



WATERFRONT CONNECTIVITY

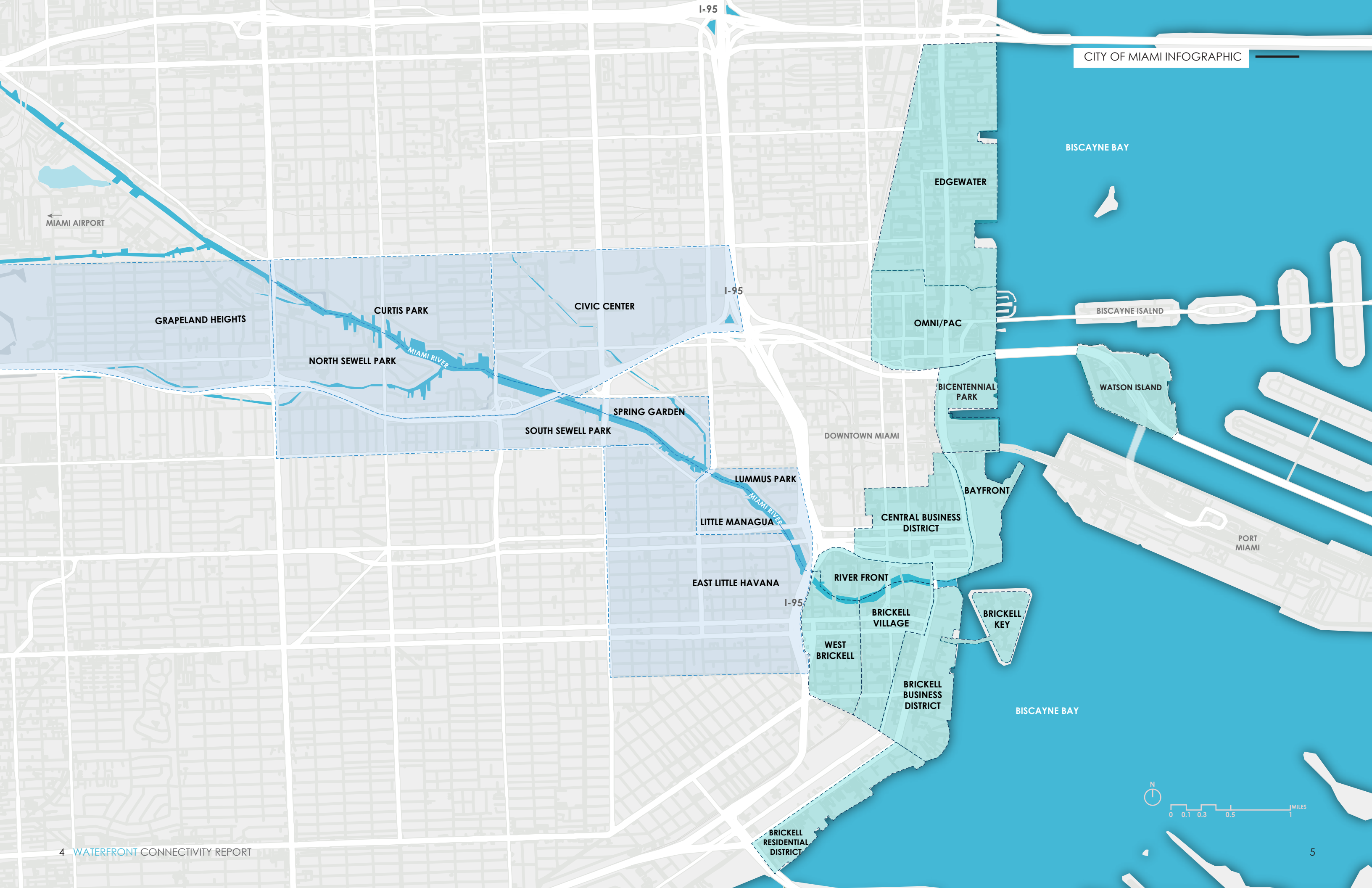
A REPORT ON MIAMI'S BAYWALK & RIVERWALK + NEXT STEPS

PLANNING DEPARTMENT | JULY 2026



WATERFRONT CONNECTIVITY

A REPORT ON MIAMI'S BAYWALK & RIVERWALK
Miami, Florida



MIAMI AIRPORT

GRAPELAND HEIGHTS

CURTIS PARK

NORTH SEWELL PARK

MIAMI RIVER

CIVIC CENTER

SPRING GARDEN

SOUTH SEWELL PARK

LUMMUS PARK

LITTLE MANAGUA

EAST LITTLE HAVANA

RIVER FRONT

BRICKELL VILLAGE

WEST BRICKELL

BRICKELL BUSINESS DISTRICT

BRICKELL RESIDENTIAL DISTRICT

EDGEWATER

OMNI/PAC

BICENTENNIAL PARK

BAYFRONT

CENTRAL BUSINESS DISTRICT

BISCAYNE ISLAND

WATSON ISLAND

PORT MIAMI

BISCAYNE BAY

BISCAYNE BAY



0 0.1 0.3 0.5 1 MILES



Planning Department Waterfront Team



In the creation of this report, Planning Department Staff conducted multiple site visits systematically surveying the conditions of the Waterfront Walkways. Staff surveyed on foot, by car, and by boat in order to verify Waterfront Connectivity. The Department is proud to report on the overall status of the Waterfront Connectivity, as it relates to the City Code of Ordinances, Miami Comprehensive Neighborhood Plan, and the Miami 21 Zoning Code.

This effort was in partnership with the Miami River Greenway Commission and Downtown Development Authority, as stakeholders in the growth of the Riverwalk and Baywalk.

