

Miami Baywalk - Riverwalk



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Baywalk – Riverwalk: 4-Mile Waterfront Trail Along the Bay

Miami Baywalk - Riverwalk



1894 – Mouth of the Miami River



Early 1900's – Mouth of the Miami River



1918 – Biscayne Boulevard



1920 – Original Shoreline



1925 – Shoreline is Extended, Bayfront Park Built



1962 – Urban Infill and Parking lots

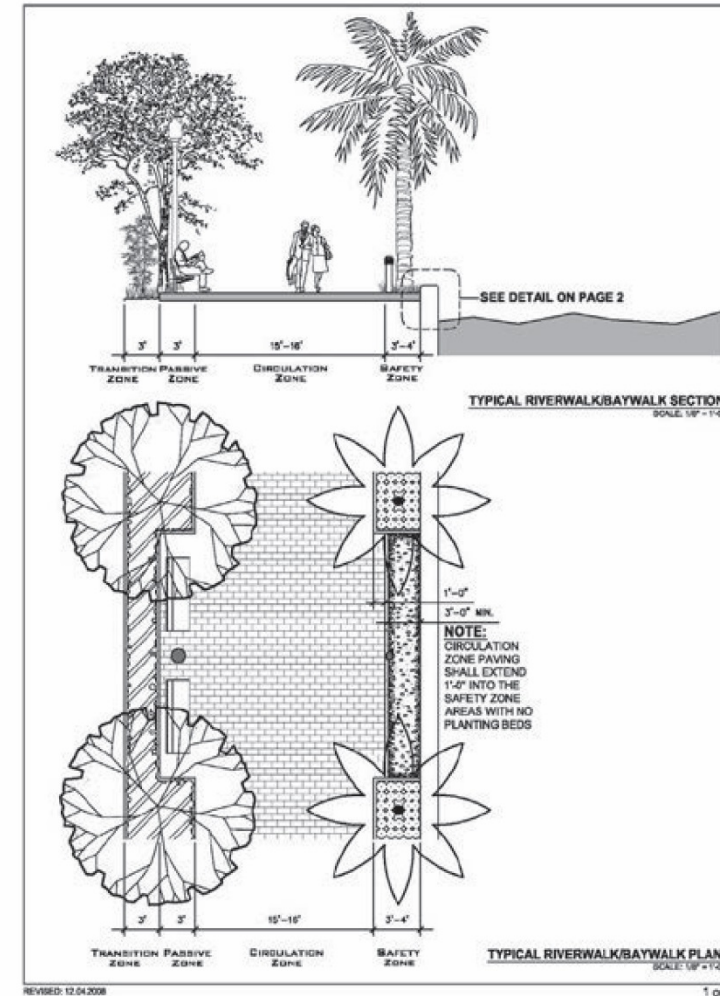
Baywalk – Riverwalk: Historical Context

1979 Mandated Setback Established



City passed the Dan Paul ordinance requiring new buildings setback 50' for public access.

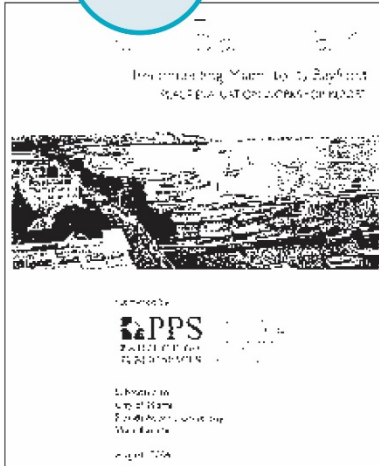
Most properties remain private and do not provide easements.



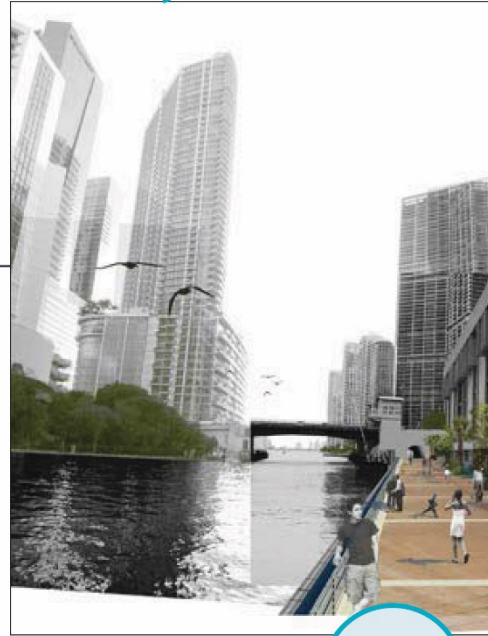
Baywalk – Riverwalk: Mandatory Setback

Extensive Analysis

2004



Project for Public Spaces,
Place Evaluation Workshop
Report



UM's "On the
Waterfront" Plan

2012



UF Landscape Architecture Capstone Project

2013



City of Miami Baywalk Mobility
Plan Analysis

2015



Biscayne Line, Related Group

Baywalk – Riverwalk: Previous Studies

Call to Action

2013 DDA Passes Resolution to Pursue Improvements on Nine Priority Sites

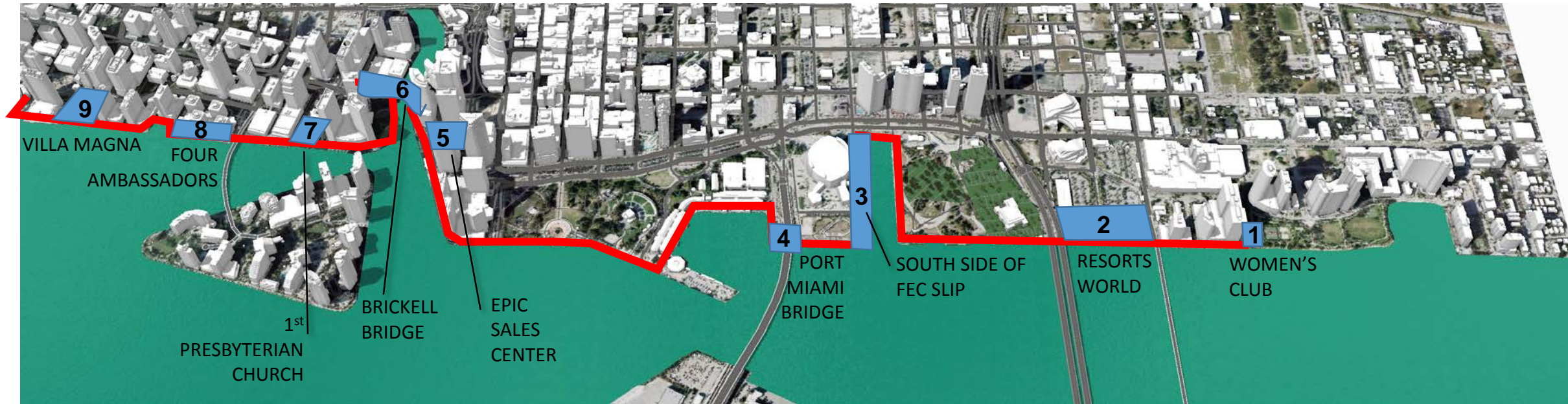
- 1 - Miami Woman's Club
- 2 - Resorts World Miami
- 3 - South Side of FEC Boat Slip
- 4 - PortMiami Bridge Underpass
- 5 - Epic Sales Center
- 6 - Brickell Bridge
- 7 - First Presbyterian Church
- 8 - Four Ambassadors
- 9- Villa Magna Site

As of 2016, Four of the Nine Sites have been Improved and/or are in the Process of Being Re-developed. DDA Still Working with Interested Parties on all Remaining Sites.



