

**Miami River Commission  
Public Meeting Minutes  
May 4, 2026**

The Miami River Commission's (MRC) public meeting convened at noon, May 4, 2026, in the Downtown Library Auditorium, 101 W Flagler. Sign in sheets are attached.

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

Horacio Stuart Aguirre, Chairman, Appointed by the Governor  
Jim Murley, designee for Miami-Dade County Mayor Cava  
Eddie Marti Kring, designee for City of Miami Mayor Eileen Higgins  
Philip Everingham, designee for Miami Marine Council  
Eileen Broton, Neighborhood Representative Appointed by City of Miami Commission  
Richard Murphy, designee for Eileen Broton  
Gary Gunness, Miami River Marine Group  
John Michael Cornell, designee for Member at Large Appointed by the Governor  
Janet Mestril, designee for Miami-Dade County Member at Large  
Neal Schafers, designee for Downtown Development Authority  
Theodora Long, Neighborhood Representative Appointed by the City of Miami

**MRC Staff:**

Brett Bibeau, Managing Director

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

MRC Chairman Horacio Stuart Aguirre provided the following report:

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

Before you is a rotating PowerPoint of beautiful pictures taken at the phenomenal free 27th Annual Miami Riverday held April 11, 2026, in Lummus Park featuring free boat rides, live music, environmental education, historic reenactors, children's activities, food and drinks. As shown in the pictures, many of our generous sponsors received their plaques of appreciation on stage at Riverday from Honorable Mayors Cava and Higgins, County Commissioners Lopez and Regalado, City Commissioners King, Gabela, and Gabela, County Tax Collector Fernandez, and County Property Appraiser Regalado. Today we would like to invite up the following sponsors whom were unable to receive their plaques of appreciation at Riverday:

John Michael Cornell, Hurricane Cove  
Mark Hellinger, River Landing  
Javier Cuardos, Lofty  
Ken Bryan, Rails to Trails  
Piero Gardenali, FIU

Melissa Tapanes, Bercow, Radell, Larkin and Tapanes  
Paulina Prada, SCS Engineers

In addition, before you is the 23<sup>rd</sup> Annual Miami River Map and Guide, released at Riverday. Thank you to all the advertisers in the Miami River Map and Guide which shows the public Riverwalk route, Miami River District parks, businesses, neighborhoods, historic sites, and more.

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

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

In addition, the MRC thanks the wonderful Hands on Miami Volunteers for picking up garbage along the shoreline in riverfront Curtis Park on March 15 and April 26, and in Sewell Park on March 8 and April 12.

### **1) Presentation of Process to Update the DDA Master Plan**

Neal Schafers, DDA, and Leslie Del Monte, Zyscovich, distributed and presented the “Master Planning Services for 2025 Downtown Miami Master Plan Update (CBD Focus)”

#### **DDA Master Plan Vision and Phasing**

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

#### **Miami River District and Riverwalk Connectivity**

- **Prior Proposals (2009):** Concepts included ramp reconfigurations and up to nineteen (19) acres of new open space through under-highway park and water management uses.
- **Boundary Adjustment:** Recommend extending the River Subdistrict to include new riverfront developments (e.g., One Miami) to align with Riverwalk continuity.
- **North–South Connectivity:** Improving crossings remains a long-term priority. Options discussed included water taxis and pedestrian bridge concepts, though Coast Guard

constraints limit the feasibility of the latter. Near-term focus: enhance existing crossings for pedestrian and bicycle use and connect to systems like the Underline.

- **Flagler Street Gap:** Current improvements stop short of the river. A failing seawall at a city-owned parcel creates a Riverwalk dead end; prior grant funding was lost due to inaction.

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

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

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

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

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

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

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

- Share 3D Downtown Development Map with MRC staff.
- Review prior River Greenway update (Aug 25, 2025) for identified gaps.
- Define water taxi implementation strategy (operator model, procurement process, timeline, funding triggers).
- Advance near-term improvements for pedestrian and bike connectivity across the Miami River.
- Extend and enhance Flagler Street improvements to the Riverwalk from W 1<sup>st</sup> Ave three blocks west to the Flagler dead-end.

- W Flagler Street dead-end: push the City to repair the collapsing seawall and renovate the open green space. This will also force Casa Neos to open up their Riverwalk section.
- Coordinate with the Homeless Trust and other homeless entities on funding additional shelter capacity and CBD-focused strategies.
- Reassess Riverwalk maintenance standards and service frequency.
- Fort Dallas Park
  - Push the City to advance the historic preservation studies and the work that was done to renovate the historic Flagler Workers House.
  - Prioritize the renovation and activation of the park.
  - Push the City to rebuild the existing docks that were destroyed by Hurricane Irma.

When the DDA's updated Master Plan is drafted, it will be presented to the MRC.

## **II. Alta Development Presentation Regarding "Harbor Vista Residences" at 555 NW South River Drive**

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

Chairman Murley stated Mr Pino will present detailed plans to the MRC when ready.

## **III. Update Regarding the "What Up Bridge" App**

The "What Up Bridge" App warns users of bridge openings so they are aware not to get stuck in traffic and the best alternate routes depending on the direction of the vessel requiring the opening. The App creator, Allyn Alford, had emailed confirmation of his presentation to the MRC, but wasn't present.

## **IV. Subcommittee Reports**

- a. The Miami River Commission Urban Infill and Greenways Subcommittee's April 22, 2026 public meeting minutes were distributed.
- b. The Miami River Commission Stormwater Subcommittee's March 4, 2026 public meeting minutes were distributed. The MRC watched a Channel 10 News story regarding the following which MRC Chairman Aguirre explained:

Wagner Creek is a canal owned by the City of Miami in both Commissioner Gabela's District in Allapattah and the Health District, and Chairwoman King's District in the historic Spring Garden neighborhood.

Unfortunately, Wagner Creek is amongst the most polluted waterways in the State of Florida. For decades the Miami-Dade County Department of Environmental Resource Management (DERM) has taken monthly water quality samples from three locations in Wagner Creek, which the overwhelming majority of the time showed massive unhealthy exceedances of Bacteria.

DERM's quarterly report to the Miami River Commission, featuring DERM's monthly water quality sample results. The maximum highest possible bacteria reading on the testing scale is 24,196, and in July, August, and September 2025 there were 6 separate test results with the scale's maximum 24,196 bacteria count, the State of Florida's safe Bacteria standard is not to exceed 130 (*cfu/100mL*) (*colony forming units per 100 ML of water*).

In April, May, and June 2025 there were 4 separate test results of the maximum 24,196 bacteria count, when only 130 is the safe state standard.

In October, November, and December 2024 there were 4 separate test results of the maximum 24,196 bacteria count, when only 130 is the safe state standard.

For decades DERM, the City of Miami, Miami-Dade County Water and Sewer Department, Florida Department of Environmental Protection, etc. have searched for the sources of this excessive bacteria contamination in Wagner Creek via smoke testing, dye testing, 2 multi-agency physical searches, and more, while we continue receiving DERM's monthly water quality sample massive failure results, months after the water samples are actually taken.

While the City of Miami's contracted Scavenger Water Decontamination Vessel provides excellent services along the Miami River and Biscayne Bay, it is unable to navigate beneath Wagner Creek's low fixed Bridges at NW 11 ST, etc., therefore is unable to provide services in the subject area.

Fast Cleaning Solutions LLC (FCS) owns and operates the Bacterial Cleaning Water Machine (BCMW). The BCMW oxygenates the water with ionized air and uses various filters, killing bacteria which makes the water quality safer for both the public and marine life. In addition, separate water quality testing devices sample for six parameters, with results available real time online.

Thankfully Fast Cleaning Solutions LLC operated one BCMW device free of charge for an entire year, from April 2024 to March 2025, in the general area of DERM's Water Quality testing location Wagner Creek 2 (WC02). This Table shows DERM's water quality testing results from location WC02 every month from April 2023 – March 2024, which was before the BCMW device was operating, next to DERM's water quality testing results from the same location every month

from April 2024 – March 2025, while the BCMW device was operating. The E-coli Bacteria reduced by 82%, while the Enterococci Bacteria reduced by 76%.