Using the information gathered, we evaluated the status of the Waterfront Connectivity as a benchmark in development of the public Waterfront initialized by the Dan Paul Ordinance in 1979. This report goes a step further, utilizing approved permit and entitlement applications to help project short-term and long-term growth of the Waterfront.

This report allows for informed policy making and City resources to be targeted in completing gap sections for a better connected Waterfront.

Creating an extended Waterfront Walkway in Miami represents more than a physical improvement — it is an investment in connection, resilience, and civic pride. In a city defined by its relationship to the water, a thoughtfully designed public promenade can transform the shoreline and river edge into a shared space where residents and visitors alike gather, exercise, celebrate culture, and experience the beauty of Miami. It reinforces our identity as a vibrant, world-class waterfront city while ensuring that access to the water is not a privilege, but a public amenity for all.

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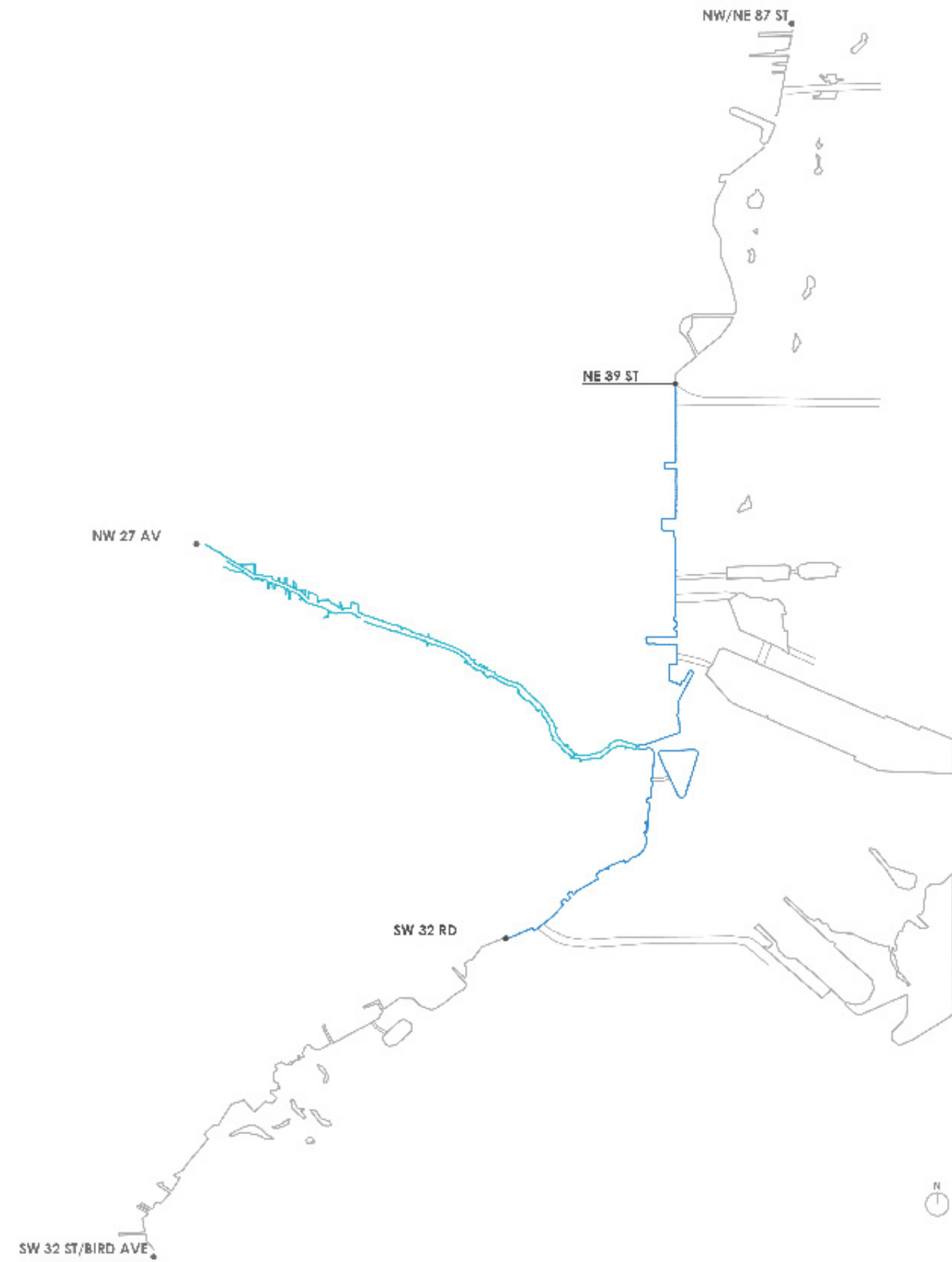
Special thanks to University of Miami publication:
"On the Waterfront: Miami's Fifteen Mile Promenade"





Mouth of Miami River | Source: Adobe Stock Images

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Overall Length: 18.76 miles
Baywalk Length: 8.27 miles
Riverwalk Length: 10.49 miles

The boundaries of this study include the areas as applicable pursuant to the Miami 21 Code, Article 3, Section 3.11, Waterfront Standards for properties along Waterways.

Pursuant to Article 3, Section 3.11, "... Waterfront walkways are not required within Transect Zones T3, T4-R, D1, D2 and D3 unless the site is a new Commercial retail, Office, Lodging or restaurant Use."

The survey efforts were concentrated to the applicable properties along Biscayne Bay, from NE 39 ST, up the Miami River to the City limit at NW 27 Ave, backdown the Miami River to Brickell Key, and down Biscayne Bay to Alice Wainwright.