Baywalk – Riverwalk: Nine Sites

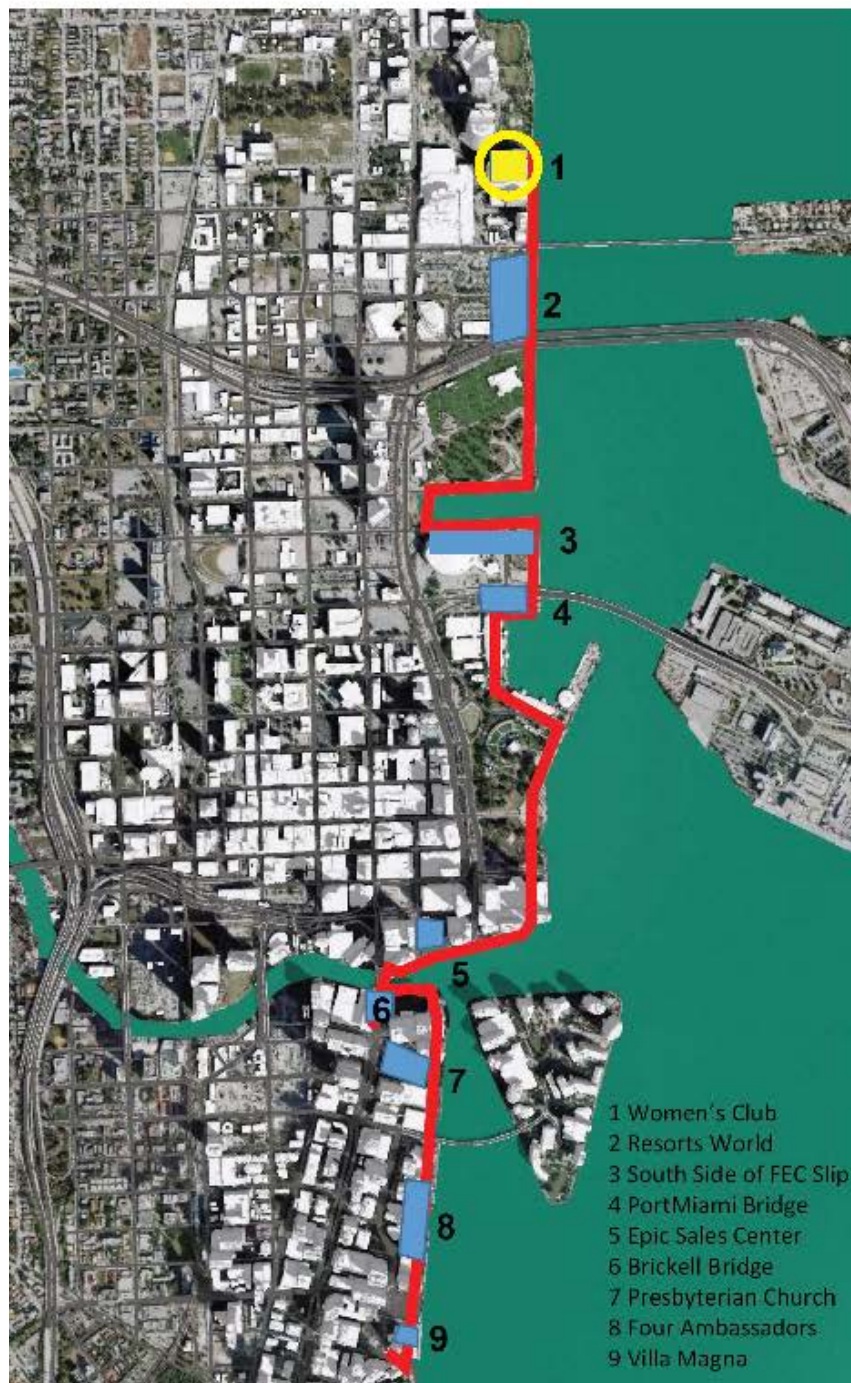
Nine Priority Sites



Status of Nine Priority Sites:

- Private development – Not Open
- Construction or design in progress
- Open





- 1 Women's Club
- 2 Resorts World
- 3 South Side of FEC Slip
- 4 PortMiami Bridge
- 5 Epic Sales Center
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1 Miami Woman's Club



Existing Condition (looking north from Double Tree Marina)

Challenges:

- Currently there is no connection between the Sea Isle Marina, Woman's Club and Margaret Pace Park

Actions Taken:

- Woman's Club design and permits have been completed; construction to begin in Spring 2017.
- Authorization to connect Baywalk to adjacent Sea Isle Marina pending negotiation of easement agreement.
- DDA/City of Miami and Commissioner Russell's office engaging with interested parties



2 Resorts World Miami



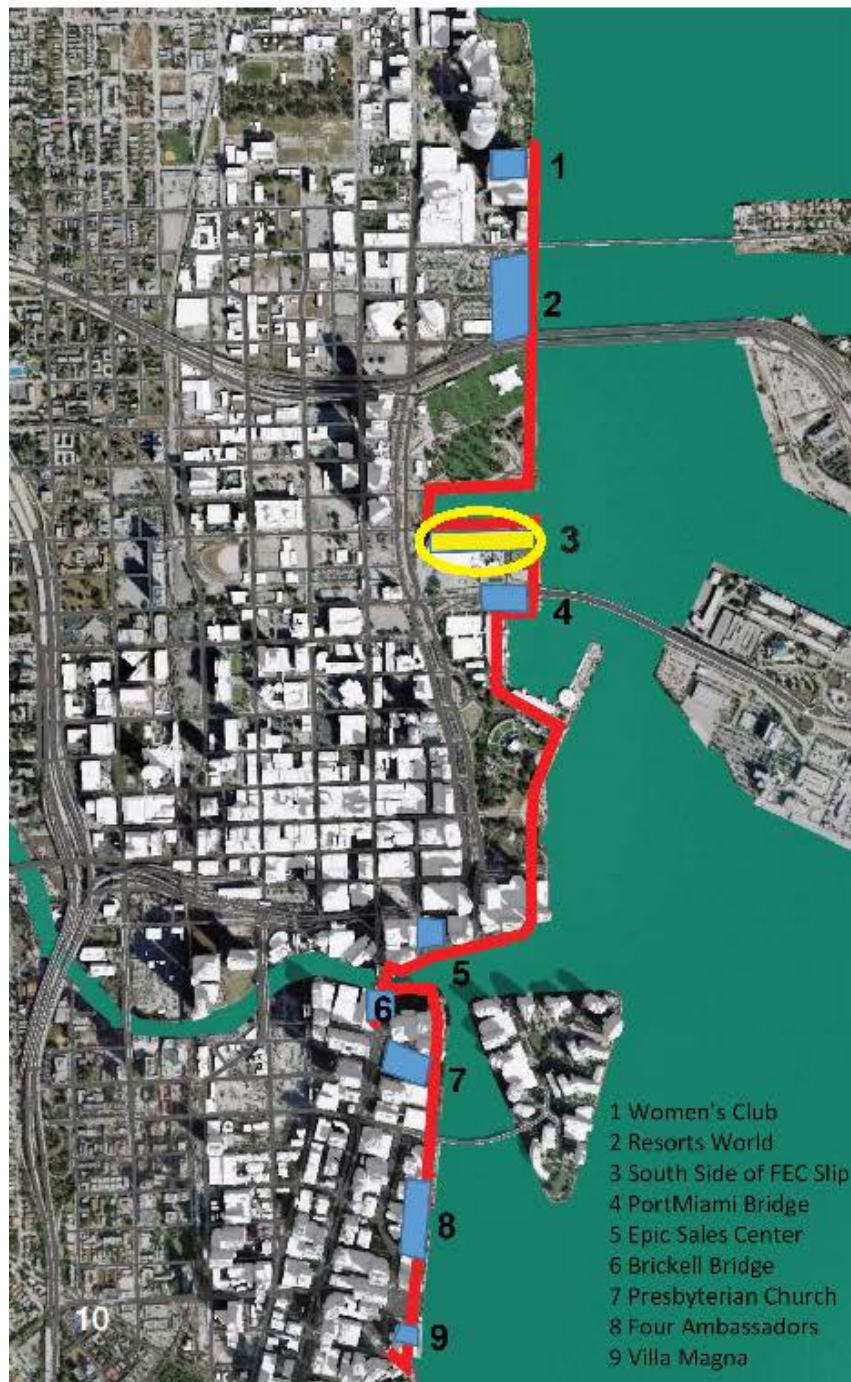
Existing Condition (looking north from MacArthur Causeway)