Thanks to Commissioner Gabela, the City of Miami is considering taking direct action to provide desperately needed direct reduction of unhealthy bacteria violations in Wagner Creek by paying the MRC to deploy 7 BCMW devices in Wagner Creek, plus 2 additional BCMW devices and 3 water quality testing devices, which would cost \$360,000 for 1 year.

## **V. New Business**

The public meeting adjourned.

**Miami River Commission**

**Public Meeting**

May 4, 2026 - 12:00 PM

101 W Flagler, Miami FL - Main Library Auditorium

Name	Organization	Telephone	Email
William KEDDELL		786 484 4115	wkeddell@gmail.com
Austin Sparber	SFWMD	728-229-7105	asparber@sfwmd.gov
B. Wilson		305.528.2061	Waverace1000@gmail.com
Mark Hellingor	River Landring	305-442-3108	info@Riverlandringmiami.com
Gileno Braton	Spring Garden	3790-4284	on file
Richard Murphy	MRC Spring Garden	786.225.5353	on file
Janet Mestri	Antillean Marine	305-303-6230	janestri@antillean.com
Judith Paul	Spring Garden resident		jpaul703@bellsouth.net
JASON LOPEZ	CLEAN MARINE MANAGEMENT INC	786-399-4044	JASLO@CLEANMARINEMANAGEMENT.COM
Ken Bryan	Rails to Trails Conservancy	850-264-3067	Ken@rails-to-trails.org
PHIL EVERINGHAM	MRC/MARINE COUNCIL	305 951-9096	pbemsdd@hotmail.com
Jim Murtagh	MRC/Maya Cava	305 568 4881	Jamesmurtagh@mayacava.com
Gabriel Lopez	The Lopez Companies	954-666-924	Gabriel@TheLopezCompanies.com
ARIEL Lopez	The Lopez Companies	3-542-6221	ariello@thelopezcompanies.com

Miami River Commission

Public Meeting

May 4, 2026 - 12:00 PM

101 W Flagler, Miami FL - Main Library Auditorium

Name	Organization	Telephone	Email
Theodora Long	MRC	3/401-4595	riveroak901@gmail.com
JOHN CORNELL	MRC	(530) 214-1475	johncornell@earthlink.net
Eddie Marti King	Comt Meyer's Assoc	305- <del>67</del> <sup>848</sup> -6884	meyer@miam.gd
Neal Schafers	Miami DDA	305-379-6675	schafers@miamidda.com
GARY GUNNESS	MRMG PCPM	305-924-2847	SERVICE@SOMEONETO DO IT.COM
LESLIE DEL MONTE	ZYSCOVICH	305.450.5307	leslie.delmonte@stratussteam.com
Daniel Guerra	Fortune	305 338 0126	DS@DanielGuerraTeam.com
Paulina Prada	SCS Engineers	786-300-9262 pprada@scsengineers.com	
Brett Bibeau	MRC	305 644 0544 brettbibeau@mianirivercommission.org	
Horacio Stuart Aguirre	MRC		



MIAMI RIVER  
COMMISSION

MAY 12, 2026



# I-395/S.R. 836/I-95 DESIGN-BUILD PROJECT

Financial Project Numbers: 251688-1-52-01, 423126-1-52-01, 423126-2-52-01, 429300-2-52-01



## PROJECT INFORMATION

- Partnership between the Florida Department of Transportation (**FDOT**) and the Greater Miami Expressway Agency (**GMX**)
- Construction Cost: **\$866 million**
- Partnering with **City of Miami** for the planning of the I-395 Underdeck
- Notice to Proceed: **July 2018**
- Anticipated Completion: **Late 2029**



## I-395 RECONSTRUCTION FROM I-95 TO MACARTHUR CAUSEWAY

- **Signature Bridge:** Six precast arches with two cast-in-place box girders spanning 1,025 feet
- **Segmental Bridges:** Link the signature bridge to SR 836 & I-95 with a collector-distributor
- Increase capacity and connectivity to I-95 and S.R. 836. The new collector-distributor system will enhance safety by separating through and local traffic

## SR 836 FROM NW 17 AVENUE TO I-95

- SR 836 viaduct will add capacity and provide direct access to PortMiami, Miami Beach, and I-95 south
- Lower (existing) level will be a collector-distributor system for local access to I-95 and Downtown.
- Ramp to NB I-95 widened to 2 lanes (open to traffic)

## I-95 FROM NW 8 STREET TO NW 29 STREET ENHANCEMENTS

- Adding an auxiliary lane along northbound I-95 from north of NW 17 Street to NW 29 Street to accommodate the additional SR 836 ramp traffic
- A new connector ramp from I-95 southbound to SR 836 westbound
- Concrete replacement, new signage, and ITS component
- Section from NW 17 Street to NW 29 Street completed



## PROJECT INFORMATION



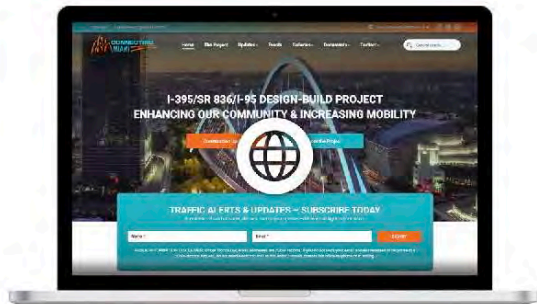
Scan QR to watch video

**PROJECT VIDEO**



Scan QR to watch video

**CONNECTING MIAMI – BY THE NUMBERS: EPISODE ONE**



Scan the QR to go to the Website

**PROJECT WEBSITE**



Scan QR to view the PDF

**FACT SHEET**



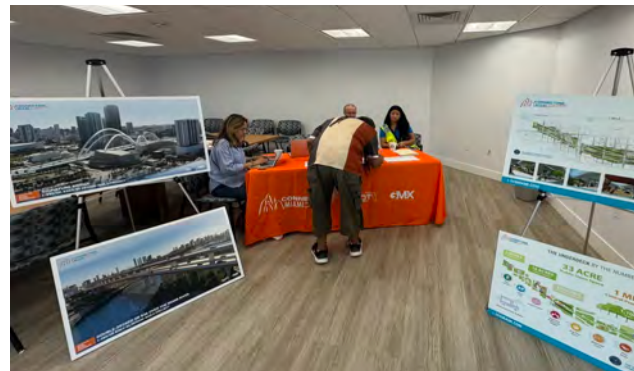
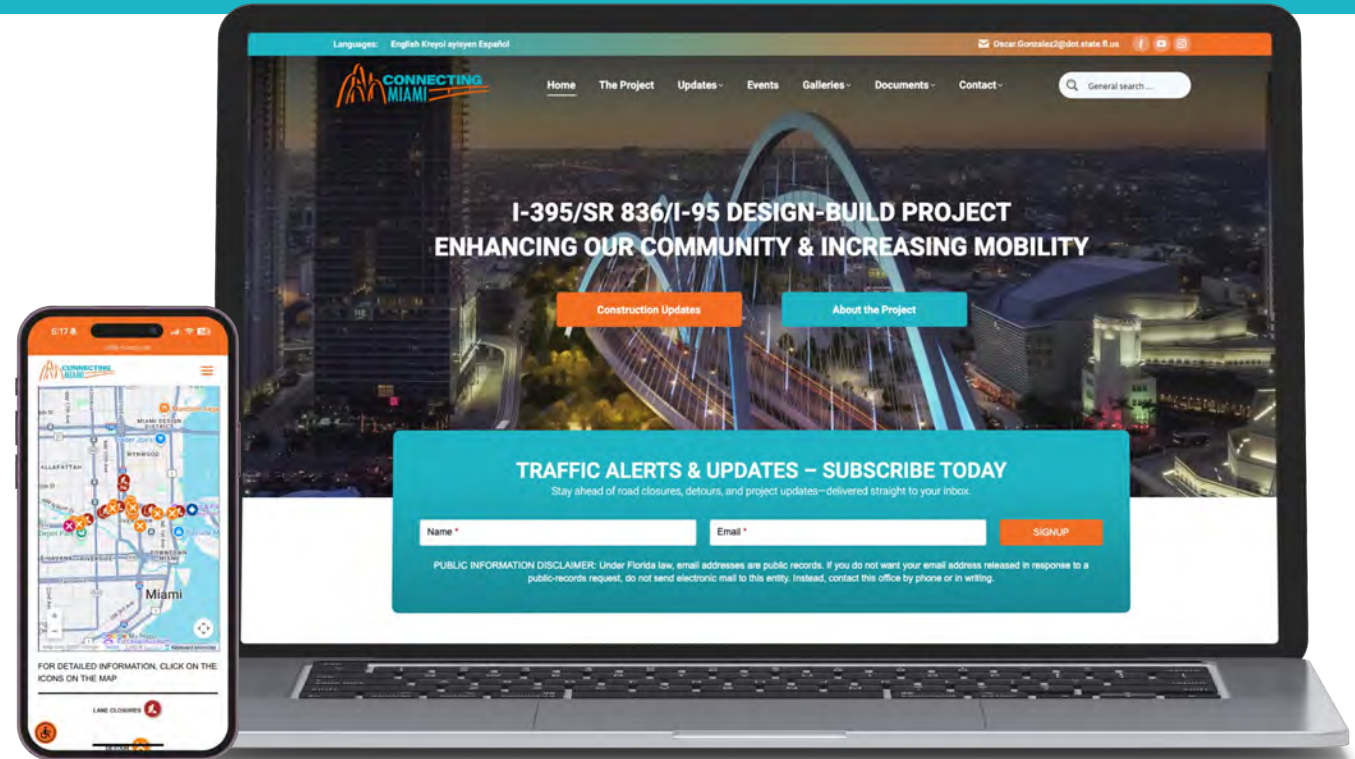
## VIADUCT CONSTRUCTION