Beyond the areas surveyed along Biscayne Bay, were predominately T3, Sub-Urban Transect Zone, properties which are not applicable under the Waterfront Standards.



EARLY HISTORY

The Miami Waterways have long served the residents of Miami, including its earliest inhabitants, the Tequesta People, who once inhabited the Southeast Florida region.

The City of Miami utilizes predictive models of archaeological probability along the Miami River and Biscayne Bay to ensure the preservation of historic and indigenous remains. Concentrated along Miami's waterways, some of the City's most significant archaeological sites have been discovered within these Archaeological Conservation Areas.

A notable site along the Miami River is the Miami Circle, also known as the Brickell Point archeological site. It is believed to be the southern part of the pre-Columbian village of Tequesta that once stood along the banks of the mouth of the Miami River. The site's most prominent feature is the circular formation of holes cut into the oolitic limestone bedrock which served as the footprint to a structure of great cultural significance to the Tequesta. Miami Circle is part of a series of complete cut-in-rock structural footprints which, in eastern North America, have only been found in Miami. Due to the importance of this discovery, the State of Florida purchased the property in 1999. The Miami Circle was later listed in the National Register of Historic Places in 2001.

Today, the Miami Circle serves as an open space for the now urban Brickell neighborhood, and includes a high-quality Waterfront Connection built with respect to the archeological findings of this Historic Place.



Miami Circle, Brickell | Source: Adobe Stock



Miami Circle - National Historic Place, Brickell
| Source: Miami In Focus

WORKING WATERFRONT

The City's regulations have been molded by the Waterfront's rich history. Sections of the Miami River have traditionally operated as a commercial Working Waterfront. These Uses are protected under the Miami Comprehensive Neighborhood Plan (MCNP). Today, the Working Waterfront is approximately 5 miles of land along the Miami River consisting of "D3" zoning, Waterfront Industrial District Zone. The Waterfront Industrial District Zone allows for Industrial Uses such as Marine-Related Industrial Establishments (including shipping, boatyards, marinas commercial fishing, container yards and tug boat basins). These Uses require direct access to the Waterfront to operate, making them incompatible with a publicly accessible Waterfront. The City and its stakeholders have considered ways to work with these constraints and has implemented improved On-Road Greenway sections to supplement these gaps in the Riverwalk.



East Coast Fisheries (Tax Card: 40 SW North River Drive)



Capt. Tom's Restaurant
(Tax Card: 28 NW North River Drive)



Historic Miami River Aerial | Source: Mouth of the River in 1925



Miami River SAP, Brickell

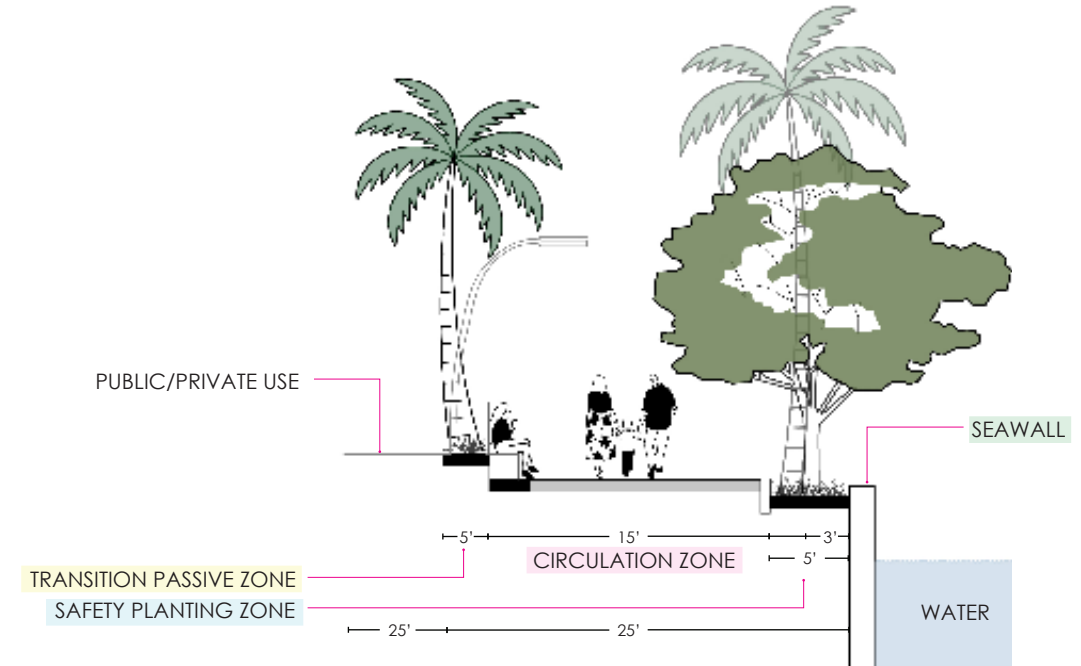
MODERN-DAY ASSET

In 1979, the City of Miami's voters amended the City Charter with the "Dan Paul Ordinance" which requires new Buildings to be set back from the water's edge and to provide public access along Biscayne Bay and the Miami River.

Over the years, the regulations guiding the construction of the Waterfront and associated Waterfront Walkways have changed. Under the current Miami 21 Zoning Code there is more structure leading to high-quality Waterfront Connections.

The Miami 21 Zoning Code, Section 3.11, titled "Waterfront Standards" further clarifies how public and private owners are required to build and maintain an approximate 25-foot Waterfront Walkway open to the public, as featured in the graphic on the right.