Challenges:

- Owned by Genting; property is closed to the public and currently there is no connection under the MacArthur Causeway

Actions Taken:

- Short term: Investigating how to re-route foot/bicycle traffic around site and MacArthur Causeway in the interim
- Medium term: Engage with owner to allow 15-20' easement
- Long term: Engage with 395 Signature Bridge project to ensure pedestrian/bicycle bridge is part of the scope



3a South Side of FEC Slip

Recent Success

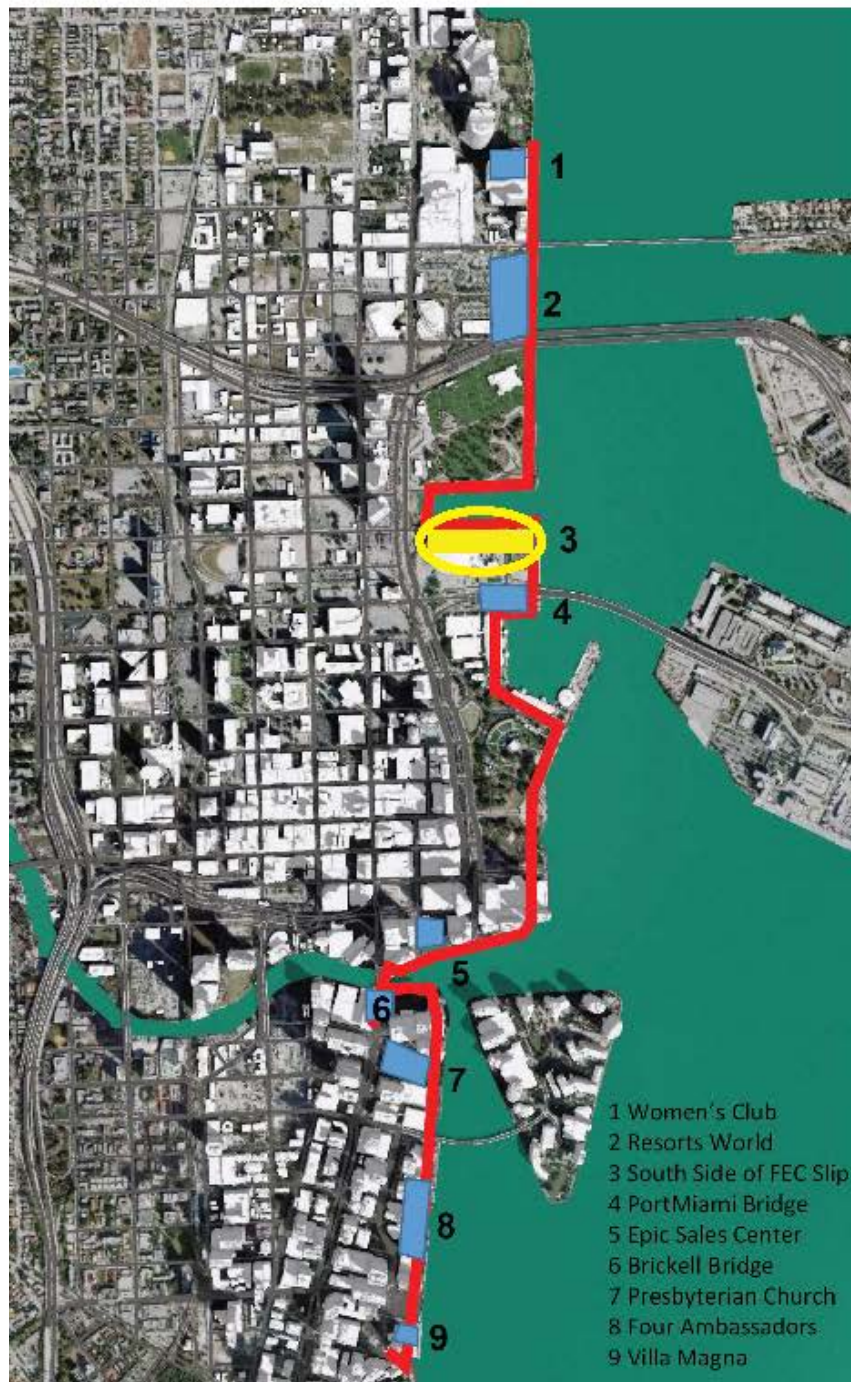


Challenges:

- The 300' connection between Parcel B and FEC slip is not safe/navigable for pedestrians/bicyclists

Actions Taken:

- **FUNDING:** City committed \$1.5 million in matching funds for a FIND grant to construct 1,200 linear feet of improvements to South side of FEC slip
- DDA engaged with City of Miami CIPT & Planning Depts. to ensure design and materials match north side of slip to promote continuity; design is at 90%; construction to start in fall 2017.



3b FEC Slip / Parcel B

Recent Success



Before



After

Challenges:

- Concrete Jersey Barriers and a chain link fence blocked access to and from Parcel B to FEC slip

Actions Taken:

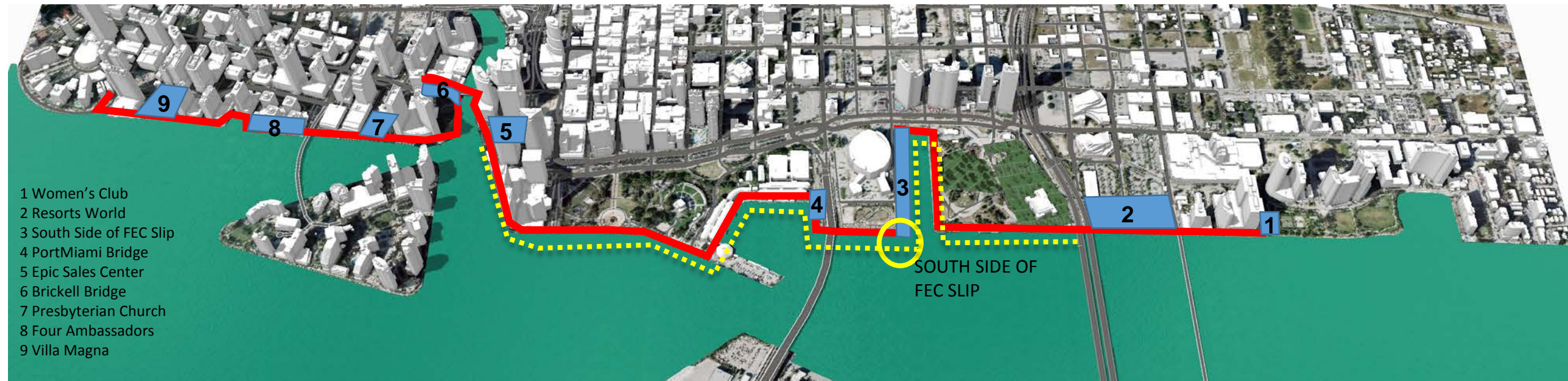
- **CONNECTIVITY:** DDA coordinated removal of fence and concrete barriers at FEC Slip