## PUBLIC OUTREACH

- [I-395miami.com](http://I-395miami.com)
- Monthly Stakeholder Meetings
- Sign-up for Project Alerts/Updates
  - Lane Closure Information
  - Upcoming Construction Activities
- Cultural/Sporting Events Venue Coordination
- Regular Community Pop-Up Events





I-395/S.R. 836/I-95  
DESIGN-BUILD PROJECT



[I-395miami.com](http://I-395miami.com)

## CONTACT

**Oscar Gonzalez**

*Senior Community Outreach Specialist*

Phone: (786) 280-0983

Email: [Oscar.gonzalez2@dot.state.fl.us](mailto:Oscar.gonzalez2@dot.state.fl.us)

# QUESTIONS?



Financial Project Numbers: 251688-1-52-01, 423126-1-52-01, 423126-2-52-01, 429300-2-52-01

**Miami River Commission's  
Urban Infill & Greenways Subcommittee  
Public Meeting Minutes  
May 12, 2026**

Miami River Commission (MRC) Urban Infill & Greenways Subcommittee's Chairman Jim Murley convened the public meeting on May 12, 2026, 10 AM, 1407 NW 7 ST. The attendance sheet is attached.

**1) Discussion Regarding Illegal Charters on the Miami River**

MRC Subcommittee Chairman Murley distributed the following:

“What are the city and county regulations pertaining to single family homes serving as departure points for charters. How can enforcement be enhanced, Education, warnings, citations, fines? Who are the responsible city and County officials.

What are the actual assignments of boats and personnel for marine enforcement by USCG, FFWCC, MDC and City of Miami, number of boats and actual full-time personnel? What actions are needed to appoint a supervisor for City of Miami Marine Patrol, enabling use for a full seven day week? Is the County Sheriff's office taking advantage of the free slip at Hurricane Cove?

What would be the procedures and decision necessary encourage and limit access to legal charter boats to specific locations, starting with a pilot at Lummus Park?

How many transient slips are authorized by Miami-Dade under current Marine Operating Permits? Location and number.

If a tourist from out of town wants to access a fully legal charter boats Captained by a licensed operator, leaving from a legal departure points, what 5 - 10 questions should they ask?”

Captain Bob Bijor, Sightseeing Tours Management, stated charters are regulated under Federal Register 33. Currently there is a “Port Miami Harbor Safety Committee”, whose next quarterly meeting is May 14 featuring an agenda item “Miami River Congestion”. On May 11 Captain Bob hosted a virtual meeting with the U.S. Coast Guard, Port Miami, and The Harbor Safety Committees from Chicago, Portland, California, Centauri Transport and the Miami River Commission. Captain Bob distributed a draft “Miami Harbor Safety Committee Charter and Bylaws which would now include Port Miami River in addition to Port Miami. The draft needs to be voted on and approved by the current Port Miami Harbor Safety Committee.

MRC Director Brett Bibeau stated charters are not allowed to pickup and drop off passengers from properties zoned single family residential, and there are over a dozen riverfront single family homes acting as illegal marinas for illegal charters. Currently DERM does not regulate single family homes, and City and County Code Enforcement should assist with enforcing no illegal marinas operating out of single-family homes. Eddie Enis, riverfront resident in Spring Garden,

stated illegal charters hurt riverfront residents quality of life with noise, illegal dumping, illegal parking, etc. in single family residential neighborhoods.

Director Bibeau stated the County Sherriff office is communicating with Hurricane Cove Marina & Boatyard, regarding accepting the offered free boat slip, and the MRC is advocating for the City Marine Patrol to assign a supervisor needed to fully utilize the free marine patrol slip and office at RMK Merrill Stevens.

This item will be placed on the Miami River Commission's July public meeting agenda.

## **II) Discussion Regarding Replacing 836 Fenders**

Oscar Gonzalez, FDOT, distributed and presented, "I-395 / S.R. 836/I-95 Design-Build Project". The \$866 million dollar project commenced in July 2018 and is estimated to be completed in 2029. In the near future they will commence replacing the existing 836 bridge fenders with the improved fenders, but keep the existing fenders length. FDOT will be inviting the Marine Industry to monthly meetings to coordinate these projects and ensure continued navigation in Port Miami River's federal navigable channel.

This item will be placed on the Miami River Commission's June public meeting agenda.

## **III) Discussion Regarding Draft Legislation to Assist the Miami River Greenway**

Samantha Maldonado, City of Miami Planning Department, distributed and presented 2 draft ordinances which allows sites near the Miami River Greenway to access Floor Area and bonus height, but not additional units / density, through paying cash towards construction of the on-road Miami River Greenway where funding is needed. Ms. Maldonado stated the 2 draft ordinances are estimated to be presented to the City of Miami's Planning and Zoning Board in June and the City Commission in July.

**MRC Urban Infill & Greenways Subcommittee Chairman Murley recommended approval of the 2 presented ordinances to assist the Miami River Greenway.**

This item will be placed on the Miami River Commission's June public meeting agenda.

## **IV) New Business**

The public meeting adjourned.

# Miami River Commission's Urban Infill & Greenways Subcommittee

## Public Meeting

May 12, 2026 - 1:00 PM

1407 NW 7 ST, Miami, FL

Name

Organization

Telephone

Email

James Murley

MRC

305-568-4881

James Murley  
murleyj@gmail.com

Alex Milz

FDOT/GMX LEI

786-239-9218

amilz@chasolutions.com

Nicole Bryant

FDOT/GMX CEI

561-527-4952

nbryant@corradino.com

Karina Martin-Hidalgo

MRG/FDOT

786-546-5614

kmartinhidalgomrg@miamiriver.com

Bob Bijour

Island Green

786-402-2763

capitoh@islandgreen.com

Nelson Gonzalez

Archer Western

754-224-9635

nerodriguez@walshgroup.com

Brian Daley

Archer Western

786-545-5614

bdaley@walshgroup.com

Jedith Pael

Spring Garden Resident

786.525.1353

jpael703@bellsouth.net

Richard Murphy

MRC - Designer

on file

Eileen Brotn

mrc

3/790-4284

on file

Theodora Long

MRC

3/401-4595

Brett Bibeau

MRC

305 644 0544

brett.bibeau@miamiriver.commission.org

Miami River Commission's Urban Infill & Greenways Subcommittee

Public Meeting

May 12, 2026 – 1:00 PM

1407 NW 7 ST, Miami, FL

Name	Organization	Telephone	Email
Miles Morrison	District 5 Commissioner's Office	(305) 960-5133	Mmorrison@miamigov.com
Pamela Nottage	D5 Commissioner's Office	305-960-5133	Pnottage@miamigov.com
Samantha Maldonado	Miami Planning Dept.	305-416-1408	<del>seen</del> sammaldonado@miami.gov
Osmin Gonzalez	1-305/836	305-401-4595	
Theodora Long	MRC	305 632 4117	
Eddie ENIS	Resident	984 291-5852	
Ihor Karas	Is Bridge Up		