Appendix B of the Miami 21 Zoning Code was recently modified in 2021 to allow flexibility in the design of the Baywalk and Riverwalk, creating 7 different structured typologies that respect these Zones, while allowing for site-specific design input. Appendix B also incorporates the Waterfront Materials Index, a document that provides specifications for elements of along the Riverwalk and Baywalk to build a sense of place/identity and create a level of cohesion, as these Waterfront Connections are developed over time, each project adding to the overall Waterfront Connectivity. These regulations are intended to create an enjoyable experience for those using the Waterfront Walkways while highlighting Miami's nature features, making it a modern-day asset to the public.



Seawall Zone

The Seawall Zone serves as the primary protective edge along the Waterfront, helping to stabilize the shoreline and prevent erosion. This zone must maintain a consistent elevation and include safety features such as marine-grade ladders to provide emergency access to the water. The design may also accommodate water access for activities such as boating or kayaking.

Transition/Passive Zone

The Transition/Passive Zone provides flexible public space for seating, landscaping, shade, and other recreational activities along the Waterfront. This area may include amenities such as benches, trash bins, bike racks, drinking fountains, and pedestrian lighting to improve comfort and usability. Elements within this zone should be arranged to support public use while avoiding obstruction of the Circulation Zone.

Circulation Zone

The Circulation Zone is a minimum 15-foot-wide pedestrian pathway designed to support safe, continuous, and ADA-accessible movement along the Waterfront. The walkway must remain unobstructed and use durable, slip-resistant materials capable of handling high pedestrian activity and waterfront conditions. Amenities and landscaping elements should be positioned to maintain clear circulation and preserve accessibility throughout the corridor.

Safety Buffer Zone

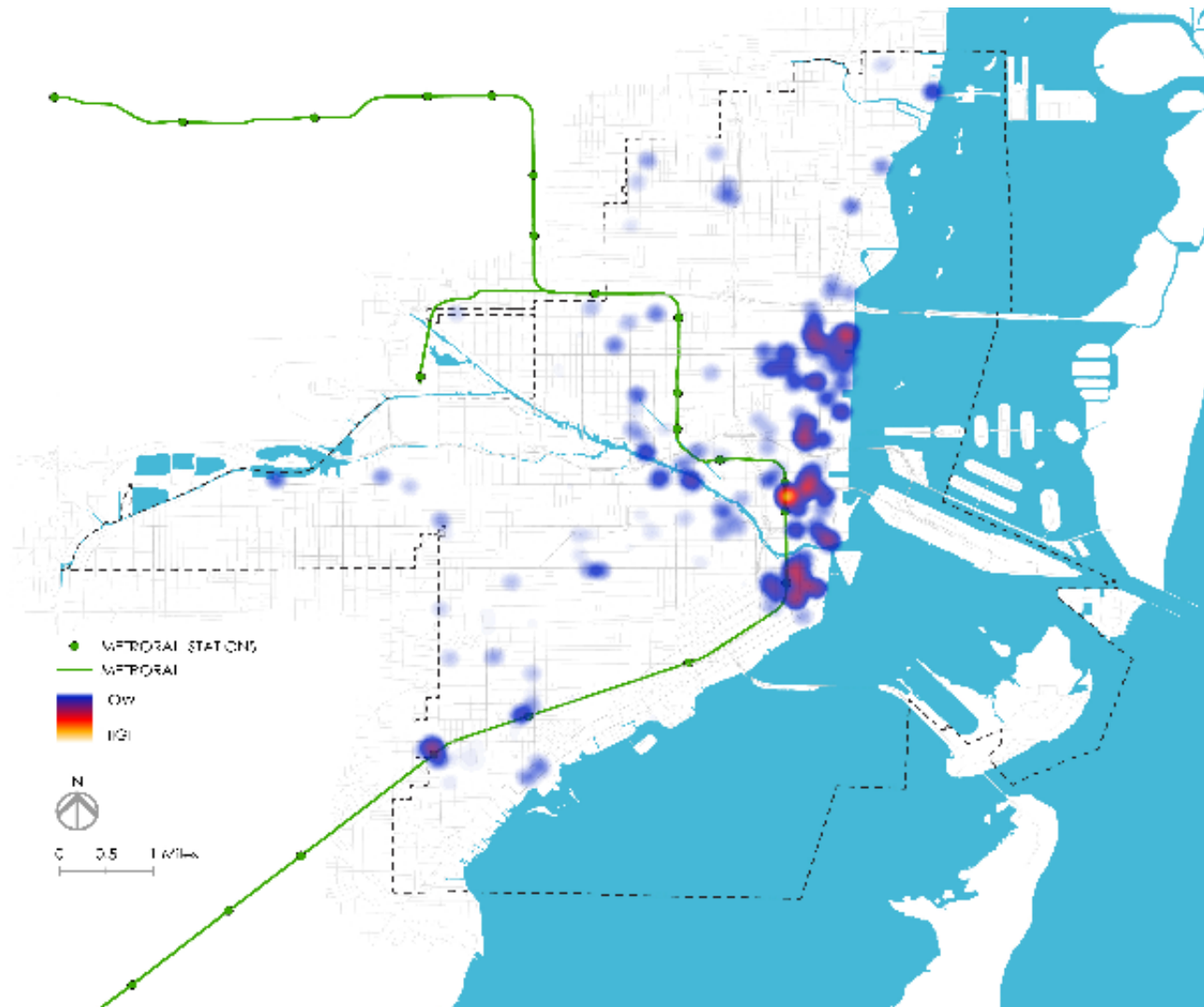
The Safety Buffer Zone is located directly adjacent to the seawall and acts as a protective transition between the water's edge and pedestrian areas. This Zone incorporates durable paving materials, river rock, planting beds, and landscape lighting to enhance safety, resilience, and visual quality. Shade trees and palms are encouraged to improve comfort and create a more attractive Waterfront environment.

