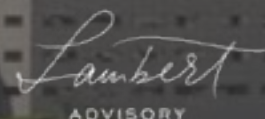
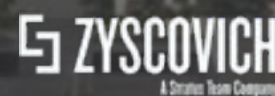




# Master Planning Services for **2050 DOWNTOWN MIAMI MASTER PLAN UPDATE** (CBD Focus)

## 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



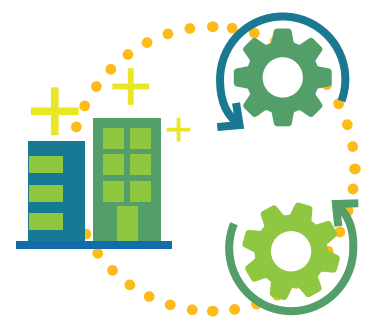
# VISIONING STRATEGIES



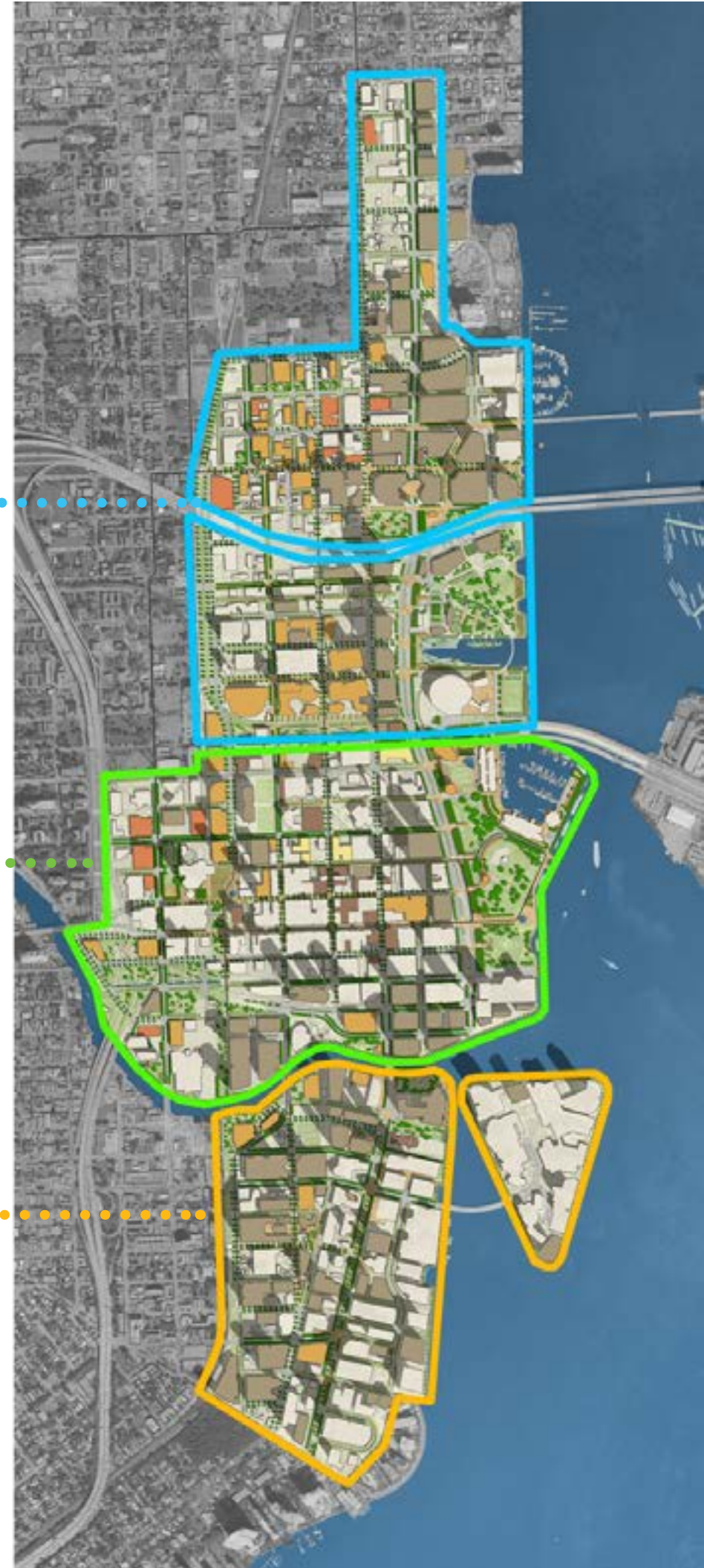
..... **REDEVELOP** .....  
Omni & SEOPW (CRA's)



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



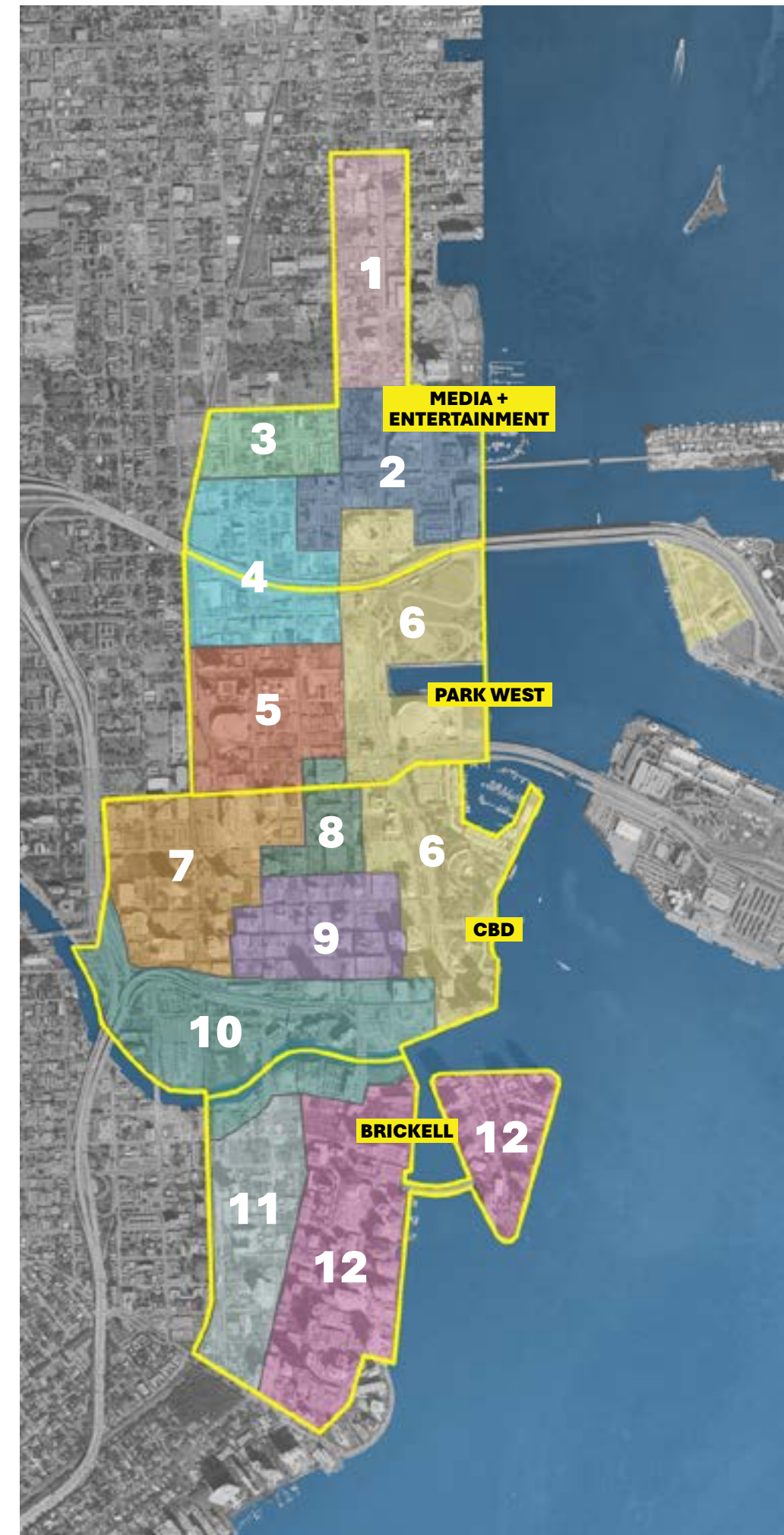
..... **REINFORCE** .....  
Brickell



# 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 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 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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Central Business District Bayfront Park West Omni

# 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

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.