**Title:**

A RESOLUTION OF THE MIAMI PLANNING, ZONING AND APPEALS BOARD, RECOMMENDING TO THE MIAMI CITY COMMISSION APPROVAL OF AN ORDINANCE AMENDING ORDINANCE NO. 13114, THE ZONING ORDINANCE OF THE CITY OF MIAMI, FLORIDA, AS AMENDED ("MIAMI 21 CODE"), SPECIFICALLY BY AMENDING ARTICLE 1, TITLED "DEFINITIONS," TO INTRODUCE NEW DEFINITIONS AND CLARIFY DEFINITIONS RELATED TO GREENWAYS; BY AMENDING ARTICLE 3, TITLED "GENERAL TO ZONES," SPECIFICALLY BY AMENDING SECTION 3.14 TO INTRODUCE A GREENWAY PUBLIC BENEFITS PROGRAM TO ALLOW DEVELOPMENT BENEFITS FOR ELIGIBLE SITES WITHIN A HALF (1/2) MILE OF A GREENWAY, AND BY ADDING SECTION 3.20, TITLED "GREENWAY STANDARDS" TO ESTABLISH CRITERIA AND REGULATIONS FOR DEVELOPMENTS FRONTING A GREENWAY; AND BY AMENDING ARTICLE 4, TITLED "STANDARDS AND TABLES," TO CLARIFY THE GREENWAY CIVIC SPACE TYPE; MAKING FINDINGS; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

**Body:**

WHEREAS, on October 22, 2009, the City Commission adopted Ordinance No. 13114, the Zoning Ordinance of the City of Miami, Florida, which has been amended from time to time ("Miami 21 Code"); and

WHEREAS, the City of Miami ("City") Greenway system is an expanding trail network, including existing and future portions of Greenways such as the Underline, Commodore Trail, Ludlam Trail, Miami River Greenway, and Underdeck; and

WHEREAS, Greenways provide essential community connectivity through the City, offer recreational and alternative transportation routes, improve public health, and boost local economies; and

WHEREAS, development along Greenways introduces active uses to the adjacent trails, contributes to high quality open spaces, and promotes active lifestyles by providing access to green spaces and safe paths for walking and biking; and

WHEREAS, an amendment is necessary to promote development along the City's Greenway network while supporting reinvestment into the City's public parks and open spaces through the development and construction of new portions of the designated Greenways, as well as improvements to existing Greenways; and

WHEREAS, consideration has been given to the Planning Director's recommendations and a public hearing was held on the proposed amendments; and

WHEREAS, consideration has been given to the need and justification for the proposed change, including changed or changing conditions that make the passage of the proposed change necessary; and

WHEREAS, consideration has been given to the relationship of this proposed amendment to the goals, objectives and policies of the Miami Comprehensive Neighborhood Plan (“MCNP”), with appropriate consideration as to whether the proposed change will further the goals, objectives and policies of the MCNP; the Miami 21 Code; and other City regulations; and

WHEREAS, MCNP Future Land Use Policy LU-1.6.12 directs the City to establish land development regulations encouraging recreational activities to areas of the city where facilities and services are available and promote general recreation via citywide initiatives (e.g. Miami River Greenway and The Underline); and

WHEREAS, MCNP Transportation Goal TR-2 prioritizes a balanced, accessible, safe, and sustainable multi-modal transportation system linking highways, transit, greenways, bikeways, and sidewalks into a seamless network; and

WHEREAS, MCNP Transportation Policy TR-2.3.2 directs the City to prioritize the implementation of Complete Streets improvements for roadways that lead to transit nodes, are within transit corridors, or connect to bicycle/pedestrian paths (i.e. Miami River Greenway, Baywalk, Underline, Overtown Greenway) to improve roadway safety, reduce conflicts among transportation modes, and to better connect surrounding developments and neighborhoods; and

WHEREAS, City staff held a series of working group meetings with stakeholders and representatives of the City’s Greenway network from August 26, 2025 to April 29, 2026; and

WHEREAS, after review and consideration, it is recommended that the City Commission approve an ordinance as set forth herein;

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING, ZONING AND APPEALS BOARD OF THE CITY OF MIAMI, FLORIDA:

Section 1. The recitals and findings contained in the Preamble to this Resolution are adopted and incorporated as if fully set forth in this Section.

Section 2. The Planning, Zoning and Appeals Board hereby recommends approval to the City Commission of an ordinance amending Ordinance No. 13114, the Zoning Ordinance of the City of Miami, Florida, making modifications to Article 1 ‘Definitions’ in the following particulars:<sup>1</sup>

---

<sup>1</sup> Words and/or figures stricken through shall be deleted. Underscored words and/or figures shall be added. The remaining provisions are now in effect and remain unchanged. Asterisks indicate omitted and unchanged material.

**“ARTICLE 1. DEFINITIONS**

\* \* \*

**1.2 DEFINITIONS OF TERMS**

\* \* \*

Commercial Vehicle: A Commercial Vehicle is any vehicle designed, intended or used for transportation of people, goods, or things, not including private passenger vehicles and trailers for private nonprofit transport of goods or boats.

Commodore Trail: See Greenway.

Common Lawn: See Article 4, Table 7.

\* \* \*

Frontage: The area between a Building Facade and the vehicular lanes of a Thoroughfare, Mean High waterline of a Waterfront, or Frontage Line of a Civic Space Type-, or Greenway.

\* \* \*

Greenway: ~~An A City-designated~~ Open Space Corridor in largely natural condition which consists of natural and/or planned landscape and which may include paths for bicycles and pedestrians including, but not limited to existing and future portions of the Underline, Commodore Trail, Ludlam Trail, Miami River Greenway, On-Street Greenway, and Underdeck (also known as the Reverend Edward T. Graham Heritage Trail). See Article 4, Table 7.

\* \* \*

Low Income Housing: As established by the City’s Community Development Department.

Ludlam Trail: See Greenway.

Major Facility: See Section 1.1, Civil Support Use.

\* \* \*

Market Rate Housing: As established by the City’s Community Development Department.

Miami River Greenway: See Greenway.

Microbrewery: An establishment that is primarily a manufacturing facility, where beer is produced for wider distribution and consumption on premises, with a maximum production of 15,000 barrels of beer per year. The establishment shall include retail sales, a tasting room, and/or a restaurant where beer manufactured onsite is served. See Article 6.

\* \* \*

Open Space: Any parcel or area of land or water essentially unimproved by permanent Buildings and open to the sky, excluding open parking areas; such space shall be reserved for public or private Use. Open Spaces may include Parks, Greens, Squares, Courtyards, Gardens,

Playgrounds, Paseos (when designed predominantly for pedestrians), and pedestrian paths or associated landscaped areas.

On-Street Greenway: See Greenway

Outbuilding: A Building, usually located towards the rear of the same Lot as a Principal Building. It is sometimes connected to the Principal Building by a Backbuilding.

\* \* \*

Type: A category determined by Function, disposition, and configuration, including size or extent, such as Thoroughfare types, Civic Space Types, etc.

Underdeck (also known as Reverend Edward T. Graham Heritage Trail): See Greenway.

Underline: See Greenway.

Unity of Title: A written agreement executed by and between a property owner and the City whereby the property owner for a specified consideration by the City agrees that the Lots and or parcels of land constituting the Building site shall not be conveyed, mortgaged and or leased separate and apart from each other and that they shall be held together as one (1) tract. Such Unity of Title shall be recorded in the Public Records of Dade County, Florida and shall run with the land and shall be binding upon the property owner(s), their successors and assigns. See Article 7, Section 7.1.7. A covenant in lieu of Unity of Title is acceptable in situations where a unified lot is required by this Code, but a Unity of Title is not practical due to different ownership. Such covenant must conform to all of the requirements of Article 7, Section 7.1.7.5 of this Code. The terms Unity of Title and covenant in lieu of Unity of Title shall be interchangeable for purposes of this Code.