DEVELOPMENT OUTLOOK

The City of Miami has been growing at an impressive rate over the last ten years. Between the 2010 and 2020 Decennial Census Counts, the City of Miami added over 28,000 housing units, or a 15% increase. From 2020 to 2025, the City of Miami has added an estimated 19,000 housing units, or a 9% increase, according to Esri's Updated Demographics (June 2025).

While knowing our citywide growth rate is important, understanding where within the City we are growing and at what rates is even more insightful. Utilizing property data from the Miami-Dade County Property Appraiser to geospatially visualize residential development growth.

The map below shows where residential buildings have been completed from January 2015 through October 2025. The map is symbolized as a "heat map" using density to display intensity of residential dwelling units. It is important to note that even areas colored blue have experienced a high volume of residential development. The darker the blue, the more units developed at the lower end of the spectrum. The brighter the orange or yellow colors indicates the highest counts of dwelling units built for those locations.



City of Miami | Residential Construction Activity, 2015-2025



Building Status | Source: Miami DDA 3D Map Analysis

The heat map indicates the highest density of residential development within the downtown, immediately east of I-95. This represents the residential towers above Miami Central Station, which combine for 816 units, and Downtown 5th, which is another development of twin towers, east of Miami Central Station and provides 1,042 dwelling units. An example of the lower end of the spectrum is the fainter blue dot along the City boundary south of SR-112 and east of NW 22nd Ave. This faint blue dot represents an apartment building completed in 2023 with 105 units and the property next door completed in 2024 with 30 units.

Overall, the map shows that over a ten year period, residential development as been the heaviest in Greater Downtown Miami, which is considered to be the area encompassed by I-195 to the north, the Rickenbacker Causeway to the south, I-95 to the west, and Biscayne Bay to the east. In addition to Greater Downtown Miami, the Miami River, and various Metrorail stations have also seen hundreds of units delivered to the market.

While surveying, Planning Staff noted different conditions along the Waterfront. To help convey these conditions, the following classifications were created:

Connected, Follows Miami 21

This classification means that the Waterfront was developed under the Miami 21 Waterfront Design Guidelines. The Waterfront Design Guidelines include 8 Walkway Typologies, these typologies are intended to allow flexibility in spatial configurations, reflecting, and adapting to adjacent conditions along the seawall, shoreline, public open space, and private development.

Connected, Precedes Miami 21

Many sections along the Waterfront were developed for public access prior to the adoption of the present-day Miami 21, Waterfront Design Guidelines (Appendix B). Some of these segments were required by the previous 11000 Zoning Code, or voluntarily proffered by the developer. These sections are still noteworthy when considering the overall connectivity of the Waterfront. Using the principles behind the Miami 21 Waterfront Design Guidelines, staff evaluated these sections using a Likert Scale, ranging from satisfied to unsatisfied. Elements like outdoor furnishings (benches, bike racks, and trash receptacles), lighting, hardscape patterns/materials, spacious walkway widths, Art, shade canopy, and landscaping plantings were evaluating considerations.

Disconnected

Based on the present-day Miami 21 Code, if a site is required to provide a public Waterfront Walkway by its underling zoning but currently does not feature a connection, it is classified as “Disconnected.” When the site is redeveloped, a public Waterfront Walkway will be required.

Forthcoming

At the time of this report, there are many ongoing construction projects that have been approved under a Building Permit, and include the required Waterfront Walkway. These connections are anticipated to be completed within the next 2-3 years and have been labeled “Forthcoming”.

Not Required

Pursuant to the Miami 21 Code, these properties are not required to provide a Riverwalk due to their underling zoning, which is intended to support low to medium density Residential and Industrial Uses.

On-road Greenway

To improve connectivity in areas concentrated with low to medium density Residential and Industrial Uses, the Miami River Commission and the City of Miami have worked together to establish an “On-road Greenway”. These Greenways serve as extensions of the Waterfront Walkways utilizing the public rights-of-way. Funding is being sought to improve the quality of the network. The map depicts both portions of the On-road Greenway that have been completed, and areas that have been proposed as part of the larger Miami River Greenway Action Plan.



