE Wagner Creek Embankment Stabilization 40-B243800 Scope Design and construction of improvements to stabilize the Wagner Creek embankments from NW 20 Street to NW 19 Street, and associated

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right-of-way improvements. The work includes stabilizing the embankments using sheet piling and geoweb/geocells, installing tidal valves and manatee grates, roadway reconstruction, sidewalks, landscaping, and lighting.

Location (Civic Center)

Financials Estimated Costs: \$3,209,097

Schedule Current Phase Design Project Team Project Manager: Jose Borrego, P.E. Budget: \$2,089,103

Next Phase: Permitting Construction Manager: TBD Professional Services Consultant(s): HDR Inc (Design)

Contractor: TBD Variance: (\$1,119,994)

Status: • Scope: Existing and proposed canal dredging cross-sections were developed to present to DEP/SFWMD. Through a field review, the RPW Consultant Reviewer identified significant erosion along the canal bank, the displaced soil accumulated at the canal bottom reducing the flow capacity and increasing water velocity during storm events. The consultant reviewer recommended dredging the canal to its original bottom elevation and width, followed by implementing slope stabilization measures to address the issue long-term. An internal RPW meeting to discuss the dredging work (Emergency Maintenance Phase 1 Plan) was held on 07-29-25 to discuss next steps and the canal bottom typical section. Outcome included splitting the project into 2 phases, field mtg with geotechnical engineer and meeting a second time with SFWMD. See below for additional details: Scope of Services by Phase: o Phase 1 – Canal Dredging (pending authorization by DEP/SFWMD) • Emergency repair along Wagner Creek on east and west side within the same limits, side near NW 20 St. Page 14 of 37 ROADWAY INFRASTRUCTURE – AUGUST 2025 PROJECT STATUS UPDATE o Phase 2 – Remaining canal stabilization and roadway improvements. • Design Phase Status: o Kick oA meeting held on 11-14-24; topographic survey, hydrographic survey, and geotech are completed. o Soil boring tests are needed in two private properties. → 1919 NW 15 Ave: the owner executed the access agreement on 01-22-25. → 1500 NW 20 St: the owner advised that tests were performed in previous year but was not provided to the City. The City proceeded with tests near the parking lot area. Additional tests may be required adjacent to the property on the embankment side. o 15% Technical Memo received on 02-28-25. o 30% plans approved as noted on 07-18-25. → Field meeting with geotechnical engineer was conducted on 08-13-25 to determine optimal wall design and possible dredging issues. → RPW to provide updated scope of work to EOR.

• Permits/Approvals: The following permits/reviews are the anticipated for this project: o Environmental (Tree) o RPW o Building o MDC-DTPW-TraAic Division o DEP/SFWMD – Pre-application meeting held on 05-21-25 resulting in an ERP permit being required at the 60% and 90% deliverables. → Second meeting was held with DEP/SFWMD on 08-08-25 to help determine course of action on the two phases mentioned above focusing on when the dredging needs to be implemented during the construction phase. Outcome: SFWMD confirmed that the dredging and embankment stabilization can be performed as part of Phase 1.(Emergency maintenance plans). → Exemption Verification for SFWMD application #250819-56142 was submitted on 09-04-25. Barbary Conmy (DEP) is helping expedite the review process. o DERM Class II – Pre-application meeting held on 04-04-25 with DERM, Consultant and RPW

• Utility Coordination: o Utility Coordination began on 07-03-25.

• Construction Dates: Based on September 2025 Schedule: o Start date: June 2027 o End date: June 2028

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- Financials: o The project estimated costs were updated with new cost estimates following the 15% recommendations. o State grant has been applied for. Feedback was received from FDOT and responses provided for House and Senate bills. Page 15 of 37 ROADWAY INFRASTRUCTURE – AUGUST 2025 PROJECT STATUS UPDATE

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

The City of Miami distributed and presented the following:

Shoreline Repair Mini Rapids Park 40-B253603 Scope Design and construction of improvements to stabilize short segments of the shoreline along the Miami River which will be treated as emergency type repairs.

Financials Estimated Costs: \$1,625,875

Schedule Current Phase: A/E Selection Budget: \$500,000

Next Phase: Design Variance: (\$1,125,875)

Project Team Project Manager: Carolina Zamora Construction Manager: Maurice Hardie Professional Services Consultant(s): GHD Contractor: TBD Status:

- A/E Selection Phase Status: Proposal received on 04-04-25, comments sent on 04-14-25 for internal review. Comments provided to consultant on 05-27-25. Negotiations anticipated to be completed by end of September 2025.
- Permits/Approvals: Anticipated permits/approvals below: Environmental (Tree), Building, SFWMD, FDEP, DERM Class II, ACOE (navigable), HEPB (possibly historic coral rock wall), Archeological (near Miami River).
- Construction Phase Status: Based on August 2025 Schedule o Construction start date – February 2027 o Construction end date – October 2027
- Financials: o Parking Surcharge: \$250,000. Award ends on 09-30-25; General Funds: \$250,000. Award ends on 09-30-25

- V. 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. MRC Director Bibeau emailed Debbie Griner, WASD, on this.

VII. New Business

The public meeting adjourned.

Miami River Commission's Stormwater Subcommittee

Public Meeting

October 1, 2025 - 10:00 AM

1407 NW 7 ST, Miami, FL

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