\* \* \*

Section 3. The Planning, Zoning and Appeals Board hereby recommends approval to the City Commission of an ordinance amending Ordinance No. 13114, the Zoning Ordinance of the City of Miami, Florida, making modifications to Article 3 'General to Zones' in the following particulars:<sup>2</sup>

**“ARTICLE 3. GENERAL TO ZONES**

\* \* \*

**SECTION 3.14 PUBLIC BENEFITS PROGRAM**

The intent of the Public Benefits Program established in this section is to allow bonus Building

---

<sup>2</sup> Words and/or figures stricken through shall be deleted. Underscored words and/or figures shall be added. The remaining provisions are now in effect and remain unchanged. Asterisks indicate omitted and unchanged material.

Height in T5 and T6 Zones, bonus FLR in T6 Zones, and bonus Building Height in D1 Zones, subject to certain conditions, in exchange for the developer's contribution to specified programs that provide benefits to the public.

### 3.14.1

The bonus Height and FLR shall be permitted if the proposed Development contributes toward the specified public benefits, neighborhood enhancements, and/or Affordable/Workforce Housing above that which is otherwise required by this Code, in the amount and in the manner as set forth herein.

#### T5 bonus Height

1. The bonus Height shall only be available to properties in a T5 Transect Zone that are not located within or Abutting the Neighborhood Conservation District (NCD) of Coral Gate (NCD-1), Village West Island District and Charles Avenue (NCD-2), or the Coconut Grove Neighborhood Conservation District (NCD-3), and satisfy one or more of the following circumstances:

- a. T5-O site within a TOD not Abutting a T3 Transect Zone; or
- b. T5-O site within a TOD Abutting a T3 Transect Zone shall be by process of Exception with City Commission approval; or
- c. T5-O lots assembled and platted prior to Miami 21 that are more than 200,000 square feet shall be by process of Exception with City Commission approval; or
- d. T5 site that Abuts a D1 Transect Zone except when Abutting a T3 Transect Zone; or
- e. T5-O site within a one-half (1/2) mile of a Greenway, not Abutting a T3 Transect Zone; or
- f. T5-O site within a one-half (1/2) mile of a Greenway, Abutting a T3 Transect Zone shall be by process of Exception with City Commission approval; or
- e. g. T5-O site within an Opportunity Zone and within a TOD or a quarter (1/4) mile of a Transit Corridor, but not Abutting a T3 Transect Zone.
- f. h. T5-O site located within one of the following Transit Corridors:
  - i. NW 7th Avenue
  - ii. Biscayne Boulevard

2. For properties that fall under the above subsections 3.14.1(1)(a) through ~~(d)~~(f), the bonus Height shall be as follows:

T5-O: five (5) Story maximum, bonus to eight (8) Stories; bonus Development Height shall only be permitted through Public Benefits pursuant to Section 3.14 and/or neighborhood enhancements as described below in an amount equivalent to the floor area of the proposed bonus floors, as follows:

- a. Landscape Enhancements: Development provides for native specimen street trees within the verge with a DBH of twenty-five percent (25%) above the typical standards required by Article 9 and City Code Chapter 17 and are specified within an adopted Street Tree Master Plan. For each tree provided on-site above twenty-five percent (25%) of the standard DBH required, a development shall be allowed an equivalent amount of Floor Area of anticipated mature canopy area provided up to the bonus Height described in Section 3.14.1.
- b. Park Improvements: As identified under Section 3.14.4.b improvements shall be coordinated with the City's Capital Improvement Program within the associated Commission District. Nothing herein shall prohibit or limit an applicant under this section from making an additional voluntary contribution of amounts in excess of its obligation under this section to be used for Capital Improvements within the associated Commission District.
- c. Pedestrian and Mobility Connections: Creating or improving pedestrian and mobility connections between the development site and a transit stop and/or other community-serving destinations such as parks, government buildings, and commercial corridors. Such connections may include, but are not limited to, City Right-of-Way crosswalks, sidewalk improvements, street trees, street furnishings, and, traffic calming improvements that are coordinated with the City's Capital Improvements Program of the associated Commission District.
  - i. The value of contributing pedestrian and mobility connection improvements shall be calculated and for said value, the development project shall be allowed additional bonus Height as described in Section 3.14.1. For all applicable purposes, such contributions shall be treated as a Trust Fund contribution pursuant to Section 3.14.4.b.(3).
- d. On-site Mobility Amenities: For development sites within a TOD area and five hundred (500) feet of the Underline, enhanced on-site mobility amenities may be provided over and above the required bicycle facilities identified within Section 3.6.10. Such mobility amenities include air-conditioned space, lockers, showers, bicycle repair stations, drinking fountains within the mobility amenity space, and increased bicycle storage providing at least twenty percent (20%) more bicycle spaces than required. If at least two of the preceding enhancements are provided, the Development shall be allowed bonus Height of an equivalent amount of Floor Area as described in Section 3.14.1. If at least three (3) of the preceding enhancements are provided, the Development shall be allowed bonus Height of two (2) times the amount of Floor Area as described in Section 3.14.1. If at least four (4) of the preceding enhancements are provided, the Development shall be allowed bonus Height of three (3) times the amount of Floor Area as described in Section 3.14.1.
  - i. The value of contributing on-site mobility amenities shall be calculated and for said value, the development project shall be allowed additional

bonus Height as described in Section 3.14.1. For all applicable purposes, such contributions shall be treated as a Trust Fund contribution pursuant to Section 3.14.4.b.(3).

e. Greenways:

i. Development within a one-half (1/2) mile of a Greenway but not fronting a Greenway may provide the following:

1. Development constructs a portion of a designated Greenway either on or off-site, in a length equivalent to or greater than the linear feet of Building Frontage along said Greenway, with a minimum length of fifty (50) linear feet.

a. Greenway shall:

1. be constructed in coordination with the owner of the respective Greenway.
2. be of a design reviewed and approved by the Planning Department.
3. be constructed concurrently with the construction of the Development.
4. be maintained by the owner or operating agency of respective Greenway, and
5. comply with Section 3.20.c Greenway Design Standards.

b. The value of the contributing Greenway shall be calculated and reviewed by the Planning Department and for said value, the Development project shall be allowed additional bonus Height as described in Section 3.14.1. For the purposes of credit valuation, Greenway improvements shall be credited at no less than the City's adopted per-linear-foot Greenway construction cost, as established by Office of Capital Improvements or other officially adopted cost schedule.

2. If improvements cannot be achieved by a development or if the adjacent Greenway is already constructed, Developer may provide a cash contribution into the Parks and Open Space Trust Fund for additional Floor Area up to the bonus Height as described in Section 3.14.1. Cash contribution shall be determined based on the cost of Greenway construction and/or improvements, and credited at no less than the City's adopted per-linear-foot Greenway construction cost, as established by Office of Capital Improvements or other officially adopted cost schedule.

ii. A Development fronting or Abutting a Greenway; bonus Height shall only be

permitted through Greenway Public Benefits as follows:

1. Greenway Construction. Development shall construct a portion of a designated Greenway either on or off-site, in a length equivalent to or greater than the linear feet of Building Frontage along said Greenway, with a minimum length of fifty (50) linear feet.
  - a. Greenway shall:
    1. be constructed in coordination with the owner of the respective Greenway.
    2. be of a design reviewed and approved by the Planning Department.
    3. be constructed concurrently with the construction of the Development.
    4. be maintained by the owner or operating agency of respective Greenway, and
    5. comply with Section 3.20.c Greenway Design Standards.
2. If the adjacent Greenway portion is already constructed, Developer has the option to provide a cash contribution into the Parks and Open Space Trust Fund for additional Floor Area up to the bonus Height as described in Section 3.14.1. Cash contribution shall be determined based on the cost of Greenway construction and/or improvements, and credited at no less than the City's adopted per-linear-foot Greenway construction cost, as established by Office of Capital Improvements or other officially adopted cost schedule.
3. For properties that fall under the above subsection 3.14.1(1)~~(e)~~(g) through ~~(f)~~(h), the bonus Height shall be as follows:

T5-O: five (5) Story maximum, bonus to eight (8) Stories up to a maximum of 91 feet when Abutting T3; bonus Development Height shall only be permitted through the development of a mixed-income building with Dwelling Units provided as described below:

  - a. Certification by the City of Miami's Housing and Community Development Department, or successor, that the proposed Development is providing the minimum requirements stated herein:
    - i. the first Story of bonus Development Height shall be permitted through the provision of a minimum five percent (5%) of the total Dwelling Units as Affordable/Workforce Housing serving residents at or below one hundred percent (100%) of the AMI; and
    - ii. any additional Stories of bonus Development Height, up to the maximum stated in 3.14.1.3, shall be permitted through the provision of an

additional minimum of five percent (5%) of the total Dwelling Units as Affordable/Workforce Housing serving residents at or below eighty percent (80%) of the AMI.