Inventory

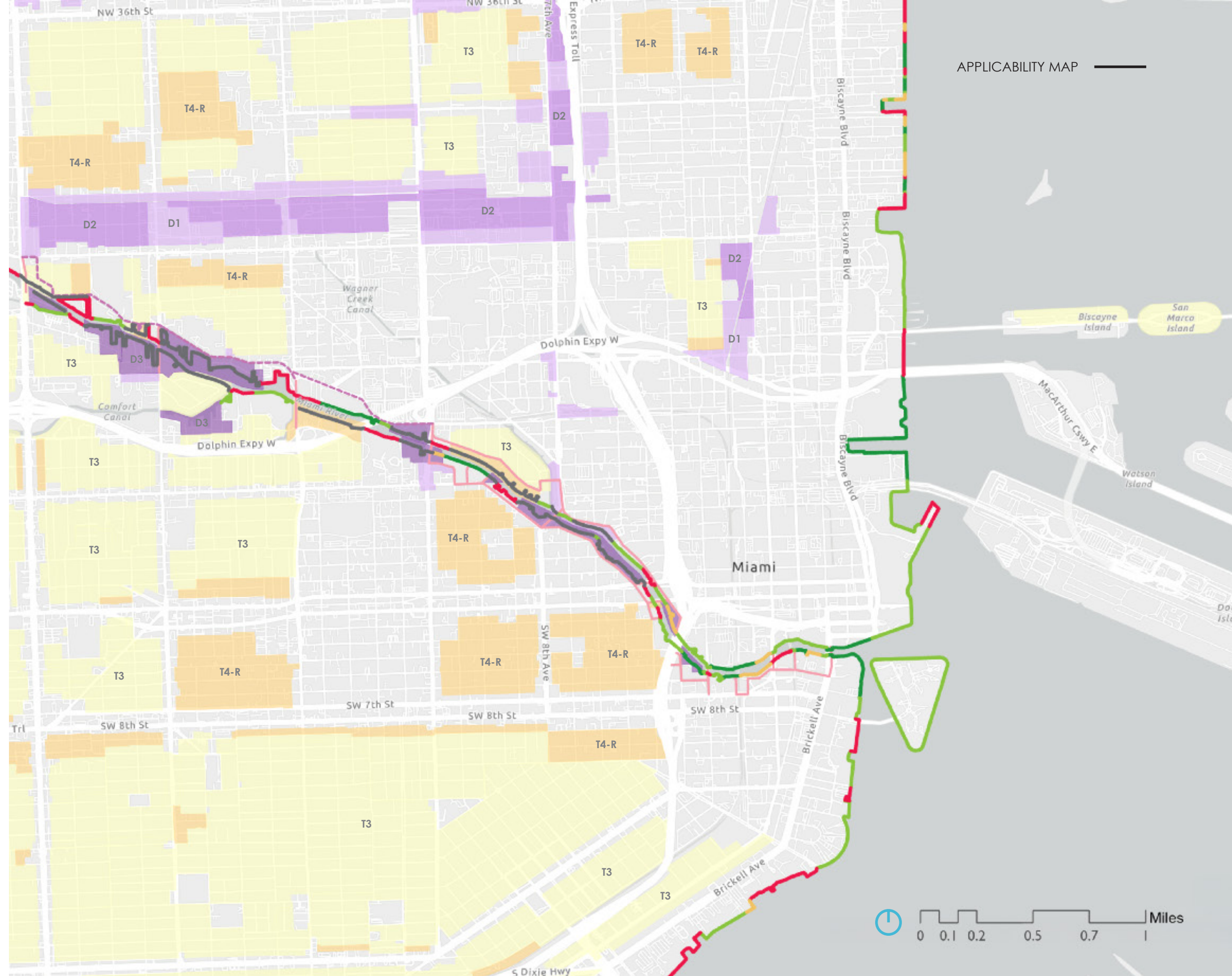
Not all properties along the Miami River are required to provide a public Waterfront in order to comply with the Waterfront Standards of Miami 21. Pursuant to Article 3, Section 3.11(b)(1), "...Waterfront walkways are not required within Transect Zones T3, T4-R, D1, D2 and D3 unless the site is a new Commercial retail, Office, Lodging or restaurant Use...." Because of the River's role as a "Working Waterfront," Zones such as D3 generally are incompatible with a public waterfront, as they allow Industrial Uses such as Marine-Related Industrial Establishments by Right. In order to operate the Working Waterfront, direct access to the water is required.

Additionally, areas zoned T3 and T4-R, primarily consist of low and medium density Residential Uses, which are not conducive for a public Waterfront; therefore, the Waterfront Walkways are not required. The above is depicted in the following Applicability Map.



KEY LEGEND

- Connected, follows Miami 21
- Connected, precedes Miami 21
- Disconnected
- Forthcoming
- Not Required
- Existing Greenway
- Proposed Greenway