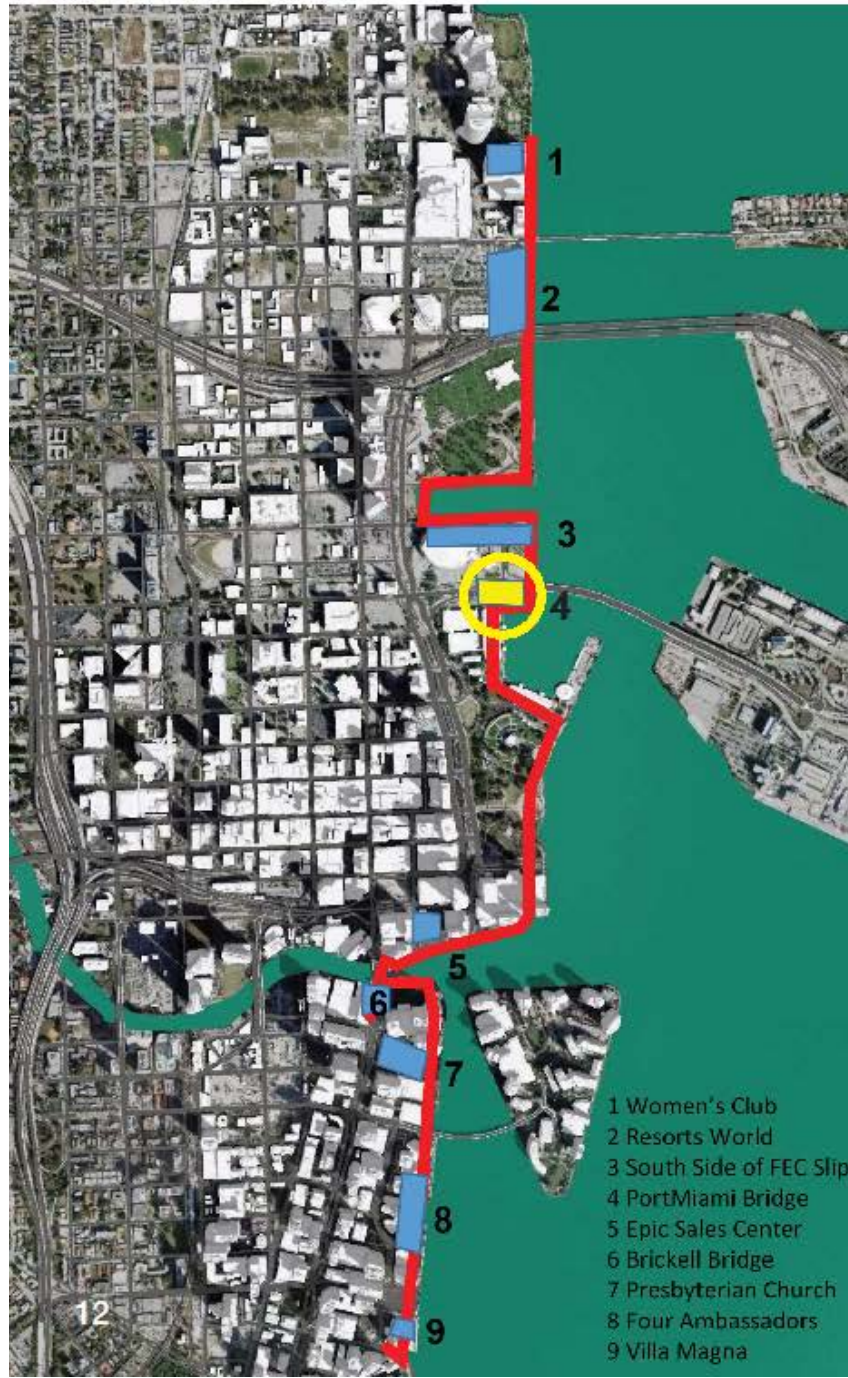
Next Steps:

- Additional lighting, seating, landscaping and signage are needed to make this section feel safe and more inviting

Recent Successes: Connectivity

Since removal of the fence and concrete barriers at FEC Slip we now have 2 miles of continuous Baywalk.





4 PortMiami Bridge

Recent Success



Challenges:

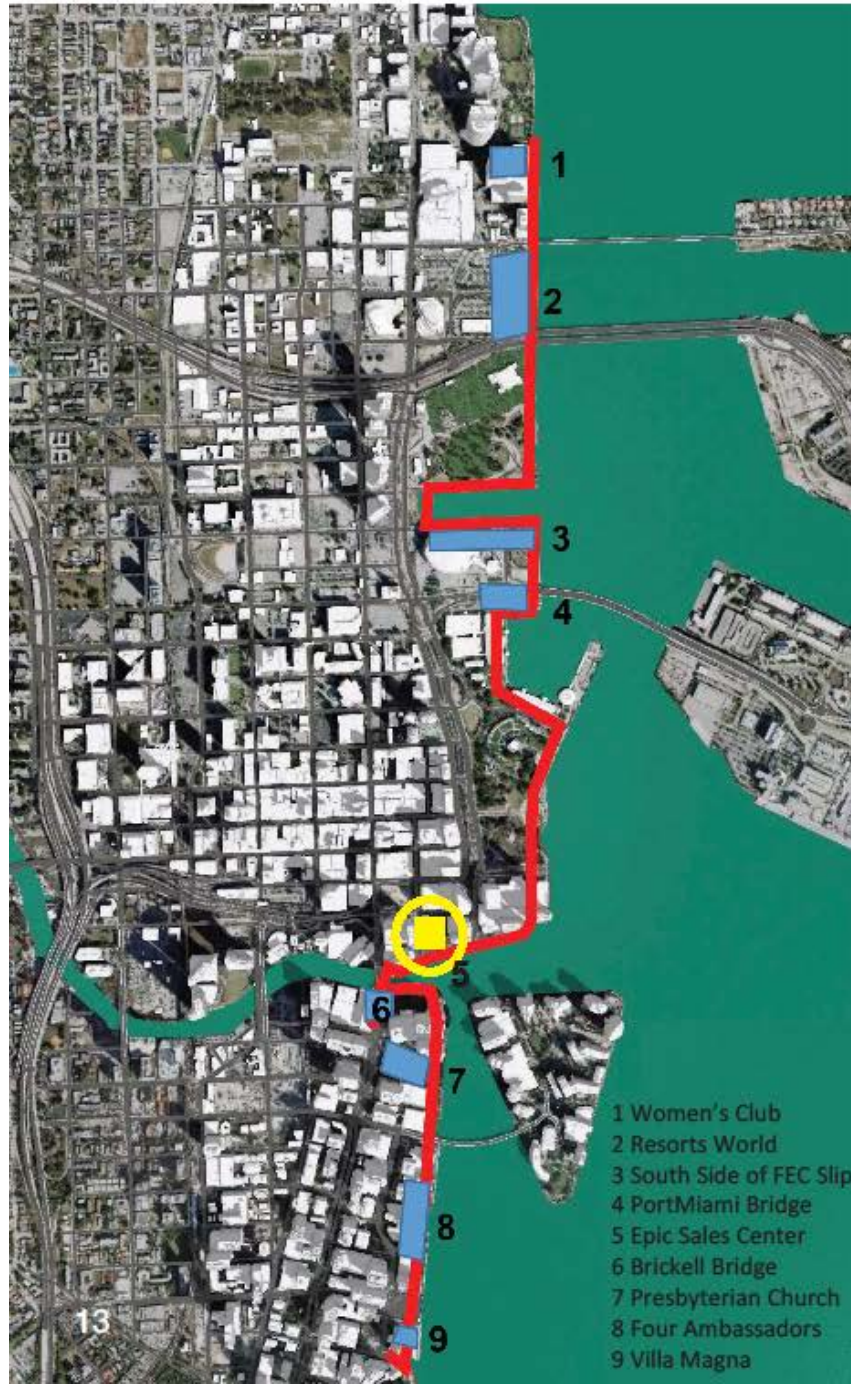
- This area had a homeless encampment, was overflowing with trash and had little to no lighting.