Miami River Sub-District Location

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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



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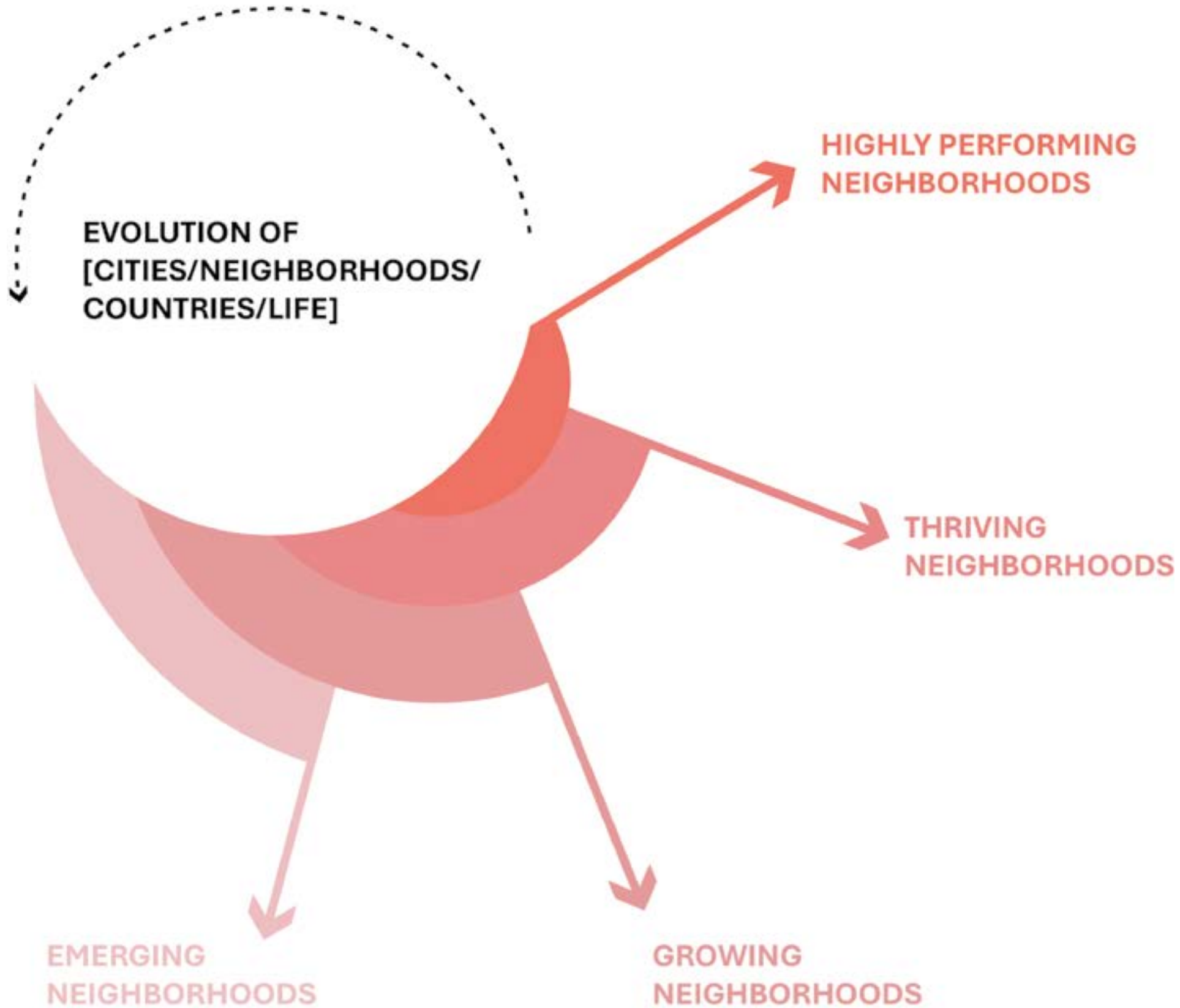
Park West

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

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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

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/Infill
- Historic Buildings
- Sub-District Location
- Economic District Influence



Proposed Character Images

## TRANSPORTATION & URBAN DESIGN



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

- 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  
111  
Sub-District: Park West

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN

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 subdistrict, 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) 3. Streetscapes NW 1st Avenue 4. Overtown Greenway	City of Miami; Parks and Recreation; Private Property Owners SEOPW CRA; City of Miami SEOPW CRA; City of Miami
<b>Strengths</b> SEOPW CRA Proximity to Government Center and Biscayne Boulevard	Residential (cognizant of adjacent entertainment uses)		
<b>Urban Issues</b> Slum and Blight Port Truck Traffic Connectivity/Barriers			