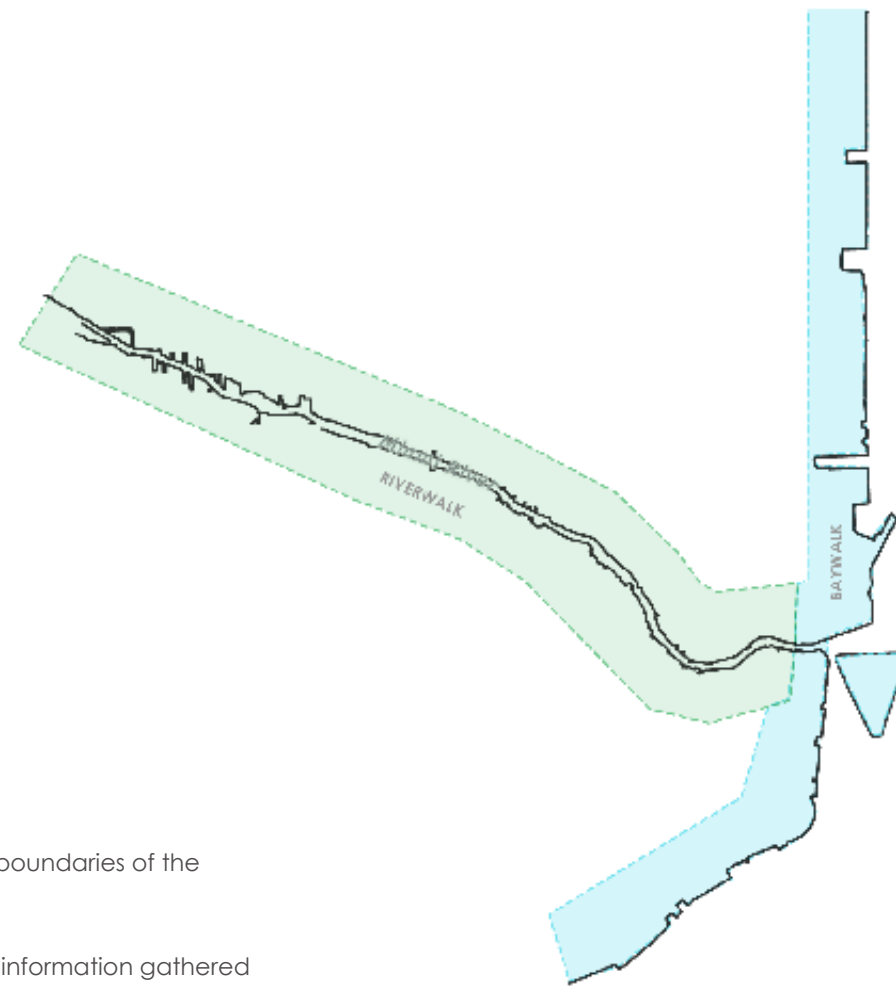
0 0.1 0.2 0.5 0.7 1 Miles

This Map depicts the general boundaries of the Baywalk and the Riverwalk.

The following charts display the information gathered through the surveying efforts. The information looks at the connectivity of Baywalk and Riverwalk independently, then as a whole for the overall Waterfront Connectivity. The current status is best reflected by the sum of "Connected, follows Miami 21" and "Connected, precedes Miami 21", which is the total percentage of what is walkable today.

Baywalk – 70% Walkable
Riverwalk – 30% Walkable
Overall – 48% Walkable

These charts show a percentage breakdown of specifically those sections that were deemed "Connected, precedes Miami 21". To evaluate the quality of connections that precede the Miami 21 Code, staff graded these connections from Satisfied to Unsatisfied (Likert Scale). The findings help in our policy and spending decisions going forward.



KEY LEGEND

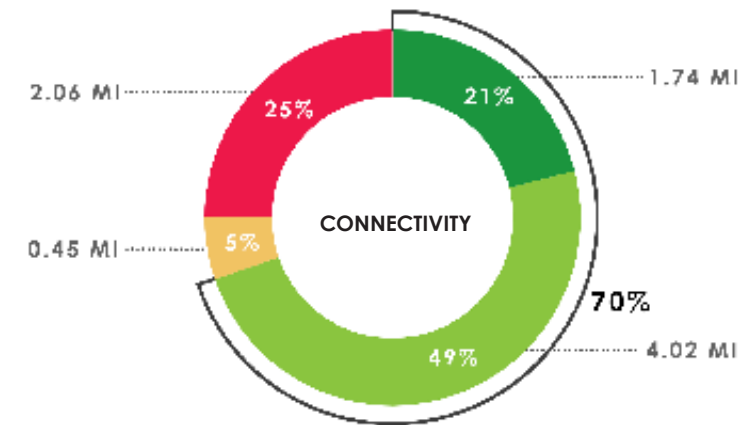
- Connected, follows Miami 21
- Connected, precedes Miami 21
- Forthcoming
- Disconnected
- Not Required
- Existing Greenway
- Proposed Greenway

QUALITY OF CONNECTION, PRECEDES M21:

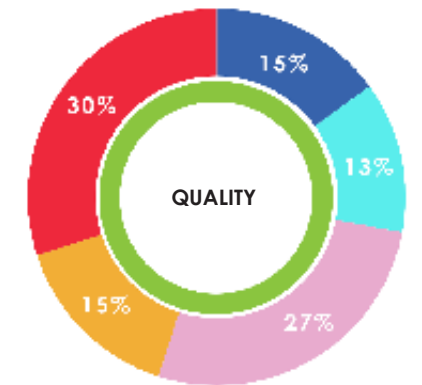
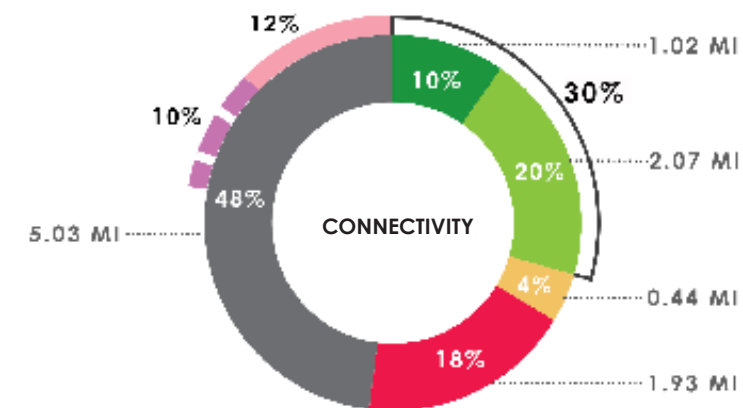
- Satisfied
- Somewhat Satisfied
- Neutral
- Somewhat Dissatisfied
- Unsatisfied

The City is committed to provide connectivity along the Waterfront, since the adoption of Appendix B of the Miami 21 Code, the Waterfront has been connected over 14,570 linear feet. Based on the Projections, it is anticipated an additional 4,750 linear feet will be completed within the next 2 to 5 years.

