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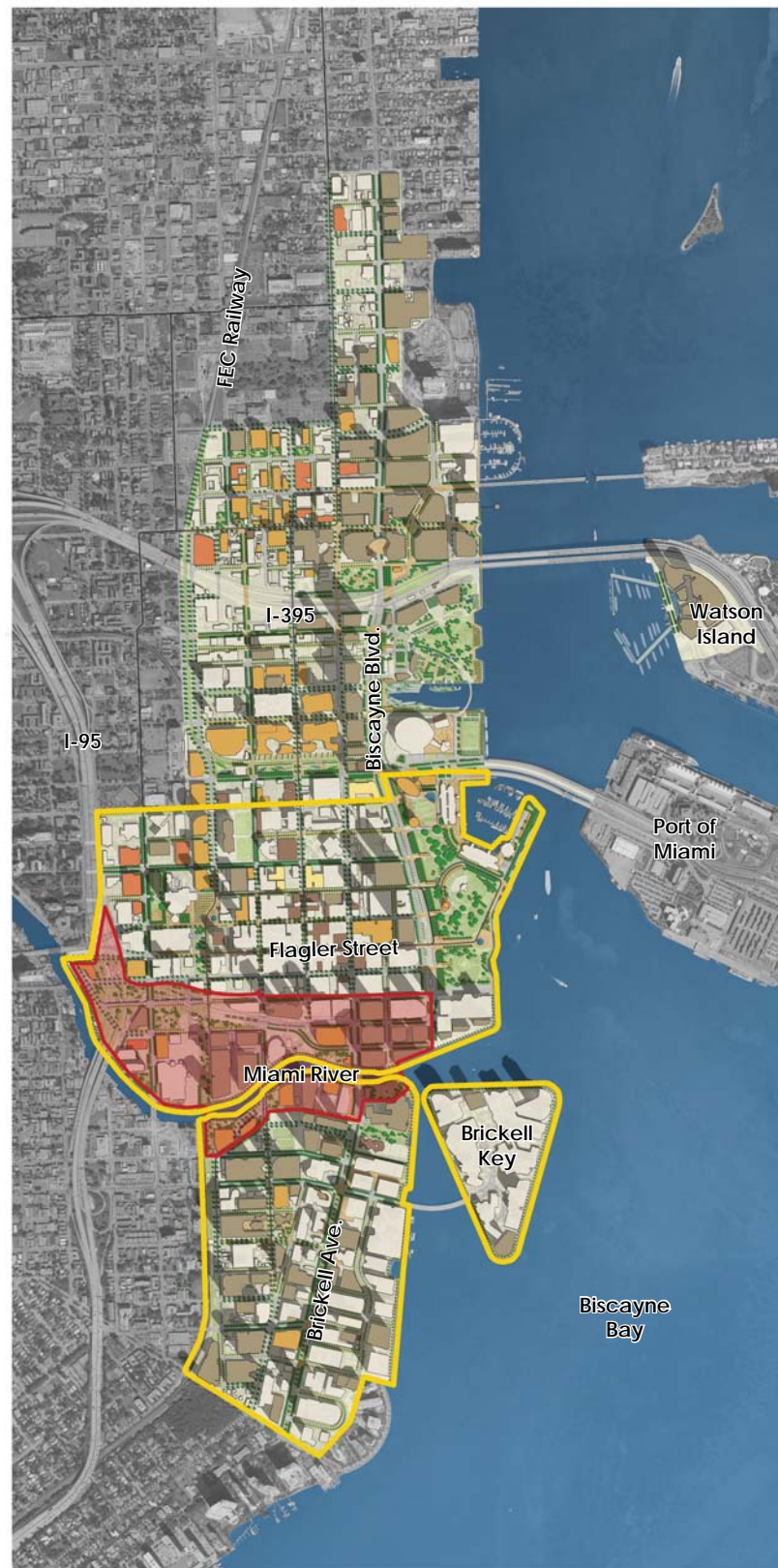
D O W N T O W N M I A M I M A S T E R P L A N