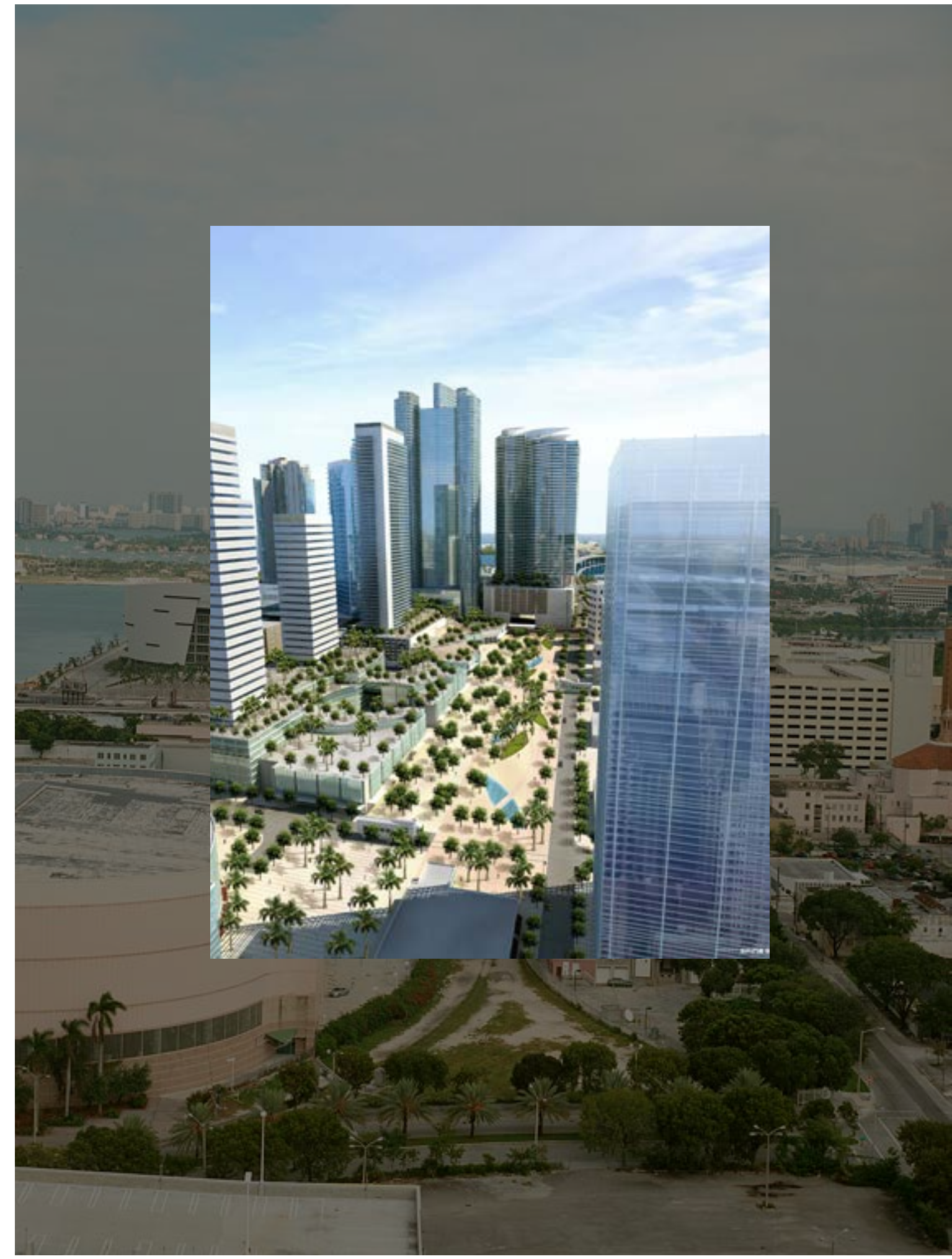
Park West Sub-District Location

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



Proposed Character Images

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

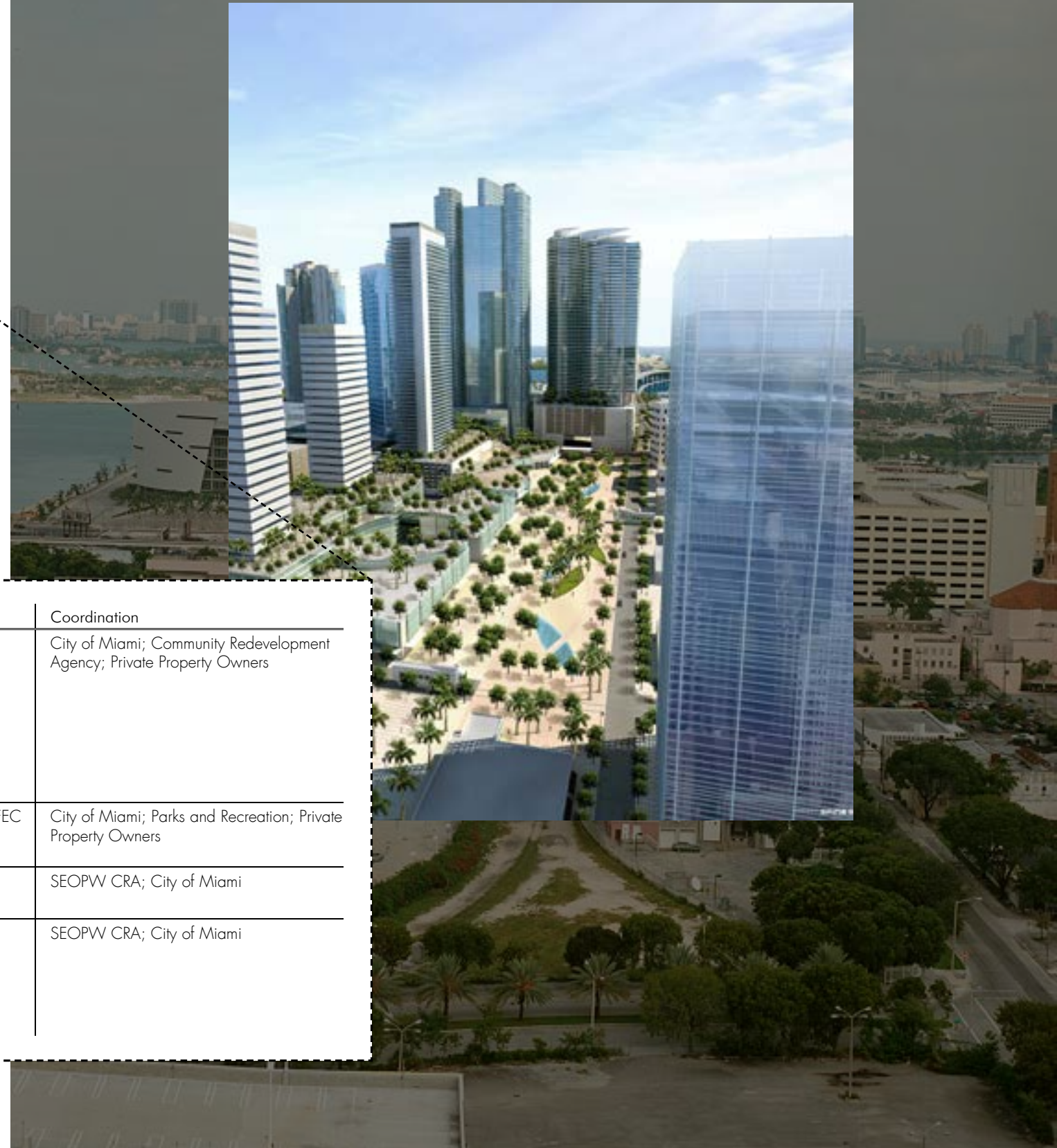
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<b>Urban Issues</b> Slum and Blight Port Truck Traffic Connectivity/Barriers		4. Overtown Greenway	SEOPW CRA; City of Miami

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# MAJOR PROPOSALS

## 02 Government Center

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY

TRANSPORTATION & URBAN DESIGN

Sub-District: Government Center

2

127

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



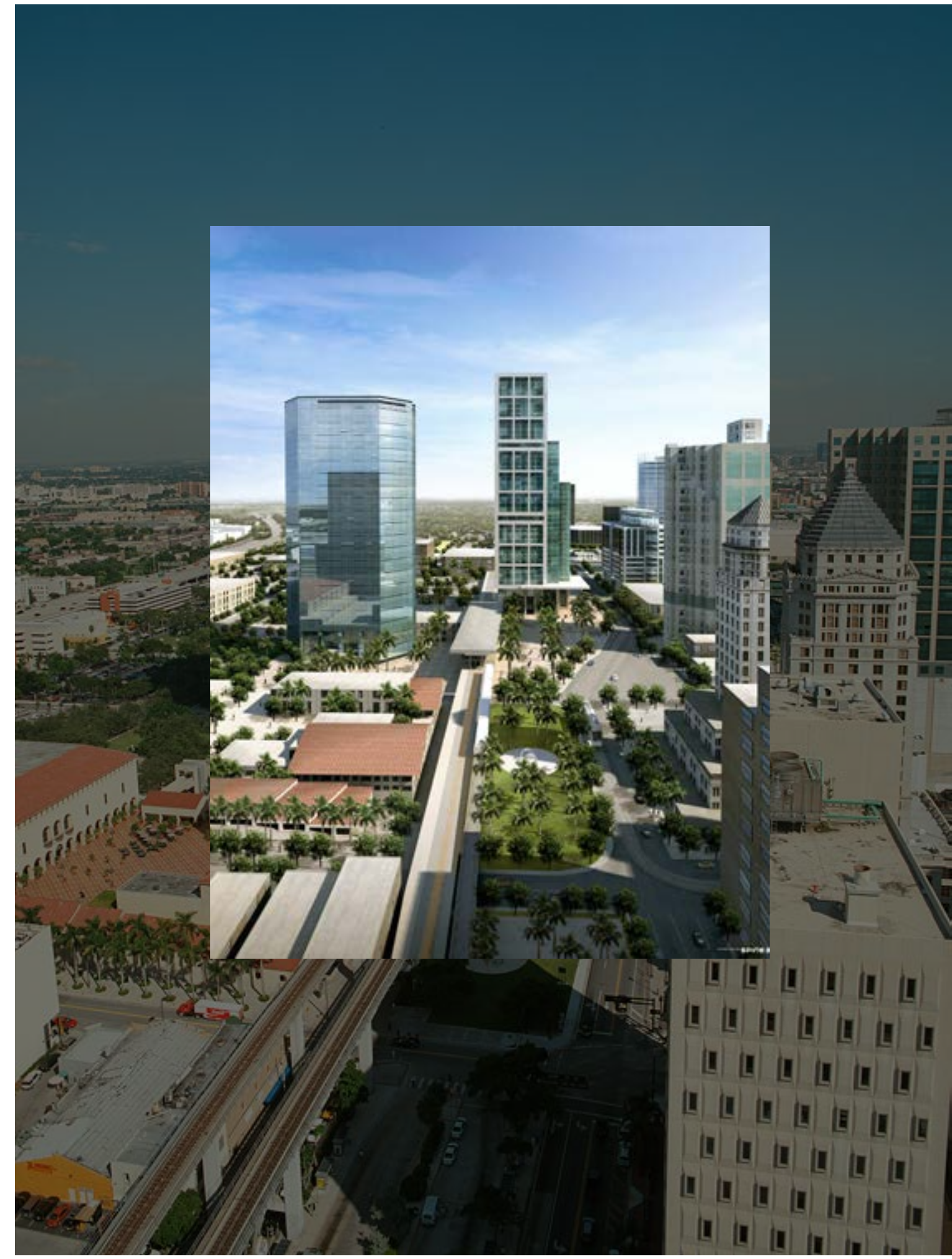
Proposed Character Images

Omini

Park West

Bayfront

Central Business District



# MAJOR PROPOSALS

## 02 Government Center

TRANSPORTATION & URBAN DESIGN 2

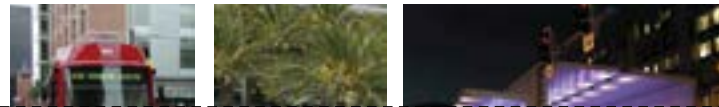
DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY Sub-District: Government Center 127