Recent Successes:

- PortMiami agreed to replace lights and remove trash
- Homeless Trust & City of Miami relocated homeless
- FDOT agreed to remove trash behind fenced area; FDOT is currently rebuilding the seawall. Completion in Dec. 2016

Next Steps:

- Additional lighting, landscaping and signage are needed to make this section feel safe and more inviting to pedestrians



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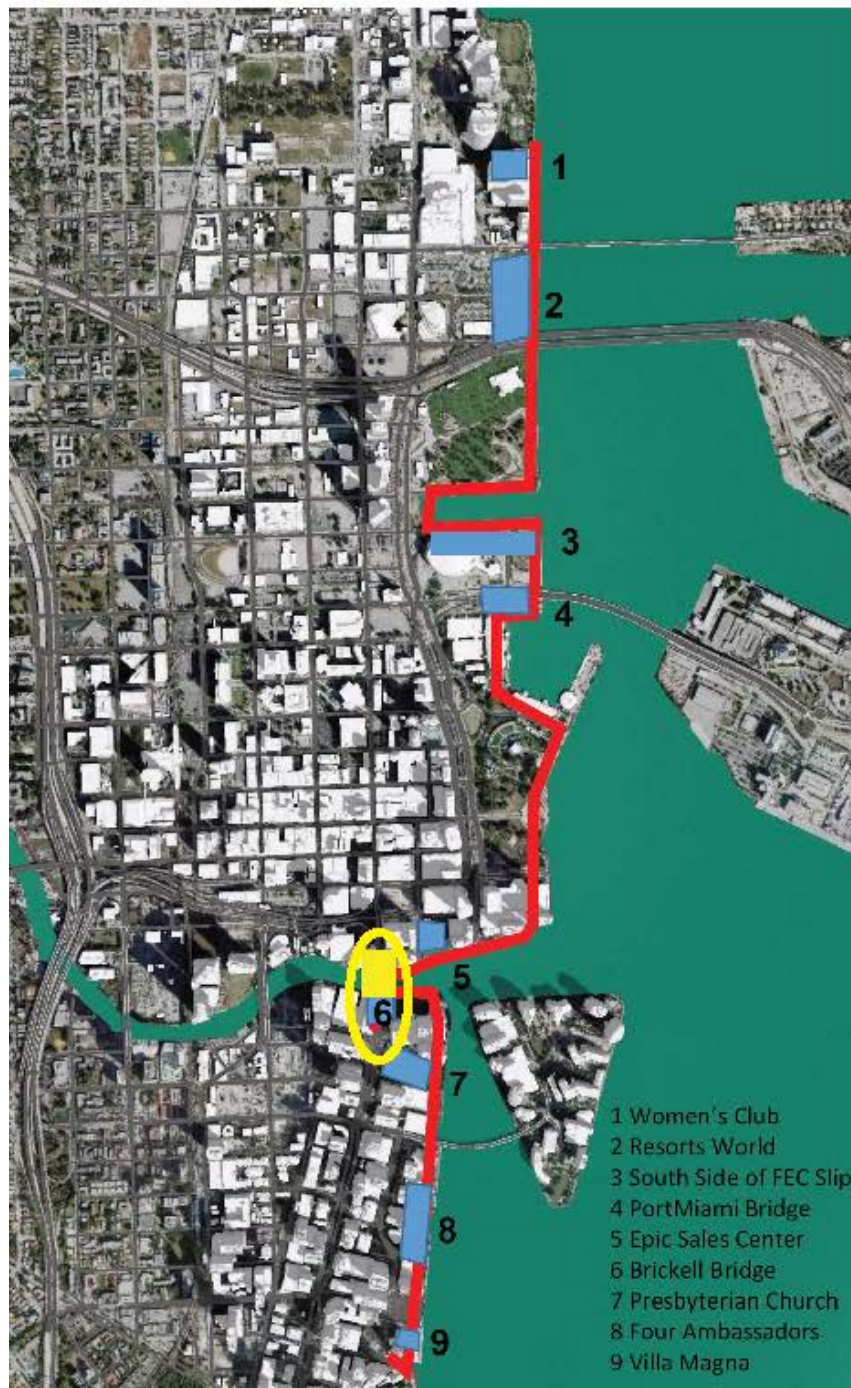
5 Epic Sales Center Recent Success



Existing Condition (looking east)

Actions Taken:

- Site was recently sold; plans approved
- Sales Center is currently being demolished
- Temporary boardwalk will be installed during construction of new condo tower; 2 year time frame; 5' in width
- Permanent Baywalk in 3 years: 11'-30' in width
- DDA engaged with CIP/Planning to ensure design and materials match north side of slip to promote continuity



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6 Brickell Bridge



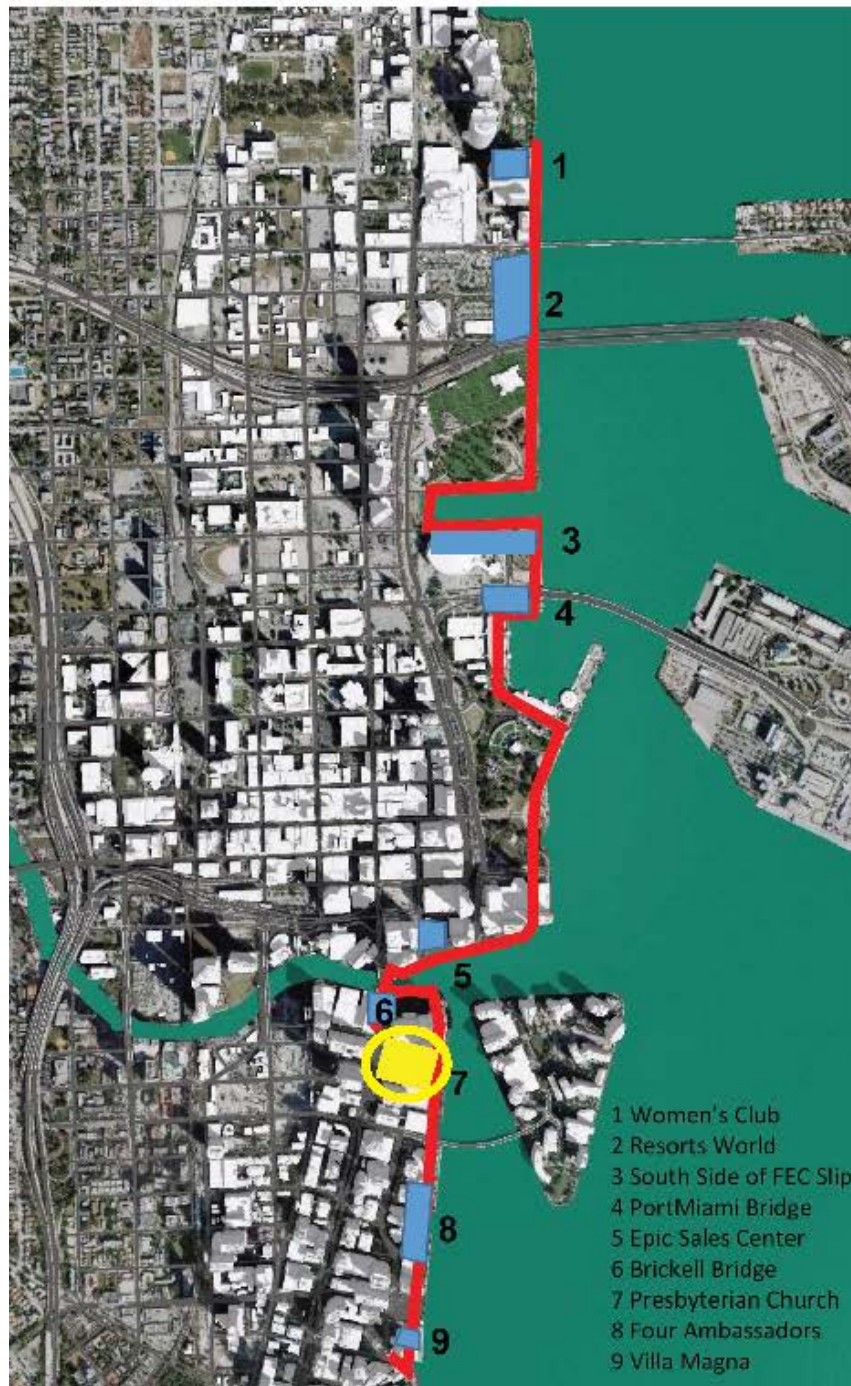
Existing Condition

Challenges:

- North side: no direct access from the EPIC to the Brickell Bridge
- South side: access but no clear direction
- Openings: have been occurring outside of normal allowed hours

Actions Taken:

- DDA and Board Members have brought bridge opening problem to Senate level. Issue is ongoing
- DDA and Commissioner Russell's office are working with Miami River Commission, Coast Guard and FDOT and to explore opportunities for connecting to the Riverwalk on both sides.