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

Sub-District: MIAMI RIVER

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



Miami River Sub-District Location

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

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



Proposed Character Images





Existing: Surface Parking Adjacent and Under I-95 Ramps



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



Existing Conditions Diagram

EXISTING CONDITIONS SUMMARY

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

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



Existing: FPL Substation



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

PROPOSALS, STRATEGIES AND IMPLEMENTATION

*I-95/Dupont Plaza Ramp Conversion*

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

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

*I-95 Distributor Ramps Grand Boulevard Evaluation*

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

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



Proposals and Strategies Diagram



Urban Park Activities



River/Seafood Market

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

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

Omni

Park West

Bayfront

Central Business District

Brickell



New "Gateway" view looking east of new boulevard



View looking north from Brickell

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



1-95 - Dupont Plaza Ramp Conversion



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



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

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

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

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

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

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

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

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

## DOWNTOWN DEVELOPMENT AUTHORITY DOWNTOWN MIAMI MASTER PLAN

Sub-District: Miami River

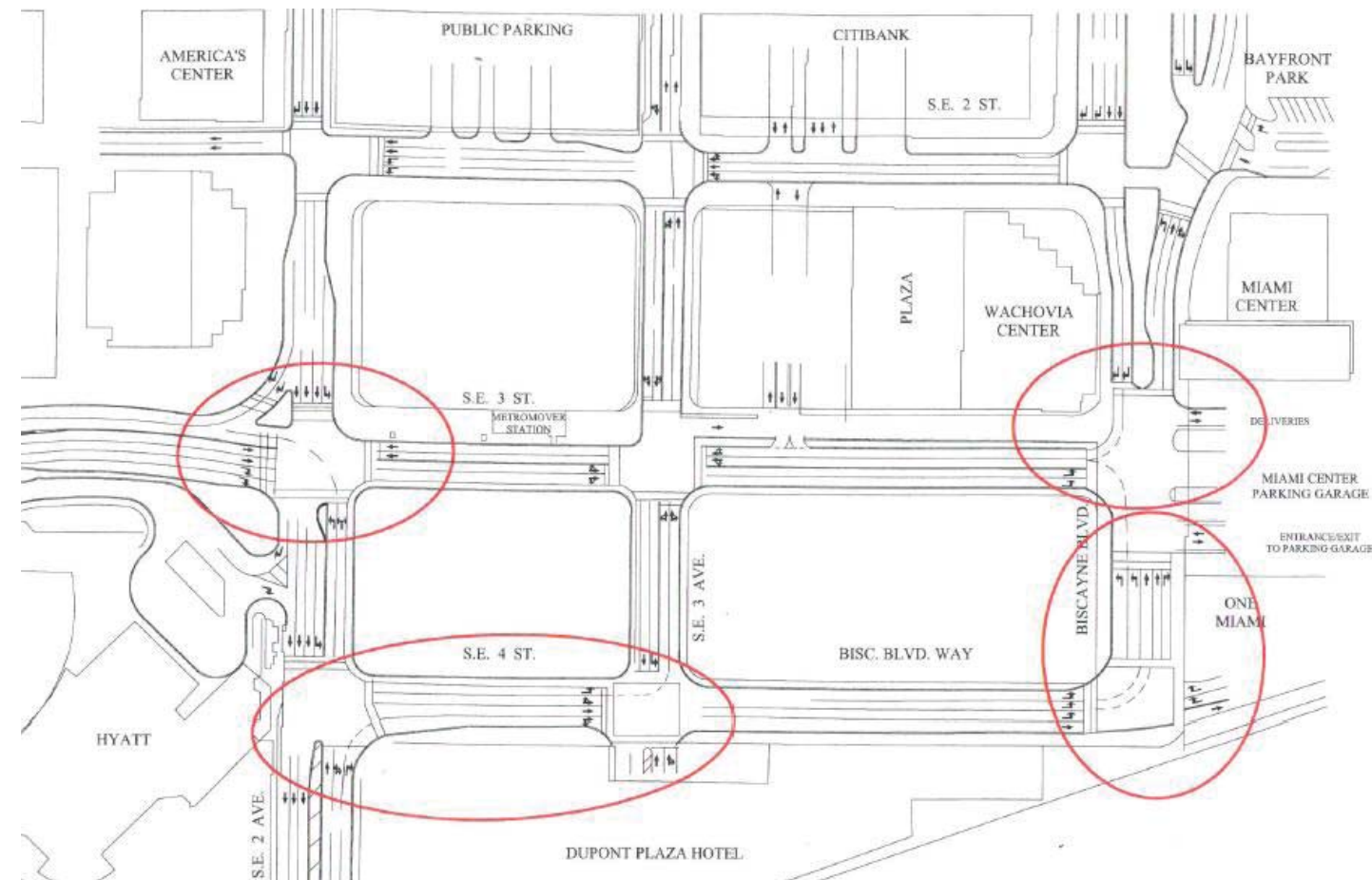
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- model to specify traffic impacts and allow the development of appropriate measures to ensure smooth and safe traffic operations in conjunction with a modified I-95 ramp configuration. This includes recommended laneage, turn bay storage lengths, and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