Sub-District: GOVERNMENT CENTER

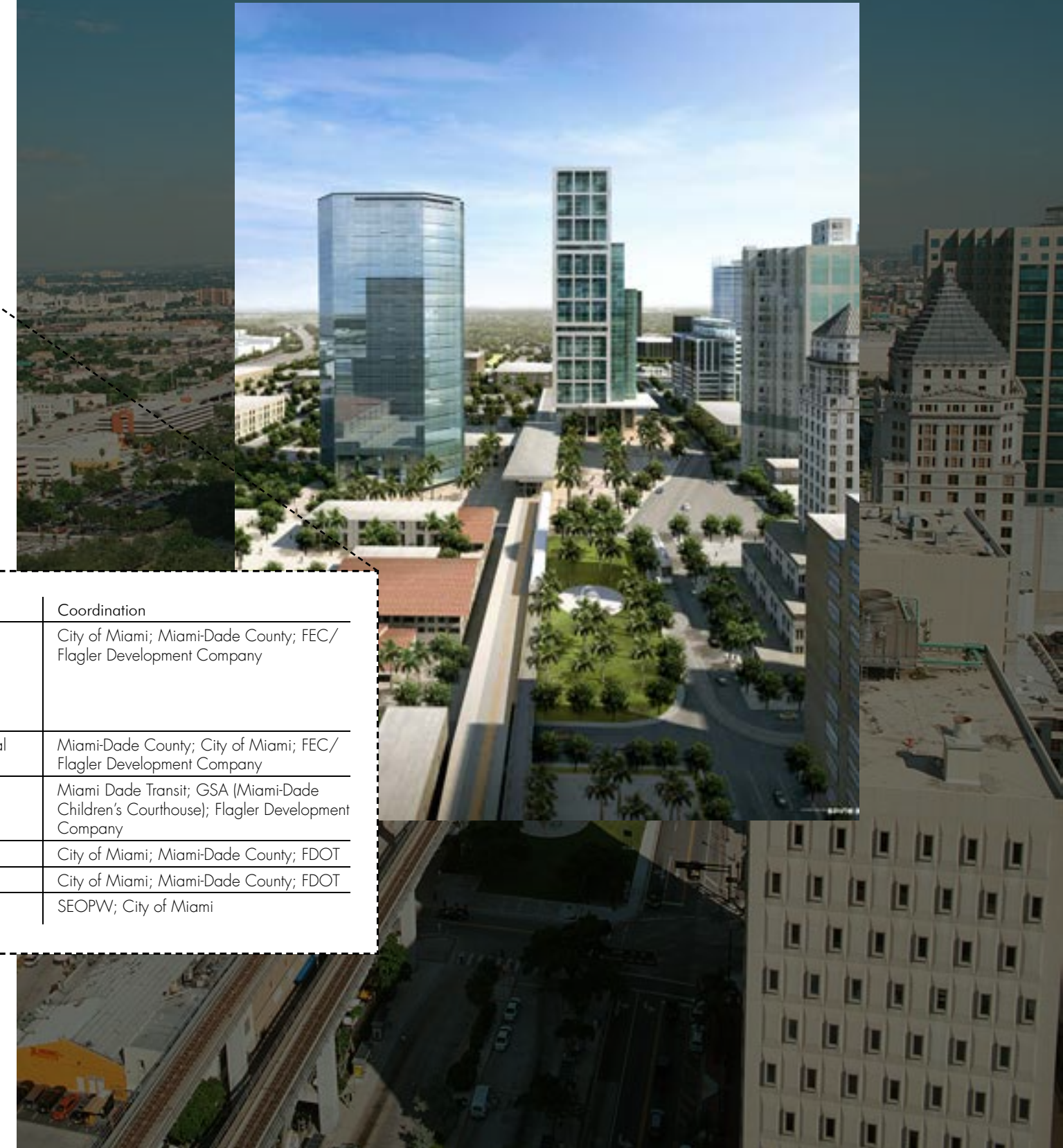
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Zoning	CBD; G/I	Improved Transit Facilities	2. Downtown Intermodal/Bus Terminal	Miami-Dade County; City of Miami; FEC/Flagler Development Company
Strengths	Centralized Destination Public Land	Introduce Mixed (Residential/Office) Uses	3. Public-Private 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



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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



Flagler/Jewelry District Location

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.

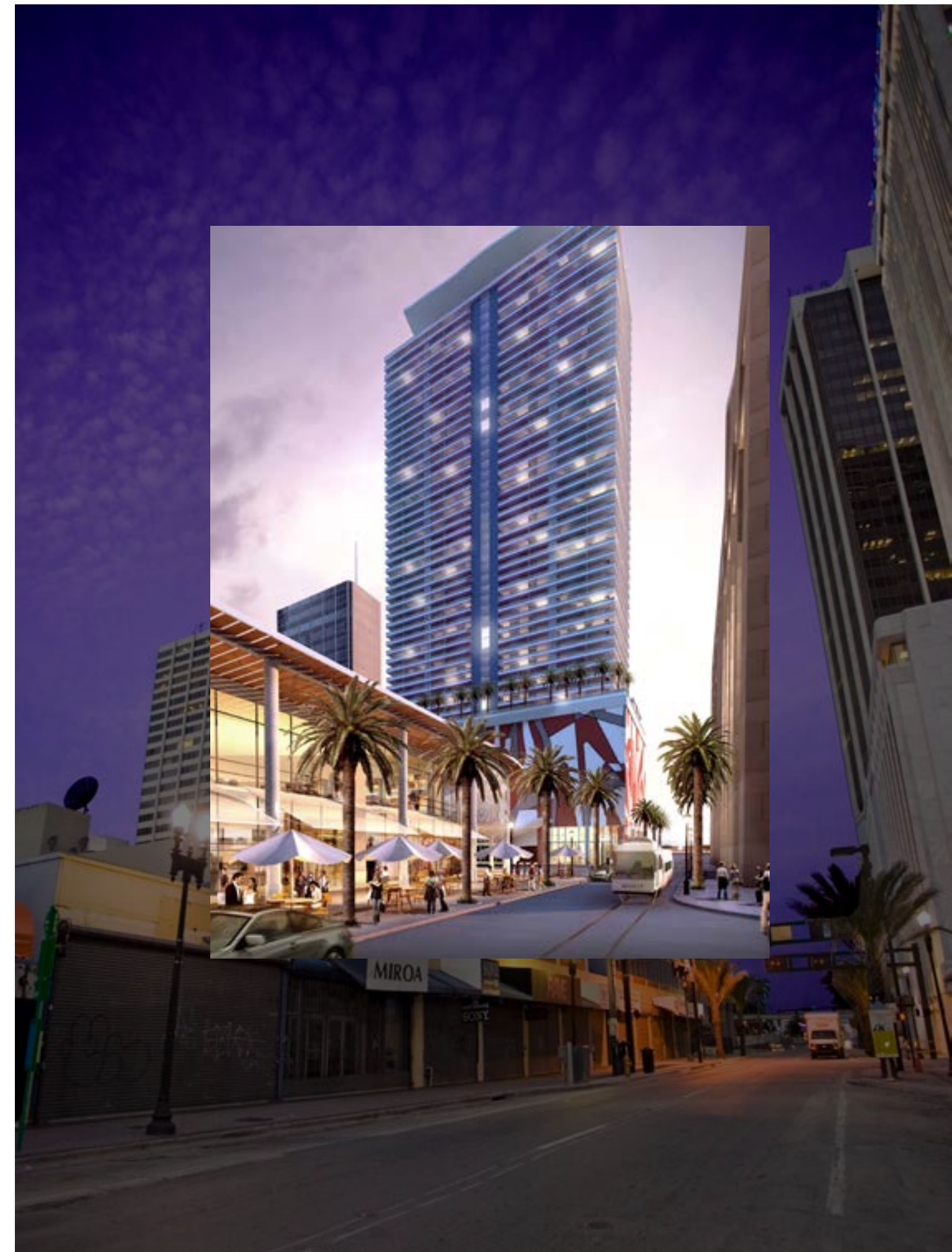
Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses Commercial/Retail Office	Heart of Miami Urban Tourism Destination	1. Design Guidelines for storefronts and streetscape elements	City of Miami; Miami 21
Zoning CBD	Cohesive Retail Strategy	2. Services 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

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



Existing Conditions		Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
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Urban Issues	Quality	Improved Quality and Presentation of Storefronts Improved Services through Design and Management	5. Anchor Retail/Marshall's Block Redevelopment	Private

Flagler/Jewelry District Location



# MAJOR PROPOSALS

## 04 Biscayne Boulevard + Bayfront Park

TRANSPORTATION & URBAN DESIGN  
2  
117  
Sub-District: Bayfront

DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN STUDY

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 Retail and Entertainment Uses	4. Bayfront Park Improvements <i>Rambias Amphitheatre Market/Retail Waterfront Baywalk Improvements</i>	Bayfront; Park Management Trust; City of Miami; DERM
	Increased Park/Open Space Area	5. Public/Private Development <i>Bayside Hotel/Retail</i>	City of Miami; Bayside; Private
Zoning		6. Public/Private Development <i>Parcel B Entertainment</i>	City of Miami; Miami-Dade County; Private
Strengths		7. Flagler Streetcar Loop	City of Miami; Miami-Dade County; FDOT
Urban Issues			