7 First Presbyterian Church



Challenges:

- Western edge of the Church is a surface parking lot. Pedestrians can traverse site but there is no permanent Baywalk or signage

Actions Taken:

- City of Miami CIP drafted several easement agreement revisions and awaiting signed copy from the Church; DDA/City of Miami and Commissioner Russell's office engaging with Church
- FIND Grant available for Design and Construction



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8 Four Ambassadors Recent Success



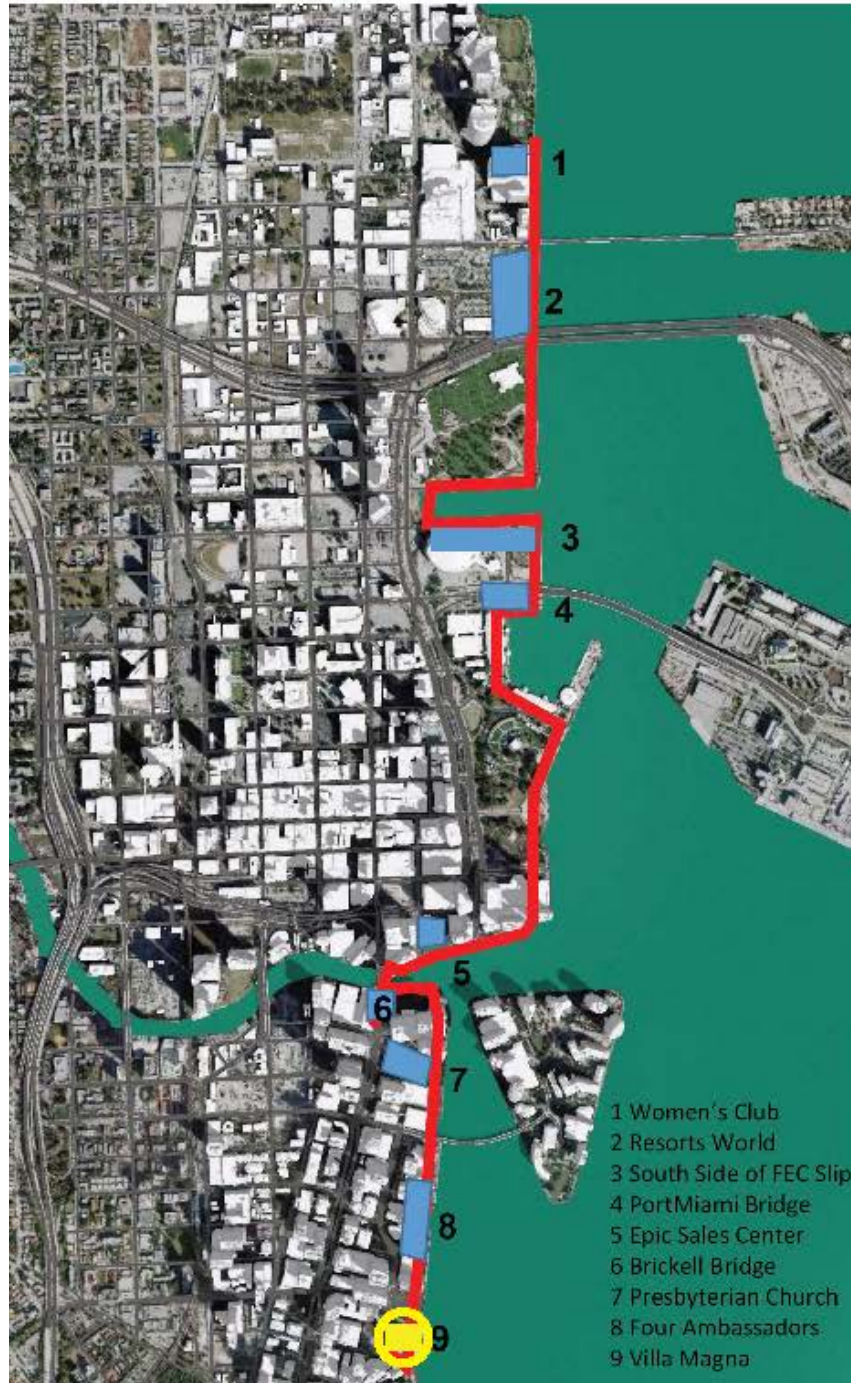
Existing Condition (looking east at Brickell Key)

Challenges:

- Fence was locked without public access

Actions Taken:

- DDA coordinated with Property owner and fence is now open to the public from 8am to 10pm



9 Villa Magna



Existing Condition (looking south)

Challenges:

- Currently a surface parking lot with no access between Jade Residence condo tower and The Mark on Brickell Cndo tower

Actions Taken:

- Condo Tower is planned for site; plans have not been submitted
- DDA looking at signage/wayfinding program to orient pedestrians around site in the interim
- DDA also to engage ownership to allow for temporary access
- Long-term goal is to ensure Baywalk is included in future plans

Next Steps - Short Term Goals:

- Orientation & Wayfinding
- Temporary Solutions to Opening up Disconnected Segments
- Community Involvement and Events to Activate Waterfront – 5K, Live Music, Art Festivals, Dog Walks, Crossfit, Run Club
- Celebrate Successes and Get the Word Out – Traditional Media, Social Media, Standalone Website, Constituency/Advocacy

Long Term Goals:

- Permanent Solutions to Opening up the Entire 4 Mile Corridor
- Implementing a Unified Design Element to Link the Entire Corridor

- **Connectivity:**

Biscayne Green
Bus Rapid Transit
The Miami Loop

Flagler Street
Metromover
Ludlum Trail

SE/SW 1st Ave
CityBike
The Underline

Complete Streets
CarSharing
Plan Z





Future Connections


Identified connections to proposed trails and transit.