- b. All Developments under this Section shall submit a recorded covenant running with the land in a form acceptable to the City of Miami, confirming the Development will meet the above criteria for a period of no less than thirty (30) years from the date of the issuance of a Certificate of Occupancy for homeownership or rental housing Development, with a minimum of two (2) automatic ten (10) year extensions that may only be released with City Commission approval. Said covenant shall meet all other requirements including those set forth in Chapter 62 of the City Code.

#### T6 bonus Height

The bonus shall not be available to properties in a T6 Zone if the property abuts a T3 Zone or in a T6-8 Zone if the property shares a property line with a CS Zone.

1. T6-8: eight Story maximum, bonus to twelve (12) Stories, FLR 5; bonus of twenty-five percent (25%)
2. T6-12: twelve (12) Story maximum, bonus to twenty (20) Stories, FLR 8, bonus of thirty percent (30%)
3. T6-24a: twenty-four (24) Story maximum, bonus to forty-eight (48) Stories, FLR 7, bonus of thirty percent (30%)
4. T6-24b: twenty-four (24) Story maximum, bonus to forty-eight (48) Stories, FLR 16, bonus of forty percent (40%)
5. T6-36a: thirty-six (36) Story maximum, bonus to sixty (60) Stories, FLR 12, bonus of forty percent (40%)
6. T6-36b: thirty-six (36) Story maximum, bonus up to sixty (60) Stories, FLR 22, bonus of forty percent (40%)
7. T6-48a: forty eight (48) Story maximum, bonus up to eighty (80) Stories, FLR 11, bonus of fifty percent (50%)
8. T6-48b: forty eight (48) Story maximum, bonus up to eighty (80) Stories, FLR 18, bonus of fifty percent (50%)
9. T6-60a: sixty (60) Story maximum, bonus up to unlimited Stories, FLR 11, bonus of fifty percent (50%)
10. T6-60b: sixty (60) Story maximum, bonus up to unlimited Stories, FLR 18, bonus of fifty percent (50%)
11. T6-80: eighty (80) Story maximum, bonus to unlimited Stories, FLR 24; bonus of fifty percent (50%).

- a) Transect Zone Heights are fully described in Article 5.
- b) In addition, certain other bonuses may be provided as follows:

12. Reserved

13. In T6 zones, additional Height and FLR for LEED certified Silver, Gold or Platinum Buildings as described in Section 3.14.4.

14. An additional Story in any zone for development of a Brownfield as described in Section 3.14.4.

15. In T6 zones additional Height and FLR for development that donates a Civic Space Type or Civil Support Use area, including a Greenway, to the City of Miami as described in Section 3.14.4.

16. In T6-24b zones, bonus Height and FLR shall be fully satisfied through the following requirements:

- i. For rental Residential Development, a minimum of fourteen percent (14%) of the units shall be provided as Workforce Housing or a minimum of seven percent (7%) of the units shall be provided as Affordable Housing.

- ii. For ownership Residential Development, a minimum of ten percent (10%) of the units shall be provided as Workforce Housing or a minimum of five percent (5%) of the units shall be provided as Affordable Housing.

- iii. For all other development excluding ground floor Commercial and Office Uses, fourteen percent (14%) of the non-residential FLR shall be provided as a Trust Fund contribution as described in Section 3.14.4.a.(3).

17. In T6-8-O zones located in TOD areas, a proposed Development may obtain an additional two (2) Bonus FLR in addition to two (2) by Right FLR that is available only after fully utilizing all other Bonus FLR. There will be no limitations on the number of stories but a maximum Building Height of 179 feet (or 235 feet for developments which are 500 feet or more from T3) if the proposed Development meets one of the following criteria, as further described in Section 3.14.4:

- For Office Development: Contributions to the Public Benefit Trust Fund for the purposes of developing Affordable/Workforce Housing at or below one hundred percent (100%) AMI.
- For Residential Development: All bonus height and FLR is satisfied through the provision of on-site Affordable/Workforce Housing at or below one hundred percent (100%) of AMI.

D bonus Height

1. D Zone: eight (8) Story maximum, bonus to ten (10) Stories.

**3.14.2**

Upon providing a binding commitment for the specified public benefits as provided in Section 3.14.3 below, the proposed development project shall be allowed to build within the restrictions of the specific Transect Zone, up to the bonus Height and FLR as established in this Section. The only square footage allowed above the maximum Height is that achieved through the bonus program.

**3.14.3**

The proposed bonus Height and FLR shall be permitted in exchange for contribution to the City for the following public benefits: Affordable/Workforce Housing, Public Parks and Open Space, Green Buildings, Brownfields, and Civic Space or Civil Support space. The City shall establish a Miami 21 Public Benefits Trust Fund for the cash contributions for Affordable/Workforce Housing, Public Parks and Open Space, and Green Building certification shortfall penalty made under this section. The City Commission, upon the manager’s recommendation, shall annually decide the allocation of funds from the Trust Fund collected under this section. All cash contributions thus allocated by the Commission to support Affordable/Workforce Housing shall be deposited in the Affordable Housing Trust Fund for expenditures pursuant to the guidelines adopted by the City Commission. All cash contributions thus allocated by the Commission to support Parks and Open Space shall be deposited in the Parks and Open Space Trust Fund, set forth in Chapter 62 of the City Code, to be expended in accordance with the guidelines outlined therein.

a. Definitions

- a. Affordable/Workforce Housing shall mean: housing available to families which meet the qualifications as established by the City Housing and Community Development Department and as specifically defined in Article 1 and shall not exceed 100% AMI.
- b. Public Parks and Open Space shall mean: Open Space meeting the standards of Article 4, Table 7 of this Code.
- c. Green Building shall mean a Building certified by the United States Green Building Council (USGBC) as Silver, Gold or Platinum rated.
- d. Brownfield shall mean: a site within the City that is subject to a Brownfield Site Rehabilitation Agreement (BSRA) executed between the property owner and the City Department of Economic Development.

\* \* \*

3.14.4

For the purposes of the public benefits program, the following criteria shall apply:

\* \* \*

- b. Public Parks, Open Space, or Park Improvements. The development project may provide any of the following or combination thereof:
  - a. Public Park, or Open Space, provided through purchase and in an area of need identified by the City Parks and Open Space Master Plan and the City's Parks Department. In addition park improvements provided through donation for Public Parks with amenity levels that are Moderate or that Need Improvement as defined by the Parks Department Facilities' Assessment Report.
    - i. For each square foot of dedicated public Park or Open Space provided, the development shall be allowed two times the development Floor Area of provided land up to the bonus Height and FLR as described in Section 3.14.1. The Open Space may be a Park, ~~Green~~ Greenway, or Greenway, as more fully described in Article 4, Table 7 of this Code.
    - ii. Park and/or Greenway improvements shall be valued and for said value the development project shall be allowed additional Floor Area up to the bonus Height and FLR described in Section 3.14.1 and shall for all applicable purposes be treated as a Trust Fund contribution pursuant to Section 3.14.4.b.(3).
    - iii. Park improvements for Public Parks in areas below 50% median income threshold shall be allowed two times the valuation credit.
    - iv. Park improvements for Public Parks located within five hundred (500) feet of the development site and that are within a T5 Transect Zone and a TOD area shall be allowed two (2) times the valuation credit for up to 50% of the Floor Area. Park improvements for Public Parks located within five hundred (500) feet of the development site that are within a T5 Transect Zone and a TOD area with a Metrorail, Brightline or Tri-Rail station shall be allowed five (5) times the valuation credit for up to 50% of the Floor Area.
    - v. Donations must meet all City requirements for design, equipment specifications, construction, warranties, etc. Park improvements are subject to review and approval by the City Manager or designee in accordance with Miami 21.
  - b. Public Open Space provided on-site in a location and of a design to be approved by the Planning Director. For each square foot of dedicated public Park or Open Space provided, the development shall be allowed an equivalent amount of development Floor Area up to the bonus Height and FLR as described in Section 3.14.1. The project shall maintain the Frontage requirements of the Transect Zone. The Open Space may be a Courtyard, Plaza, Greenway, or Thoroughfare or Pedestrian Passage through the site connecting two (2) Thoroughfares, such

as a segment of the Baywalk or FEC Greenway. See Article 4, Table 7.