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

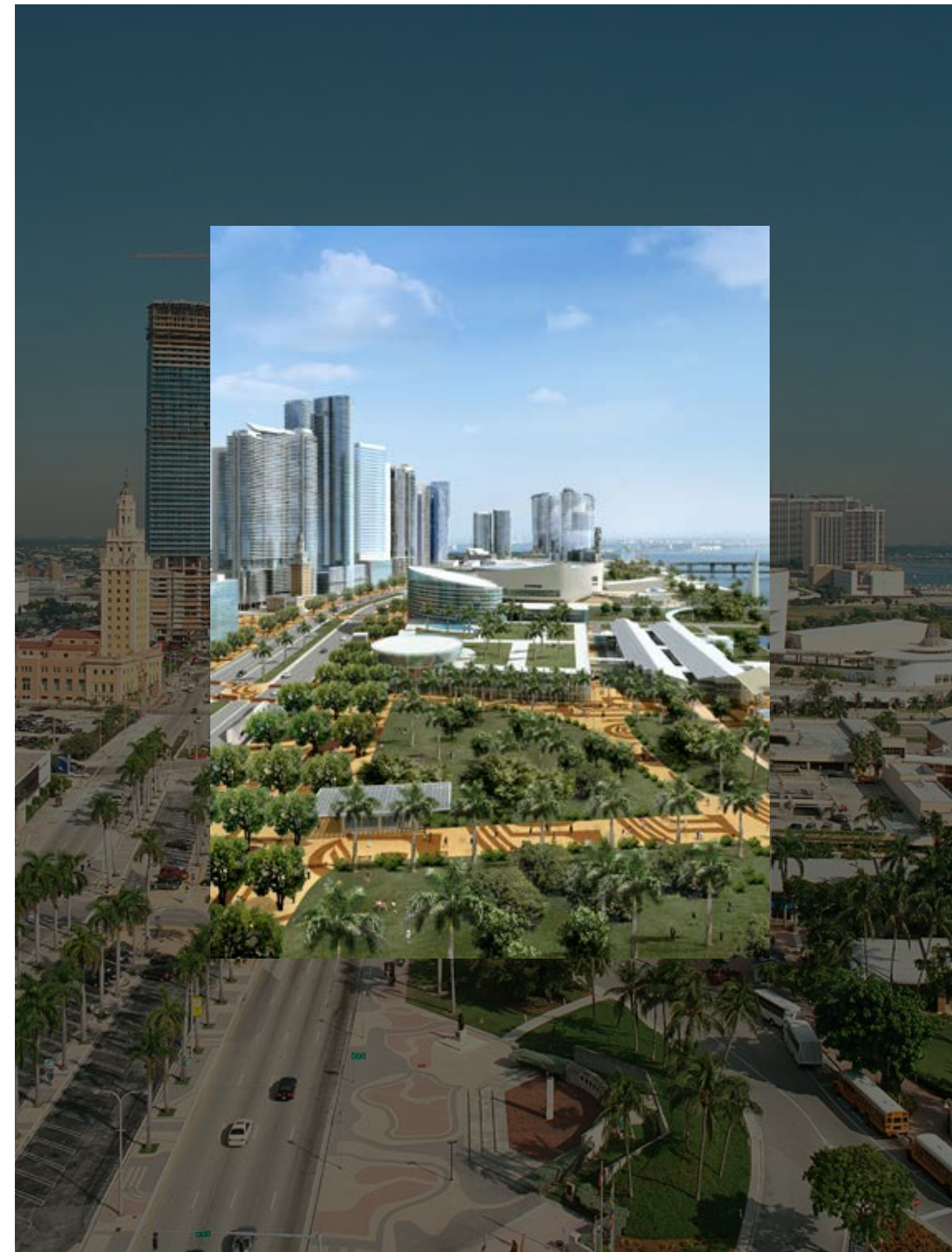


Proposed Character Images



Bayfront Sub-District Location

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

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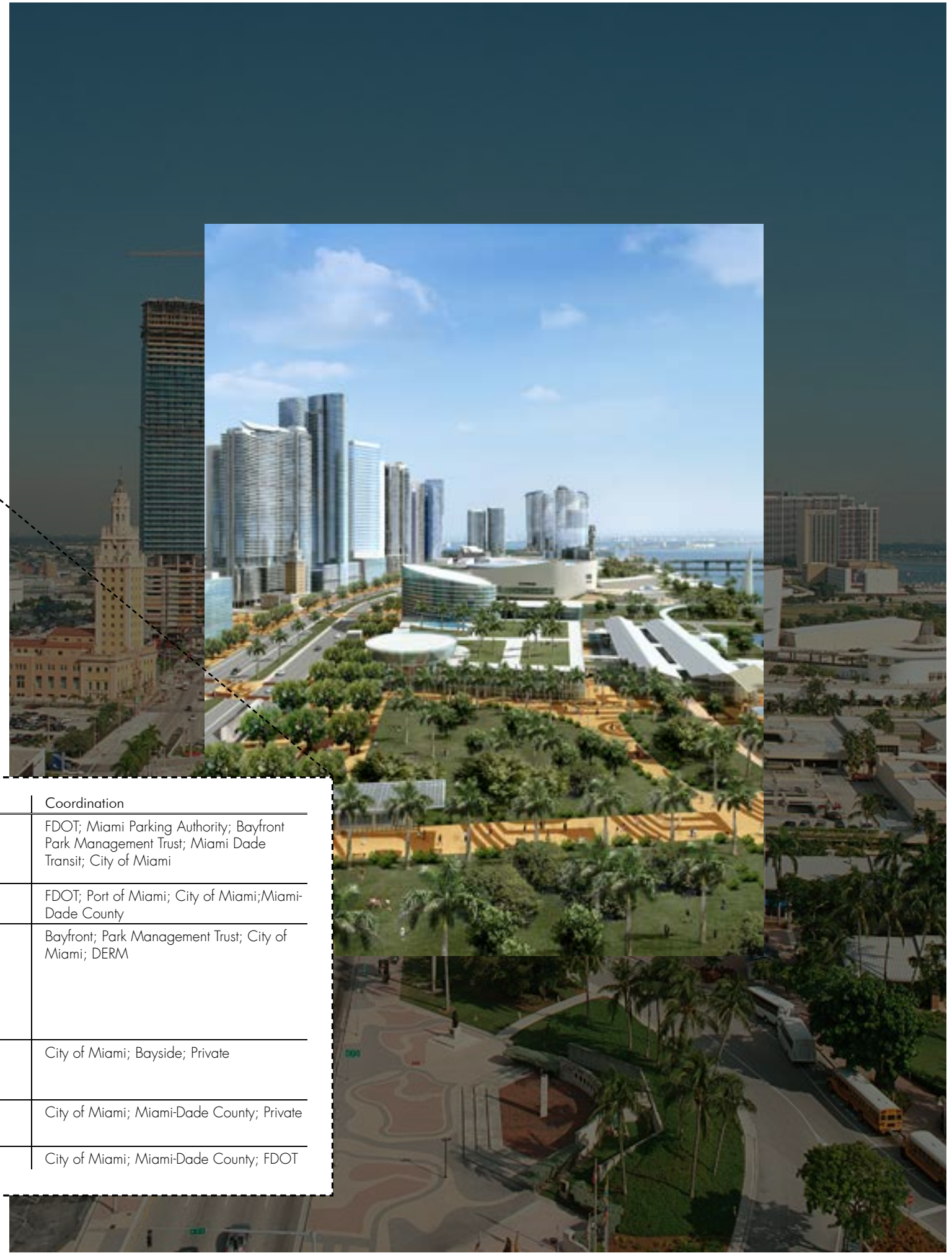
Existing Conditions	Desired Characteristics/Outcomes	Proposals and Strategies	Coordination
Major Land Uses Bicentennial Park Bayfront Park Bayside Marketplace American Airlines Arena Children's Museum Office Commercial Marina Residential	Gateway to Miami Urban Tourism Destination Enhanced Connectivity 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			