Miami Baywalk Connection Analysis

Baywalk Segments

-  Open
 Open - Use Caution
 Closed

Access Points

-  Open Access

Existing Trails

-  Miami River Walk
 East Coast Greenway
 Brickell Key

Proposed Trails

- Cultural Trail
- Underline
- Biscayne Line

Stations

-  MetroMover
-  MetroRail

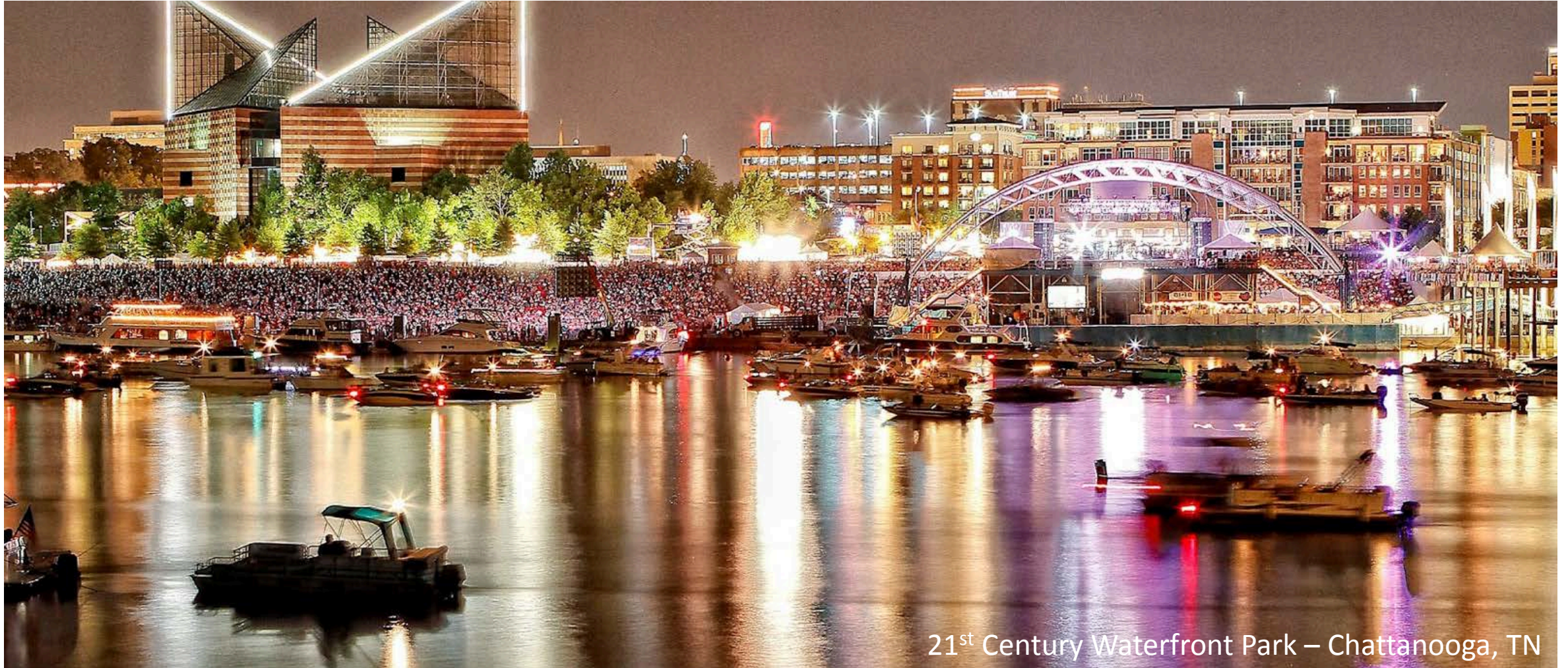
How Will Residents Access the Baywalk-Riverwalk?

Cars, Buses, Trolley, Metromover, Pedi-Cab, Boat
Bike, Skate, Run, Walk, Kayak, Paddleboard... and Watertaxi



Why Will Residents Use the Baywalk-Riverwalk?

Let's Look at Examples from Other Cities



21st Century Waterfront Park – Chattanooga, TN

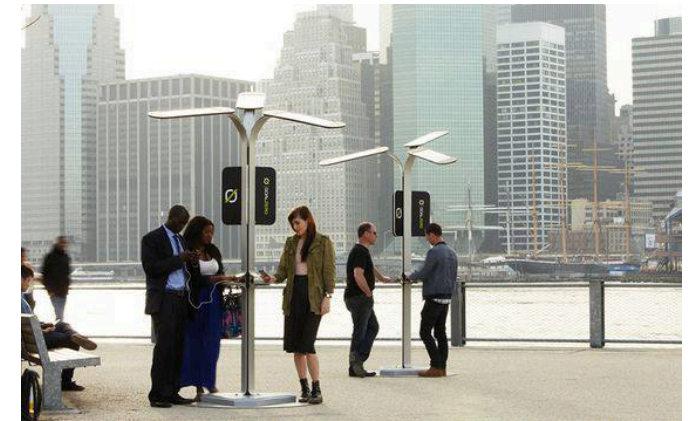
Why Will Residents Use the Baywalk-Riverwalk?

It's where people want to **LIVE**



Why Will Residents Use the Baywalk-Riverwalk?

It's where people want to **WORK**



Why Will Residents Use the Baywalk-Riverwalk?

It's where people want to **PLAY**



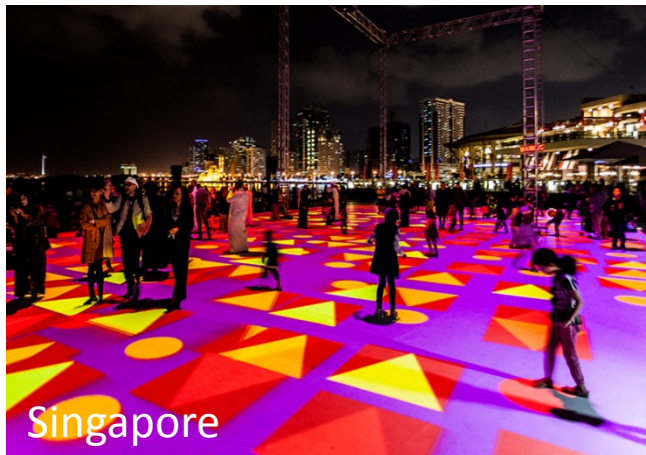
Why Will Residents Use the Baywalk-Riverwalk?

It's where people want to **ACCESS THE WATER**



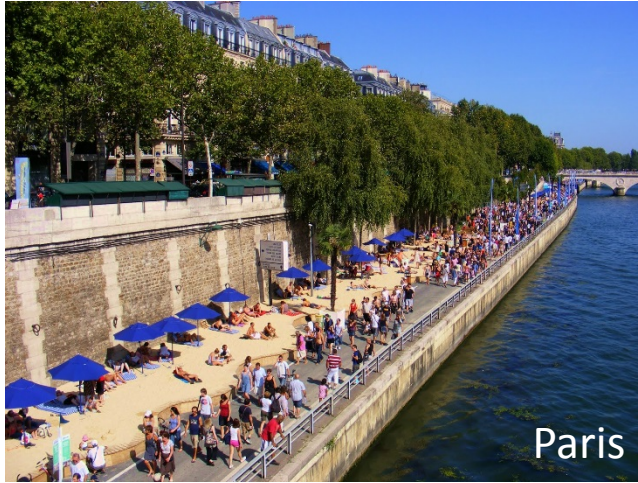
Why Will Residents Use the Baywalk-Riverwalk?

It's where people want to **GO AT NIGHT**



Why Will Residents Use the Baywalk-Riverwalk?

It's where people want to **VISIT** (Around the World)



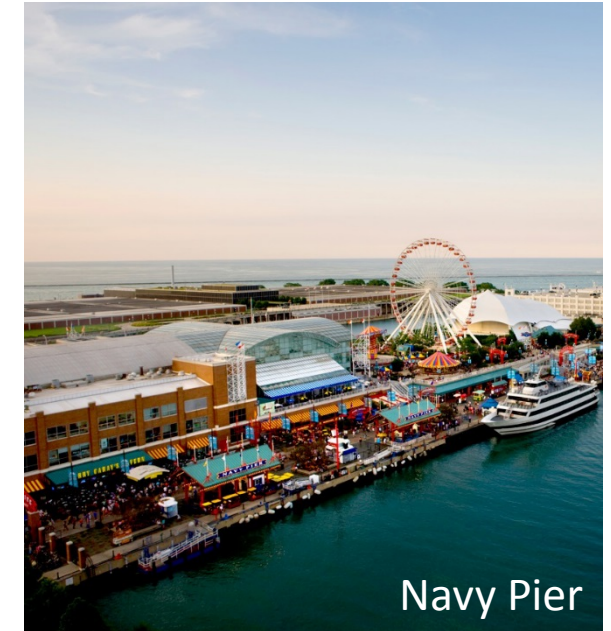
Why Will Tourists Use the Baywalk-Riverwalk?