- c. Trust Fund contribution. For a cash contribution to the Miami 21 Public Benefits Trust Fund, the development project shall be allowed additional Floor Area up to the bonus Height and FLR described in Section 3.14.1. The cash contribution shall be determined based on a percentage of the market value of the per square foot price being charged for units at projects within the market area where the proposed project seeking the bonus is located. The calculation assumes a land value per saleable or rentable square foot within market area to equate to between 10 (ten) to 15 (fifteen) percent of market area's weighted average sales price per square foot. The cash contributions shall be adjusted on an annual basis to reflect market conditions effective October 1st of every year.
- d. Greenways.
  - i. A Development within a one-half (1/2) mile of a Greenway, but not fronting a Greenway, shall be allowed up to fifty percent (50%) of the bonus Floor Area up to the allowable bonus Height as described in Section 3.14.1 by providing the following:
    - 1. Development constructs a portion of a designated Greenway for a minimum length of fifty (50) linear feet.
      - a. Greenway shall:
        - a. be constructed in coordination with the owner of the respective Greenway.
        - b. be of a design reviewed and approved by the Planning Department,
        - c. be constructed concurrently with the construction of the Development,
        - d. be maintained by the owner or operating agency of respective Greenway, and
        - e. comply with Section 3.20.c Greenway Design Standards.
      - c. The value of the contributing Greenway shall be calculated and reviewed by the Planning Department and for said value, the Development project shall be allowed additional bonus Height as described in Section 3.14.1. For the purposes of credit valuation, Greenway improvements shall be credited at no less than the City's adopted per-linear-foot Greenway construction cost, as established by Office of Capital Improvements or other officially adopted cost schedule.
    - 2. If Greenway improvements cannot be achieved by a development, Developer may exceed the allowable Floor Area up to bonus height as described in Section 3.14.1 by an additional fifty percent

(50%) by providing a cash contribution into the Parks and Open Space Trust Fund. Cash contribution shall be determined based on the cost of Greenway construction and/or improvements, and credited at no less than the City's adopted per-linear-foot Greenway construction cost, as established by Office of Capital Improvements or other officially adopted cost schedule.

ii. A Development fronting or Abutting a Greenway; the first fifty percent (50%) of additional Floor Area up to the bonus Height shall only be permitted through Greenway Public Benefits as follows:

1. Greenway Construction. A Development shall construct a portion of a designated Greenway either on or off-site, in a length equivalent to or greater than the linear feet of Building Frontage along said Greenway, with a minimum length of fifty (50) linear feet.

a. Greenway shall:

1. be constructed in coordination with the owner of the respective Greenway,
2. be of a design reviewed and approved by the Planning Department,
3. be constructed concurrently with the construction of the Development,
4. be maintained by the owner or operating agency of respective Greenway, and
5. comply with Section 3.20.c Greenway Design Standards.

b. The value of the contributing Greenway shall be calculated and reviewed by the Planning Department, and for said value, the Development project shall be allowed additional bonus Height as described in Section 3.14.1. For the purposes of credit valuation, Greenway improvements shall be credited at no less than the City's adopted per-linear-foot Greenway construction cost, as established by Office of Capital Improvements or other officially adopted cost schedule.

2. If Greenway improvements cannot be achieved by a development, Developer may exceed the allowable Floor Area up to bonus height as described in Section 3.14.1 by an additional fifty percent (50%) by providing a cash contribution into the Parks and Open Space Trust Fund. Cash contribution shall be determined based on the cost of Greenway construction and/or improvements, and credited at no less than the City's adopted per-linear-foot

Greenway construction cost, as established by Office of Capital Improvements or other officially adopted cost schedule.

### **3.20 Greenway Standards**

For properties fronting a Greenway, the following standards shall apply, except for sites within Transect Zones T3 and T4-R unless the site is a new General Commercial, Office, Lodging, Food Service Establishment, or Alcohol Service Establishment.

- a. All properties fronting a Greenway shall construct the Greenway adjacent to the Building, in a length equivalent to or greater than the linear feet of Building Frontage along said Greenway. Greenway shall:
  1. be constructed in coordination with the owner of the respective Greenway,
  2. be of a design reviewed and approved by the Planning Department,
  3. be constructed concurrently with the construction of the Development,
  4. be maintained by the owner or operating agency of respective Greenway, and
  5. comply with Section 3.20.c Greenway Design Standards.
- b. Alternatives to the above Greenway construction requirement per Section 3.20.a are as follows:
  1. If improvements cannot be achieved by a development, Developer shall pay a cash contribution into the Parks and Open Space Trust Fund for the total amount anticipated for the required Greenway improvements, as reviewed and approved by the Planning Department, with input from respective Greenway owner or operating agency.
  2. Sites fronting a Greenway may qualify for development benefits pursuant to Section 3.14 of this Code.
  3. If the Developer demonstrates that the required improvements and/or cash contributions are restrictive or burdensome to the development, they shall not be required.
  4. A Development along a Waterfront, and/or within the Miami River Greenway, may not opt out of Waterfront walkway requirement, and shall comply with all Waterfront Standards pursuant to Section 3.11 of this Code. Required Waterfront walkway construction shall not be credited towards bonus Height or bonus Floor Area calculation pursuant to Section 3.14.
- c. Greenway Design Standards

Sites participating in the Greenway Public Benefits Program pursuant to Section 3.14 of this Code shall comply with all Greenway Design Standards. For sites not seeking Public Benefits, it is recommended that new Development along sites fronting Greenway comply with the following design standards:

  1. Building Facades exceeding one hundred (100) linear feet facing a Greenway shall be broken with vertical architectural elements, artistic intervention and/or a Civic Space Type; and
  2. Development shall provide an enhanced pedestrian experience by including the following elements: enhanced hardscape design, landscape elements, furnishing elements, lighting, bicycle racks, and public art.

3. Any Greenway segment constructed pursuant to this section shall include all of the following, at minimum:
  - i. A paved, multi-use path averaging fourteen (14) feet in width;
  - ii. Canopy tree installation specified within an adopted Street Tree Master Plan;
  - iii. Irrigation system;
  - iv. Pedestrian-scale lighting design;
  - v. Site furnishings including benches, bicycle racks and refuse receptacles;
  - vi. ADA-compliant curb ramps and detectable warning surfaces; and
  - vii. Traffic-calming and safe crossing enhancements where the Greenway intersects the vehicular roadway.

\* \* \*

Section 4. The Planning, Zoning and Appeals Board hereby recommends approval to the City Commission of an ordinance amending Ordinance No. 13114, the Zoning Ordinance of the City of Miami, Florida, making modifications to Article 4 ‘Standards and Tables’ in the following particulars:<sup>3</sup>

**“ARTICLE 4. STANDARDS AND TABLES**

\* \* \*

TABLE 7 CIVIC SPACE TYPES

\* \* \*

---

<sup>3</sup> Words and/or figures stricken through shall be deleted. Underscored words and/or figures shall be added. The remaining provisions are now in effect and remain unchanged. Asterisks indicate omitted and unchanged material.

i. **Greenway:** A continuous public space intended for recreation and conveyance ~~that links to a~~ usually in combination with a larger linear trail network. A Greenway shall have a minimum length of a half-mile and an average width of 14 feet or more but may at no point have a width less than 8 feet. Its landscape should be similar to a Park with bike and pedestrian trails through the space for enhanced connectivity. Buildings fronting a Greenway shall be considered a Principal Frontage in all Transect Zones except in T3 zones.



\* \* \*\*

Section 5. If any section, part of a section, paragraph, clause, phrase or word of this Resolution is declared invalid, the remaining provisions of this Resolution shall not be affected.

Section 6. It is recommended to the City Commission that the provisions of the Ordinance become and be made a part of the Miami 21 Code, which provisions may be renumbered or relettered and that the word “ordinance” may be changed to “section”, “article”, or other appropriate word to accomplish such intention.

Section 7. This Resolution shall become effective immediately upon adoption.