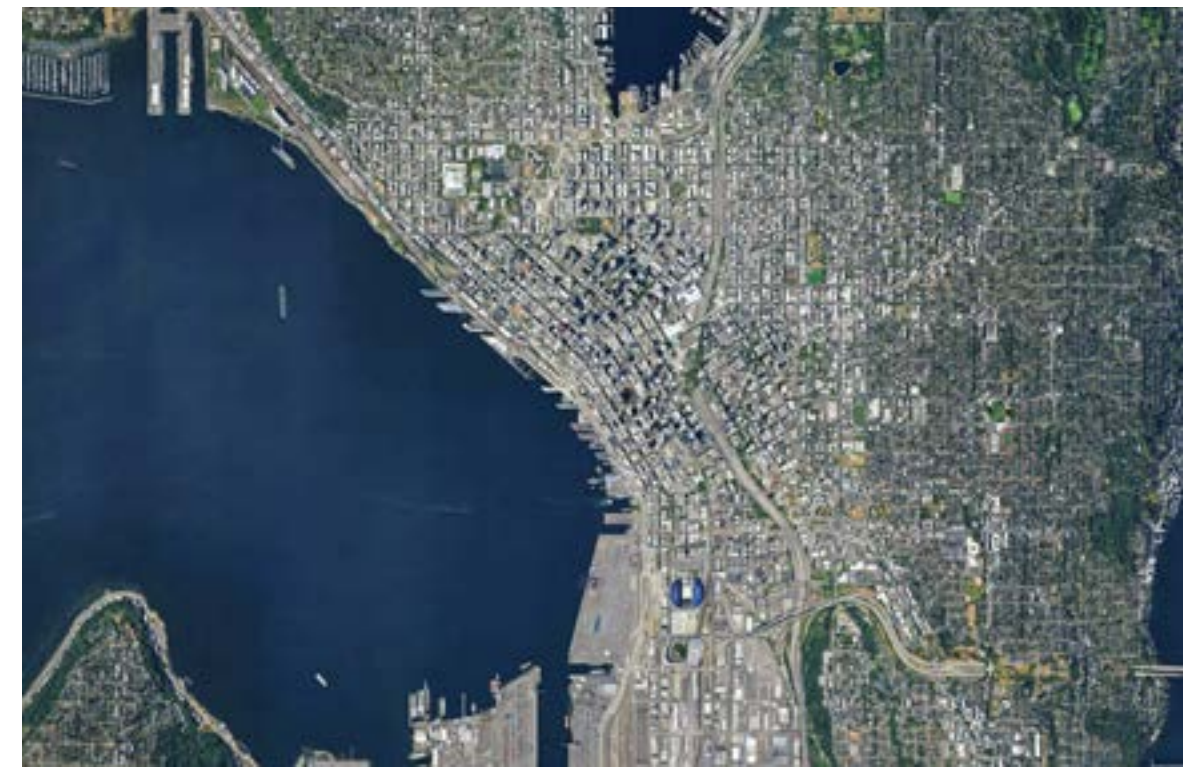
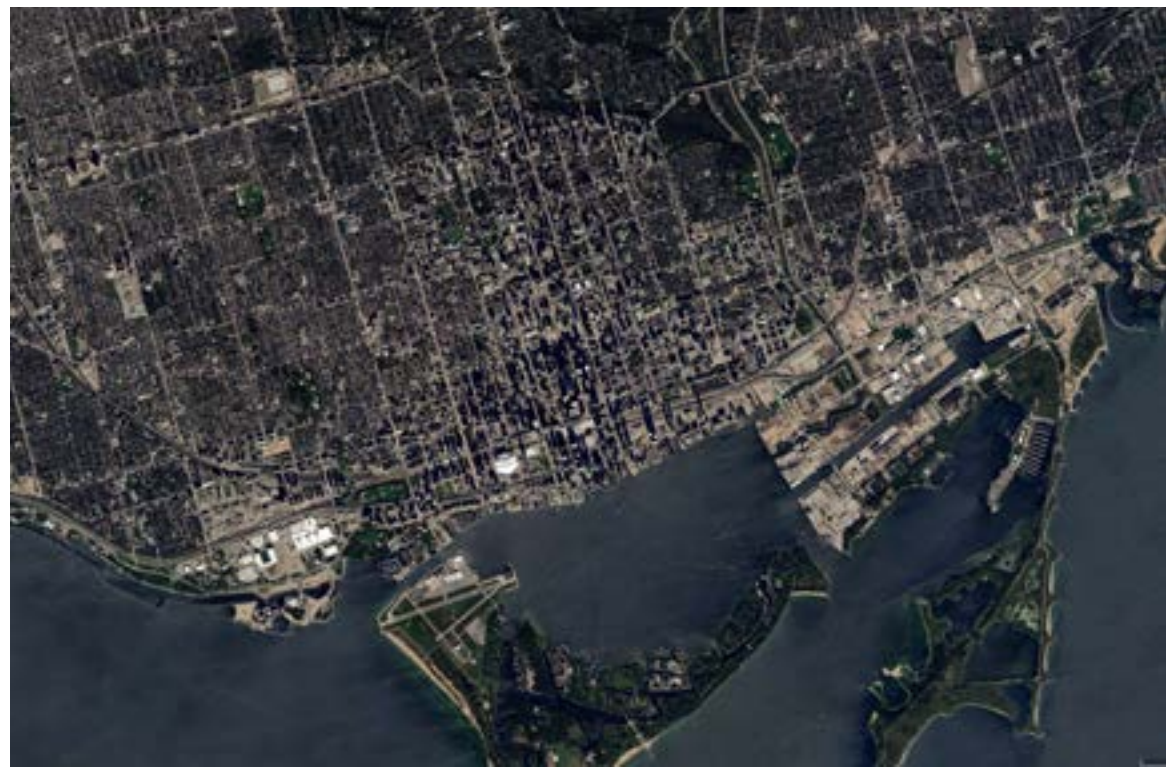
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- Potential Public-Private Projects
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Zoning PR; C-1; CBD			
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Urban Issues Connectivity Port Truck Traffic Programming			

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

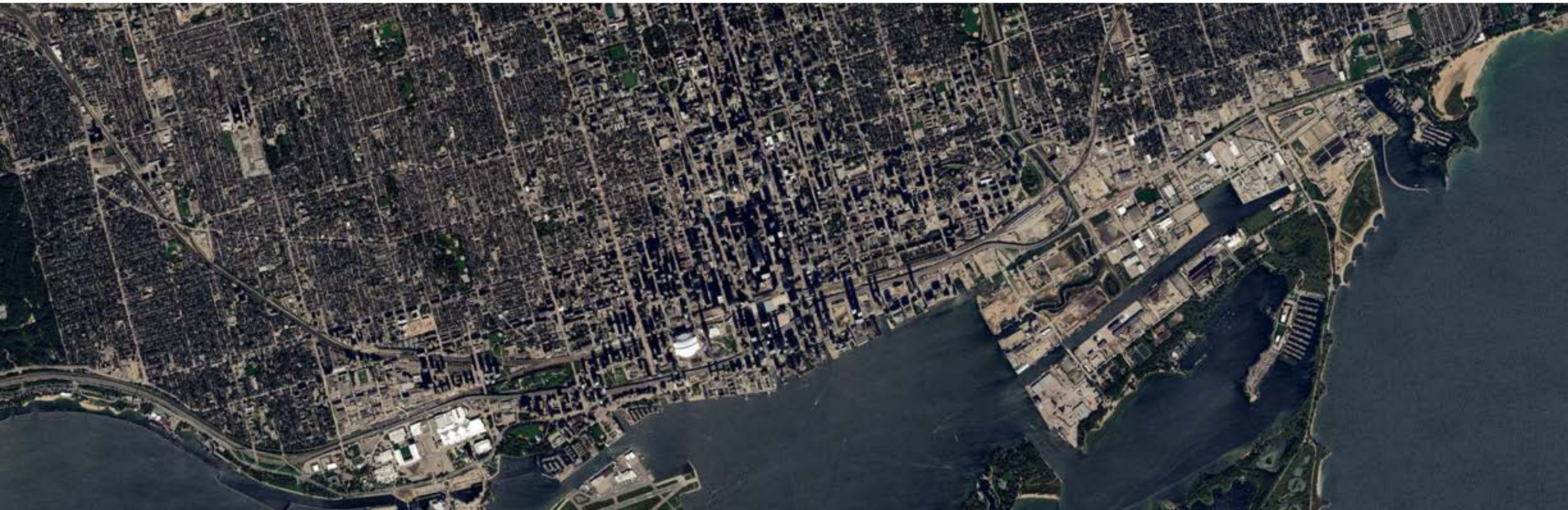
### **4,201 acres**

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**

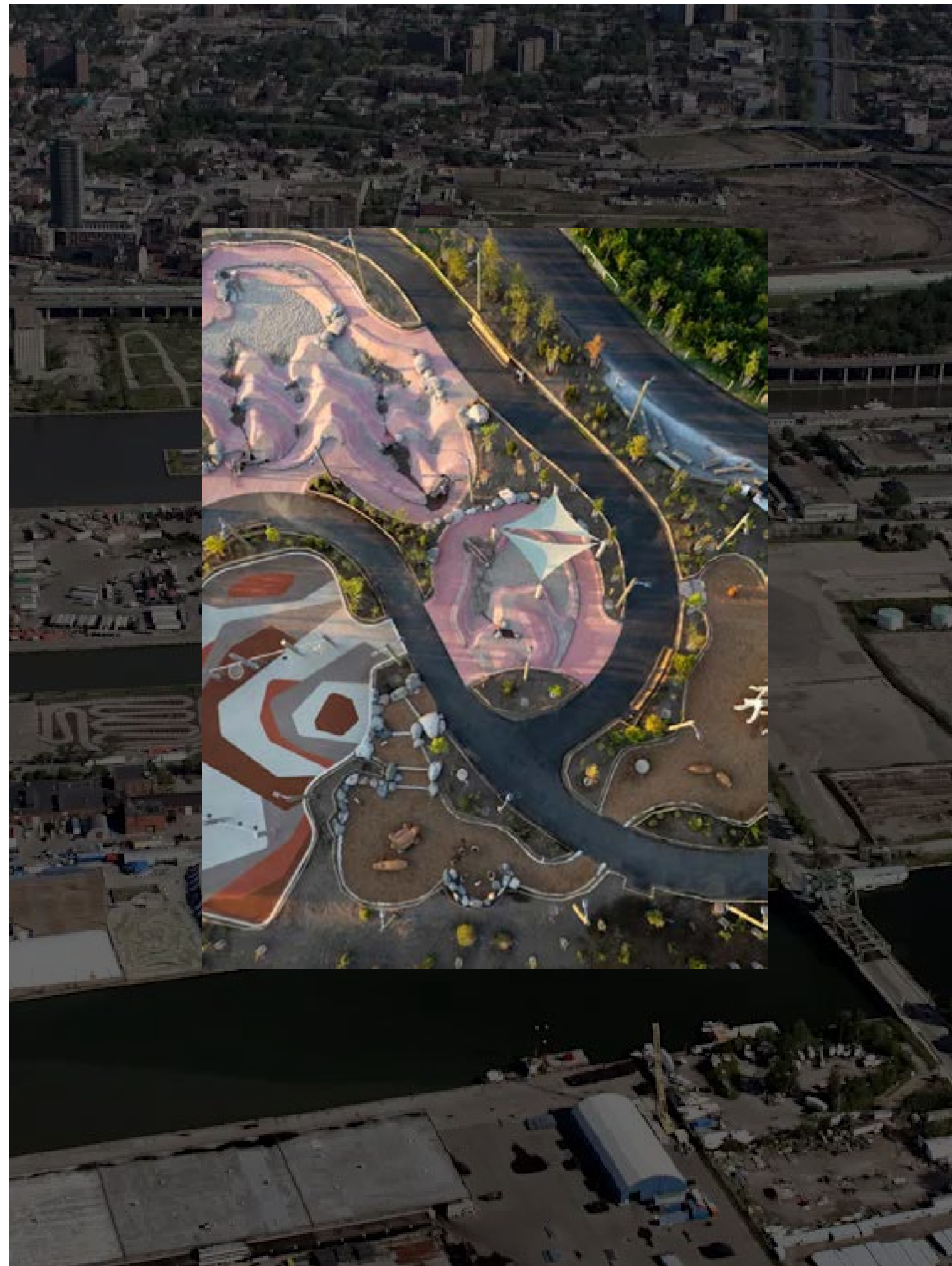
Although the Olympic bid was unsuccessful, it forced the city and higher levels of government to produce a coordinated, long-term vision for the waterfront. The planning frameworks, infrastructure concepts, and political alignment generated during the bid process carried forward and helped justify later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