DuPont Plaza Traffic Circulation

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

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



*DuPont Plaza Refined Alternative Traffic Circulation Concept*

Omni

Park West

Bayfront

Central Business  
District

Brickell



View of the proposed new gateway into Downtown

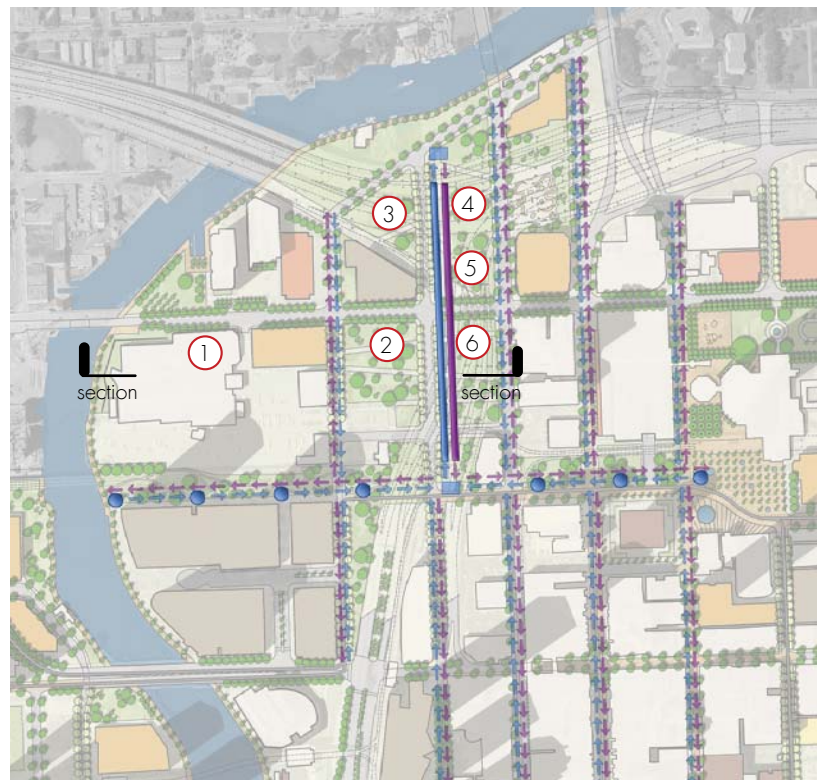
- ① New Boulevard Entrance to Downtown
- ② New Hotel Facility
- ③ New Public Open Space
- ④ Miami River Greenway/Riverwalk
- ⑤ Brickell Bridge
- ⑥ Miami Circle Park

#### Public-Private Development

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



View of Riverwalk from south of the Miami River



Stormwater Diagram

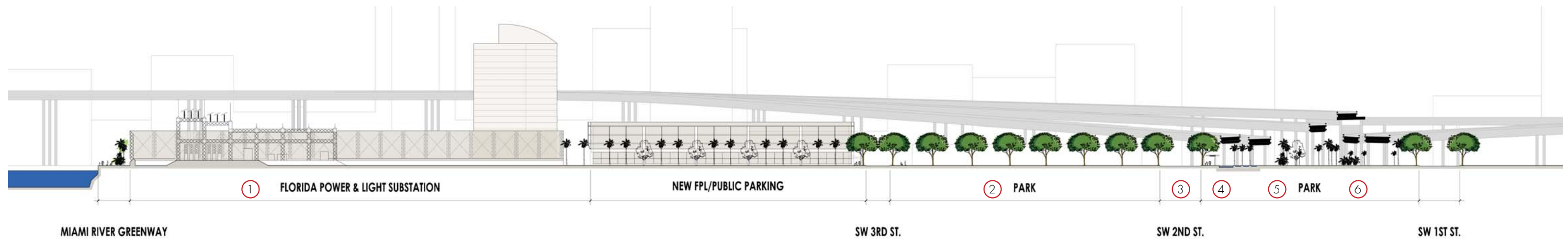
*A Concept for a New Park Development*

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

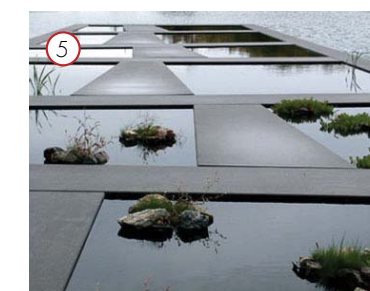
The site context contains such an apparently random assortment of unrelated uses, scales, materials, layers of history and relationships to larger contexts, that there is no correct answer to the question "which of these is not like the others?" There currently exists an electric power facility, an elevated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



Existing Conditions



Section



Proposed Character Images



Existing Conditions

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

- ① Stormwater Filtration Feature
- ② Aquaduct



Park Character Proposal

**Structured parking**

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

**Infrastructure Aesthetics/Lighting Installations**

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

**Brickell Streetcar Loop**

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



Infrastructure Lighting Installations



Proposed Streetcar Loops



Infrastructure Lighting Installations

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