**A RESOLUTION OF THE MIAMI PLANNING, ZONING AND APPEALS BOARD, RECOMMENDING TO THE MIAMI CITY COMMISSION APPROVAL OF AN ORDINANCE AMENDING CHAPTER 62 OF THE CODE OF THE CITY OF MIAMI, FLORIDA, AS AMENDED (“CITY CODE”), TITLED “PLANNING AND ZONING” MORE PARTICULARLY BY AMENDING ARTICLE XII, TITLED “PARKS AND OPEN SPACE TRUST FUND,” TO INCLUDE AND CLARIFY THE PUBLIC BENEFITS CONTRIBUTION AND EXPENDITURE PROCESS FOR PROPERTIES NEAR A GREENWAY; MAKING FINDINGS; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, Chapter 62 of the Code of the City of Miami, Florida, as amended, (“City Code”), specifically Article XII, establishes the Parks and Open Space Trust Fund and provides the expenditure process of funds in such Trust collected by the City of Miami (“City”); and

WHEREAS, the City of Miami Greenway network is an expanding trail network, including existing and future portions of Greenways, such as the Underline, Commodore Trail, Ludlam Trail, Miami River Greenway, and Underdeck; and

WHEREAS, Greenways provide essential community connectivity through the City, offer recreational and alternative transportation routes, improve public health, and boost local economies; and

WHEREAS, Development along Greenways introduces active uses to the adjacent trails, contributes to high quality open spaces, and promotes active lifestyles by providing access to green spaces and safe paths for walking and biking; and

WHEREAS, Greenways are a type of Open Space as defined per Ordinance No. 13114, the Zoning Ordinance of the City of Miami, Florida, as amended (“Miami 21 Code”); and

WHEREAS, the City wishes to amend the Parks and Open Space Trust Fund to ensure that cash contributions collected from properties in proximity to a Greenway will be reinvested into the City’s Greenway network; and

WHEREAS, there is a companion amendment to the Miami 21 Code regarding a Public Benefits Program for developments near Greenways; and

WHEREAS, consideration has been given to the Planning Director’s recommendations and a public hearing was held on the proposed amendments; and

WHEREAS, consideration has been given to the need and justification for the proposed amendment, including changed or changing conditions that make the passage of the proposed amendment necessary; and

WHEREAS, the proposed amendment supports Policy TR-2.9.3 of the Miami Comprehensive Neighborhood Plan (“MCNP”) to develop a comprehensive active transportation plan for Miami that integrates bicycle, pedestrian, and Greenway components by conducting a network gap analysis and developing a list of prioritized projects based on objective criteria. These criteria should include road classification; proximity to transit stops and park-and-ride lots; proximity to schools, parks, or other public facilities; proximity to activity centers and transit corridors; consideration of high-crash locations; potential to connect gaps in existing sidewalk, Greenway, and other non-motorized transportation network; and

WHEREAS, consideration has been given to the relationship of this proposed amendment to the goals, objectives and policies of the MCNP, with appropriate consideration as to whether the proposed change will further the goals, objectives and policies of the MCNP, the Miami 21 Code, and other City regulations; and

WHEREAS, City staff met with the Friends of the Underline on August 26, 2025 and other relevant stakeholders of the City's Greenway network on November 21, 2025;

WHEREAS, it was determined that this amendment is in the best interest of the City and its residents;

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING, ZONING AND APPEALS BOARD OF THE CITY OF MIAMI, FLORIDA:

Section 1. The recitals and findings contained in the Preamble to this Resolution are adopted by reference and incorporated as fully set forth in this Section.

Section 2. It is recommended that Chapter 62 of the City Code is amended in the following particulars:<sup>1</sup>

## **"ARTICLE XII. – PARKS AND OPEN SPACE TRUST FUND**

### **Sec. 62-401. - Intent.**

It is intended that the "Parks and Open Space Trust Fund" be established in order to facilitate the compliance of open space requirements according to Miami 21 as amended, the zoning ordinance of the city (the "zoning ordinance"), to facilitate the receipt of equitable contributions for mitigation of open space in the city. Expenditures from this trust fund shall require written authorization by the ~~e~~City Manager, or his/her designee, upon written recommendations from the ~~d~~Directors of the ~~departments of planning and zoning and parks~~ Department of Planning, Office of Zoning, and Department of Parks and Recreation.

(Ord. No. 13311, § 2, 2-23-12; Ord. No. 13676, § 2, 4-27-17)

### **Sec. 62-402. - Trust fund payments.**

Payments into the "Parks and Open Space Trust Fund" shall include, but shall not be limited to, monies collected pursuant to section 3.14 of the zoning ordinance.

(Ord. No. 13311, § 2, 2-23-12)

### **Sec. 62-403. - Established.**

- (a) There is hereby established a trust fund to be entitled the "Parks and Open Space Trust Fund" (the "trust fund") to be maintained and administered by the city, into which funds shall be deposited and from which funds shall be withdrawn pursuant to this article to pay the procurement of parks and open space or improvement of parks and open spaces in the city, through means which may include, but are not limited to the following activities by the city or its authorized agents:

- (1) Not less than 80 percent of the trust fund shall be expended on acquisition, maintenance, improvements, and/or construction of new parks, and open space,

---

<sup>1</sup> Words and/or figures stricken through shall be deleted. Underscored words and/or figures shall be added. The remaining provisions are now in effect and remain unchanged. Asterisks indicate omitted and unchanged material.

and Greenways during each fiscal year. However, if the city manager, or his/her designee, determines that there are insufficient reserves in the trust fund to implement viable purchases of land or construct and improve parks, open spaces and Greenways, funds may be carried over to the next fiscal year.

- i. For a Development contributing to the trust fund within a one-half (1/2) mile of a Greenway pursuant to Miami 21 Zoning Code Section 3.14 or Section 3.20, said contributions shall be allocated towards the construction of future portions of the Greenway, or for improvements, maintenance, operations, and/or design costs of the Greenway in accordance with Section 62-403(a)(2), prioritizing the Greenway corridor from which the contribution was generated.
- (2) Not more than ten percent of the trust fund shall be expended on activities directly related to improvement of existing parks and open space during each fiscal year, including, but not limited to, survey work, site inventory and analysis, landscape architectural design services, inspection services for new plantings, and other related project expenses and incidentals.
- (3) Not more than ten percent of the trust fund shall be expended during each fiscal year to provide for administrative costs directly related to the notice requirements of the zoning ordinance.
- (b) Allowable expenditures undertaken pursuant to this chapter may be made by the city manager, or his/her designee, except that any trust fund expenditures in excess of \$50,000.00 will require approval by the city commission. All trust fund expenditures made by the city manager or city commission, as applicable, shall only be made after a recommendation is made by the parks advisory board as to such expenditures. Notwithstanding the foregoing, the city commission may, by unanimous vote, approve or expedite any expenditure under this chapter.
- (c) It is the intent of this article that prior to the expenditure of funds for the above listed items by the city manager, that due consideration is given to written recommendations from ~~the parks advisory board and, if practicable, the directors of the departments of planning and zoning and parks~~ Department of Planning, Office of Zoning, and Department of Parks and Recreation.

(Ord. No. 13311, § 2, 2-23-12; Ord. No. 13676, § 2, 4-27-17)

**Sec. 62-404. - Funds made available; financial report.**

- (a) Funds deposited in the trust fund shall be made available to the city manager for implementation purposes, all disbursements of trust fund monies shall be made by the city manager, or his/her designee, in accordance with this chapter and the zoning ordinance, and after due consideration is given to the written recommendations of the directors of the departments of planning and zoning and parks.
  - (b) A financial report on trust fund receipts and expenditures shall be prepared annually at the close of the fiscal year by the city manager or his/her designee and presented to the city commission. The City shall maintain and publish annually a corridor-level accounting of Greenway related Trust Fund receipts and expenditures, identifying the Greenway corridor associated with each contribution and the status of related capital projects.
- (Ord. No. 13311, § 2, 2-23-12; Ord. No. 13676, § 2, 4-27-17)

**Secs. 62-405—62-519. - Reserved.”**

Section 3. If any section, part of a section, paragraph, clause, phrase, or word of this Resolution is declared invalid, the remaining provisions of this Resolution shall not be affected.

Section 4. This Resolution shall become effective immediately upon adoption.