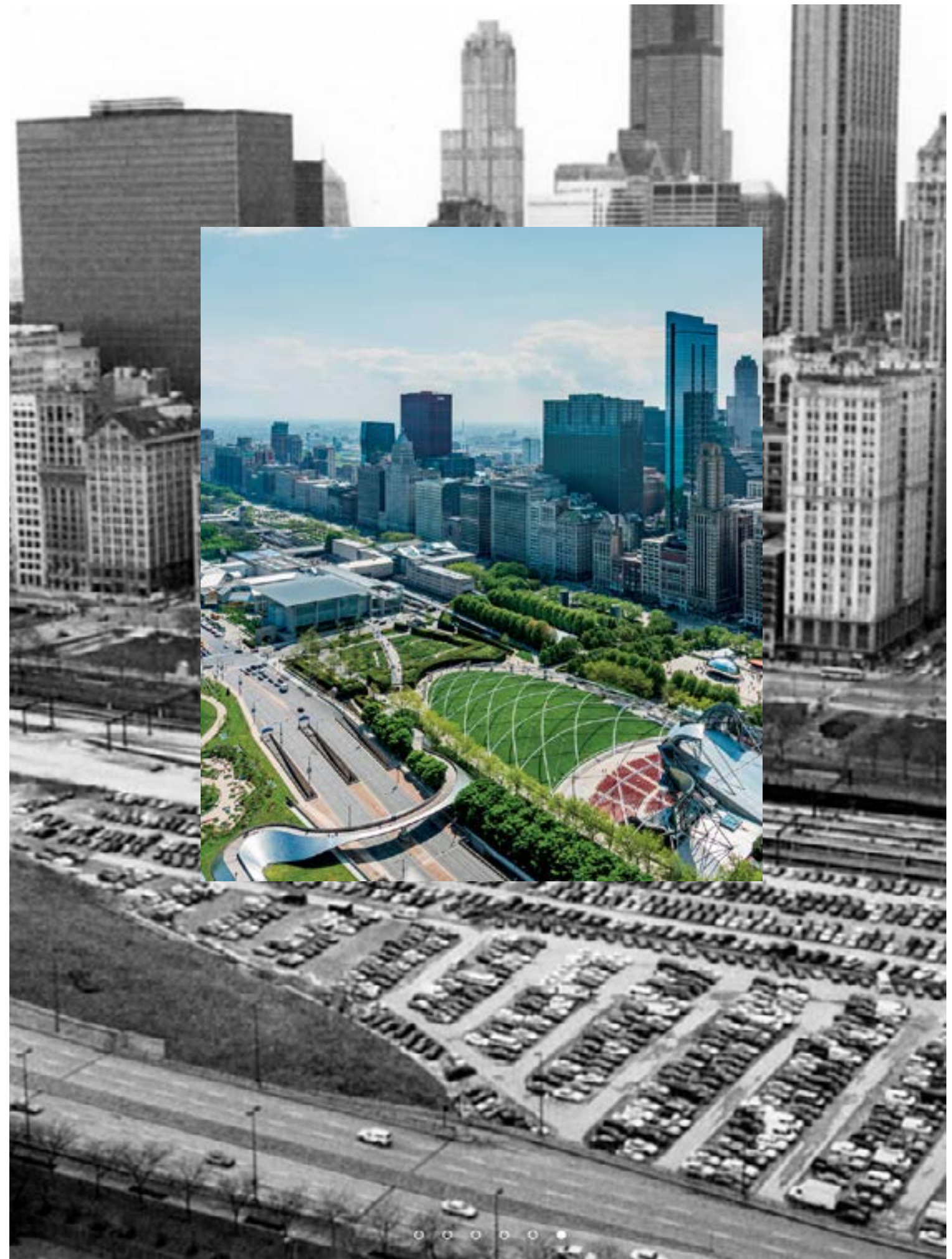
The Plan of Chicago established the doctrine that the lakefront should remain forever open, clear, and free, embedding public control of the shoreline into the city’s long-term planning framework. It led to the creation of Grant Park and the preservation and connectivity of the riverwalk.

## 1970s Deindustrialization —→ Land Opportunity

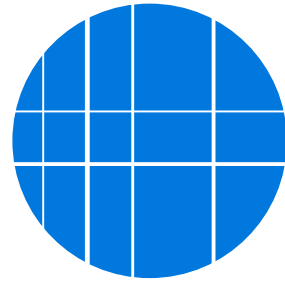
Late 20th-century deindustrialization freed up centrally located riverfront parcels, creating redevelopment potential within the central area.

## 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.

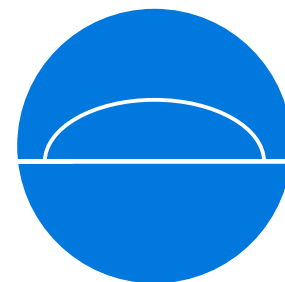


## PUBLIC REALM



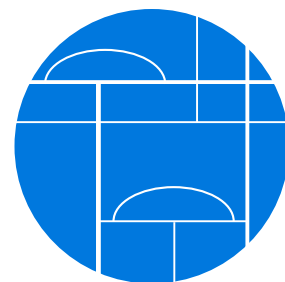
### Stitching

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.

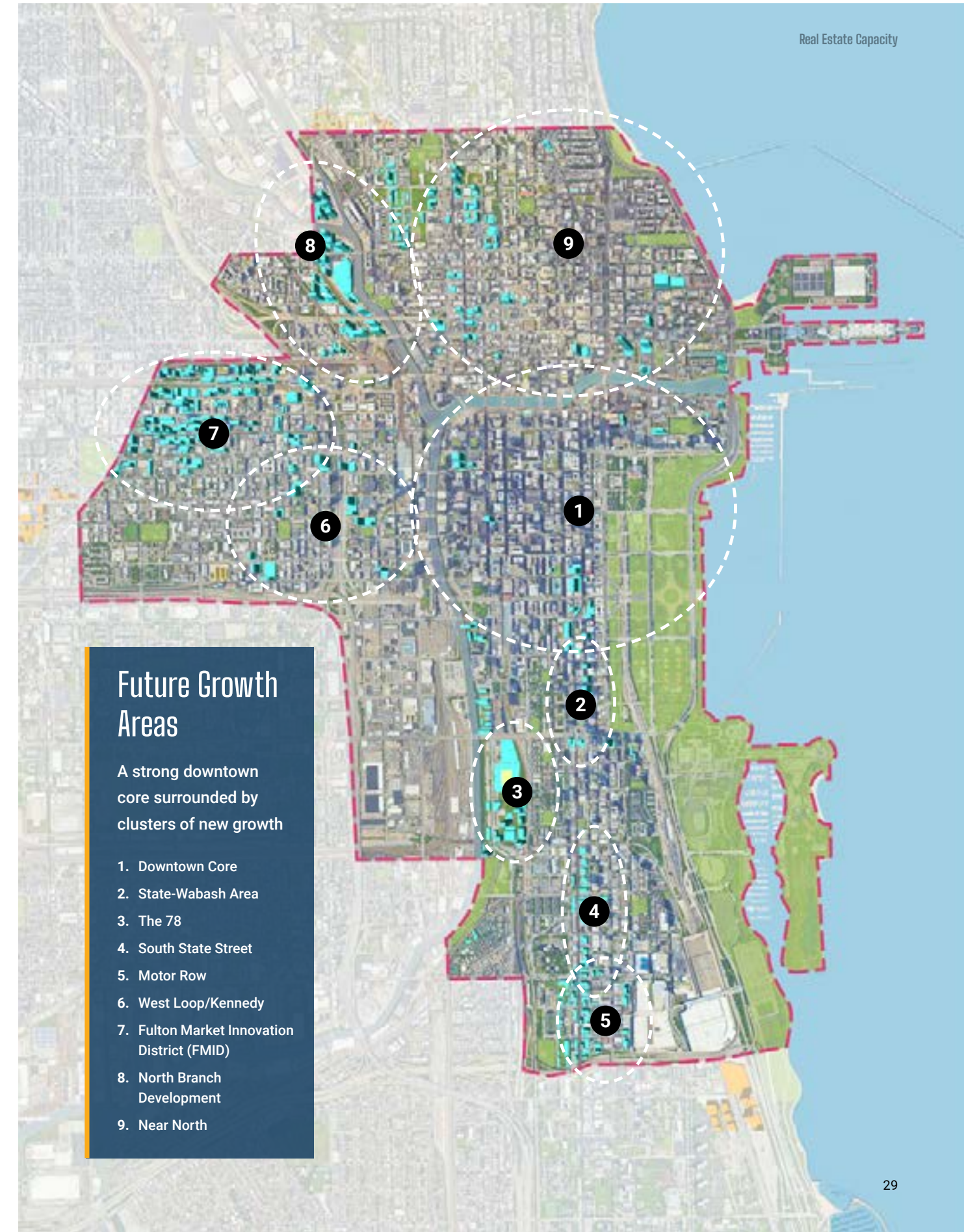
## 00 Future Growth Capacity By Subarea

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.