It's where people want to **VISIT** (in the United States)

Public Space	City	Annual # Visitors
Golden Gate Park	San Francisco	13 Million
Pike Place Market	Seattle	10 Million
South Street Seaport	New York	9 Million
Navy Pier	Chicago	8.7 Million
Pier 39/Fisherman's Wharf	San Francisco	8.1 Million



Pier 39/Fisherman's Wharf



Navy Pier



Golden Gate Park



Pike Place Park



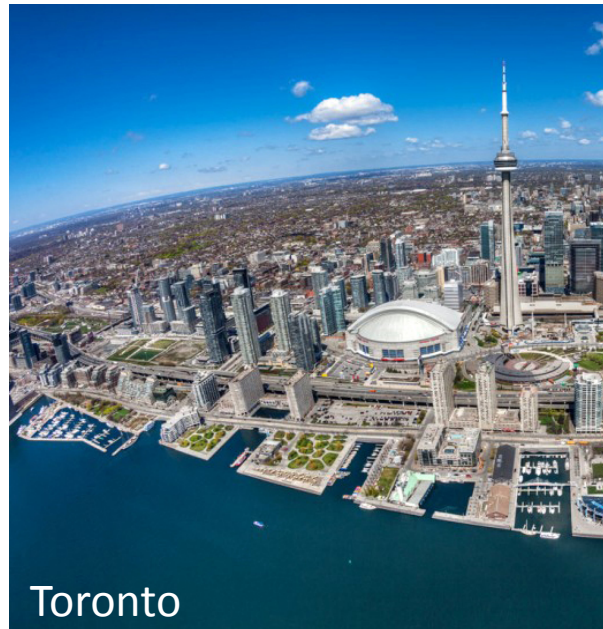
South Street Seaport

What Economic Impacts will the Baywalk-Riverwalk Have?

Public Space	City	Total Cost (To Date)	Development Catalyzed	ROI Ratio
Waterfront Toronto	Toronto	\$1.5 Billion	\$2.8 Billion	2:1
Smale Riverfront Park	Cincinnati	\$88M	\$750M	9:1
Atlanta BeltLine	Atlanta	\$400M	\$2,400M	6:1
21st Century Waterfront	Chattanooga	\$120M	\$2,000M	17:1
Rose Kennedy Greenway	Boston	\$35M	\$1,400M	40:1



Boston



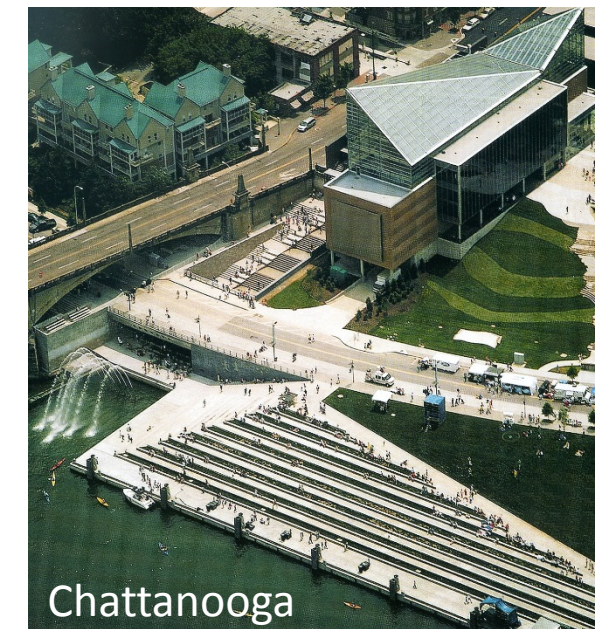
Toronto



Cincinnati

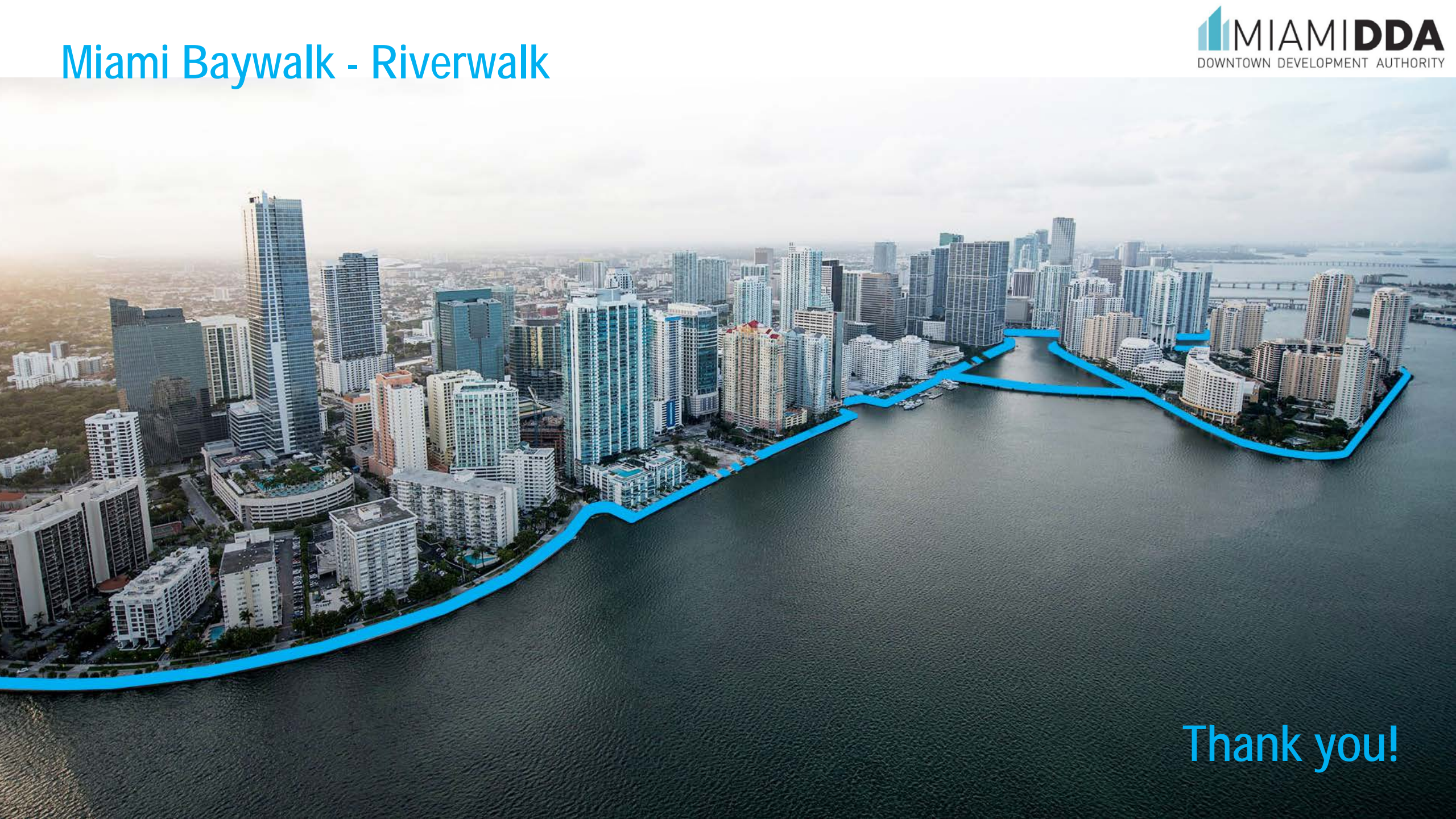


Atlanta



Chattanooga

Miami Baywalk - Riverwalk



Thank you!