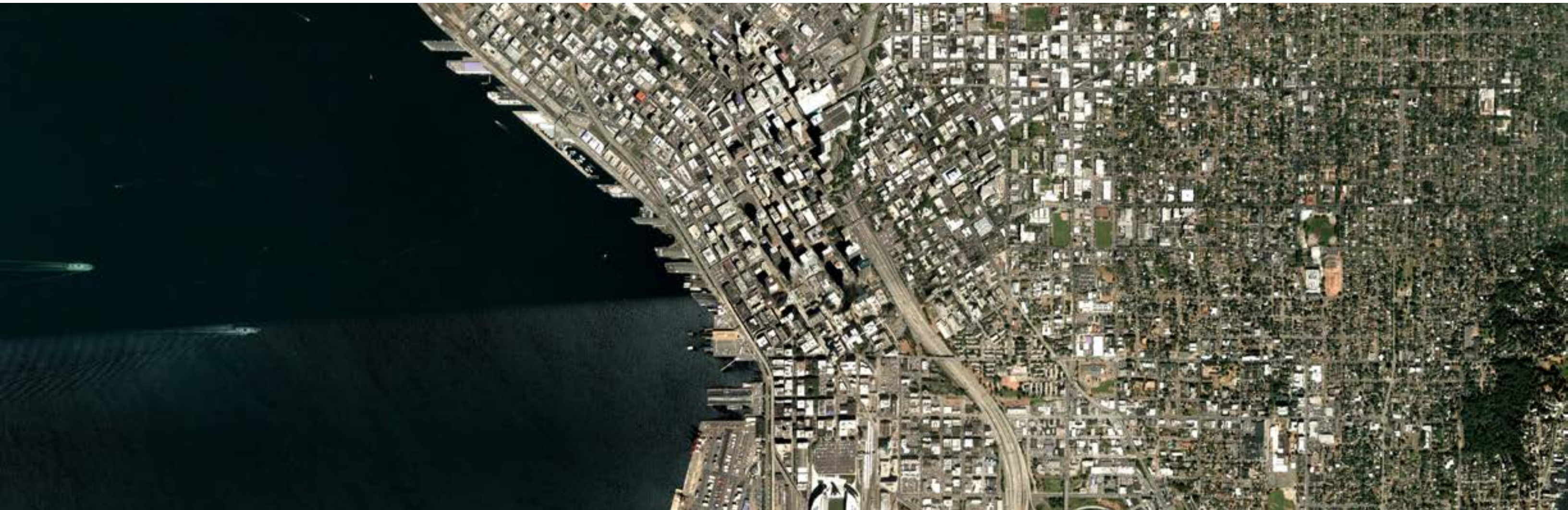
# SEATTLE, WASHINGTON

## 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**



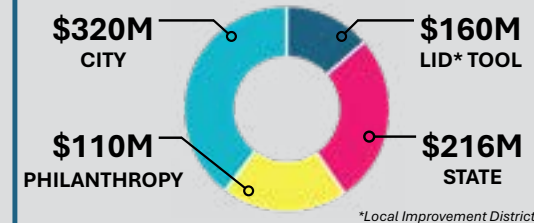
**Funding for Millennium Park**

**\$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

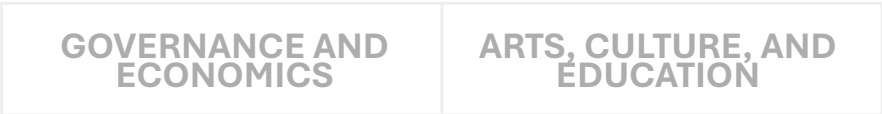
“Make them of **this** place...”



## 2050 GOALS



### TODAY'S FOCUS:



# 2009 RECOMMENDATIONS: CATALYTIC POTENTIAL

## 01 Waterfront Revitalization



# 2009 RECOMMENDATIONS

## 01 Waterfront Revitalization

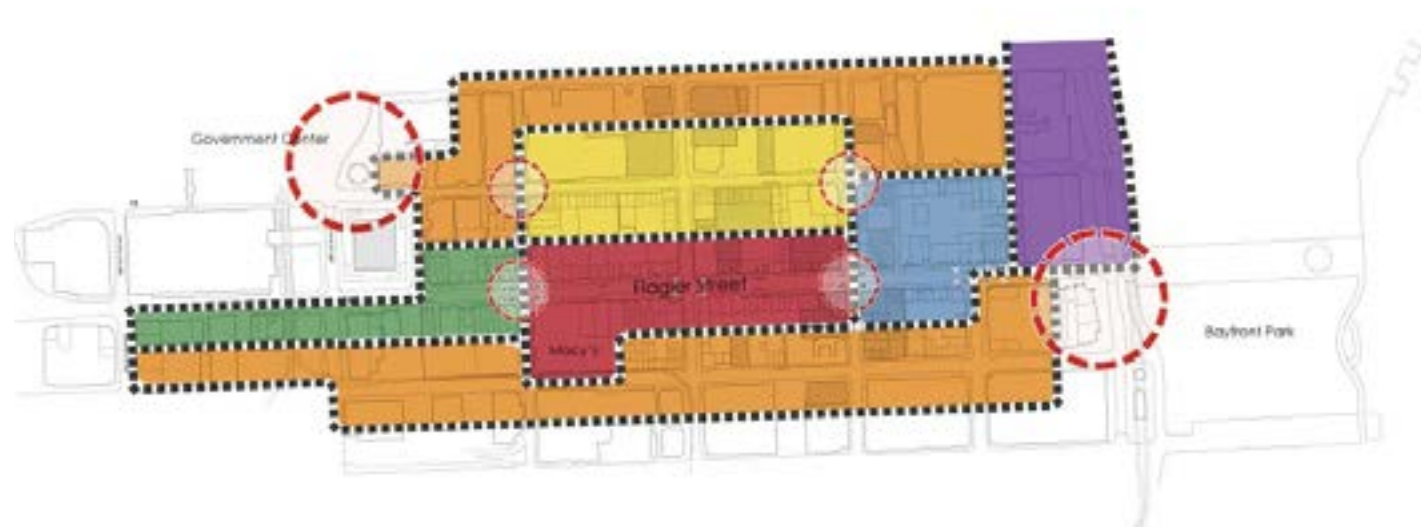
	Recommendation	Description	Status
1	Port Blvd. Improvements (Biscayne Blvd)	Port of Miami Tunnel	Partially Implemented
2	Baywalk Connection	Paved path from Parcel B under Port Bridge to FEC	Implemented
3	Reduce Width of Biscayne Blvd (Biscayne Blvd)	Exst lanes relocated closer together and remainder 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

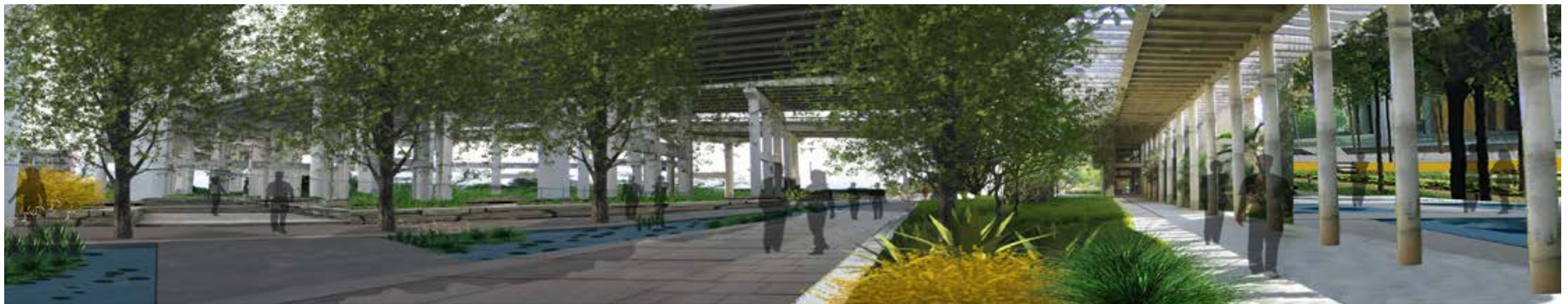
## 02 Commercial Redevelopment

	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?**