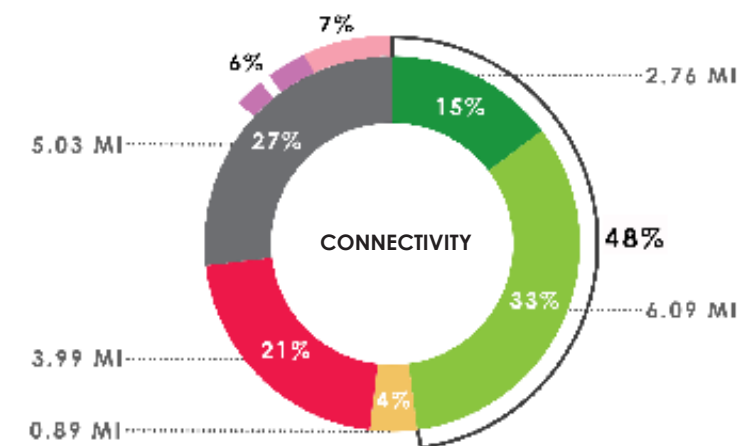
BAYWALK



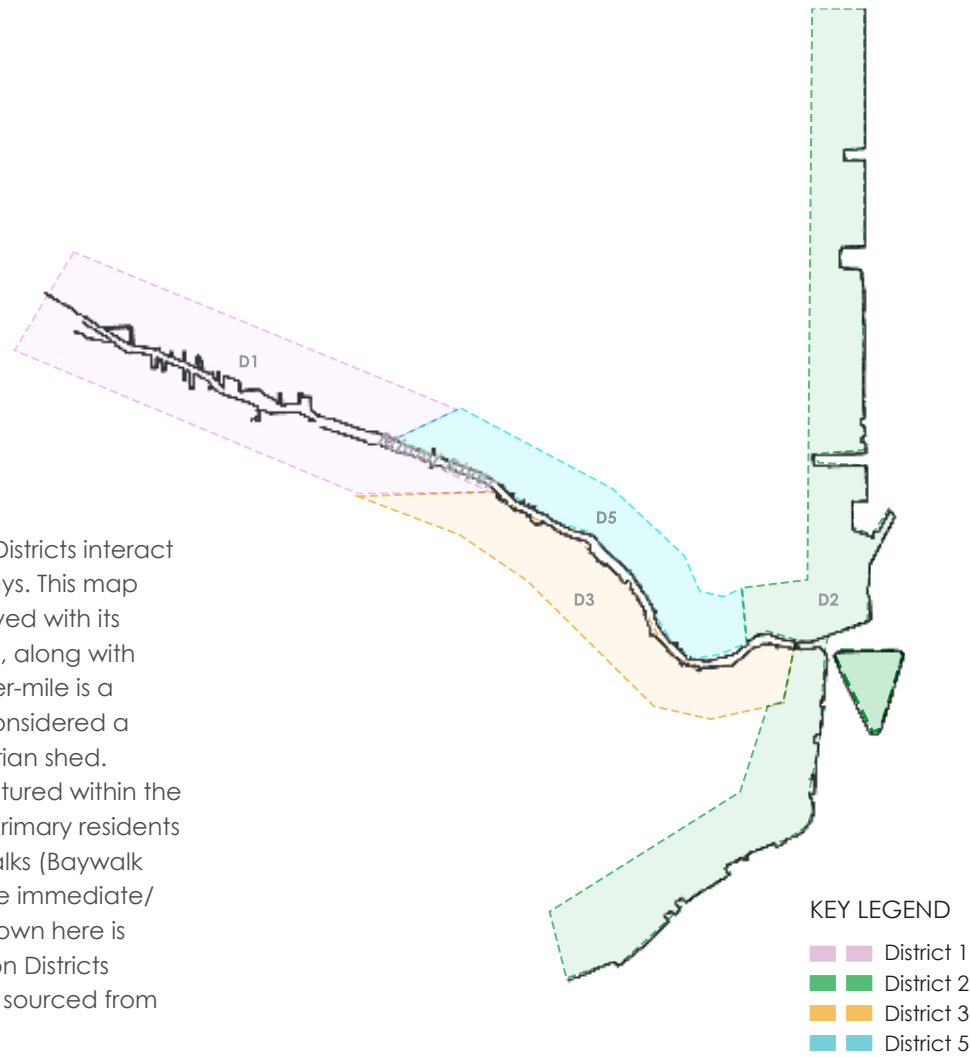
RIVERWALK



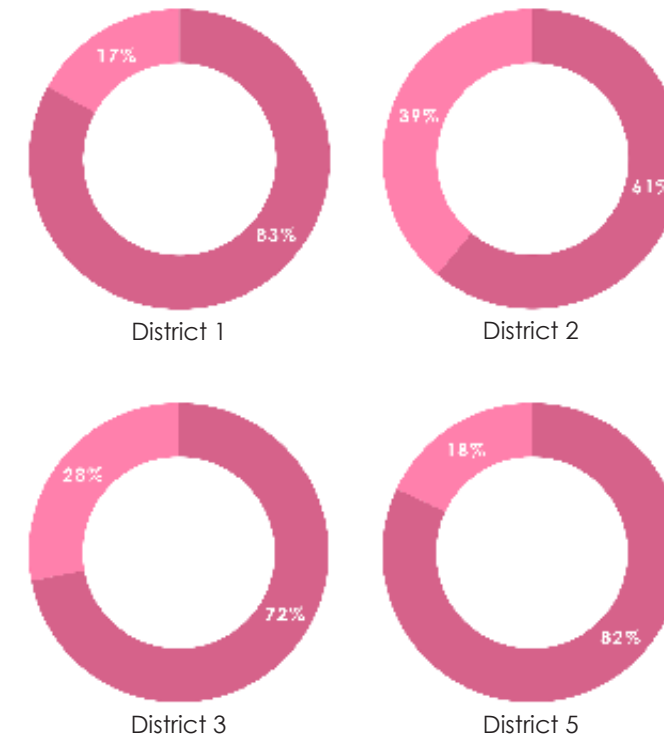
OVERALL



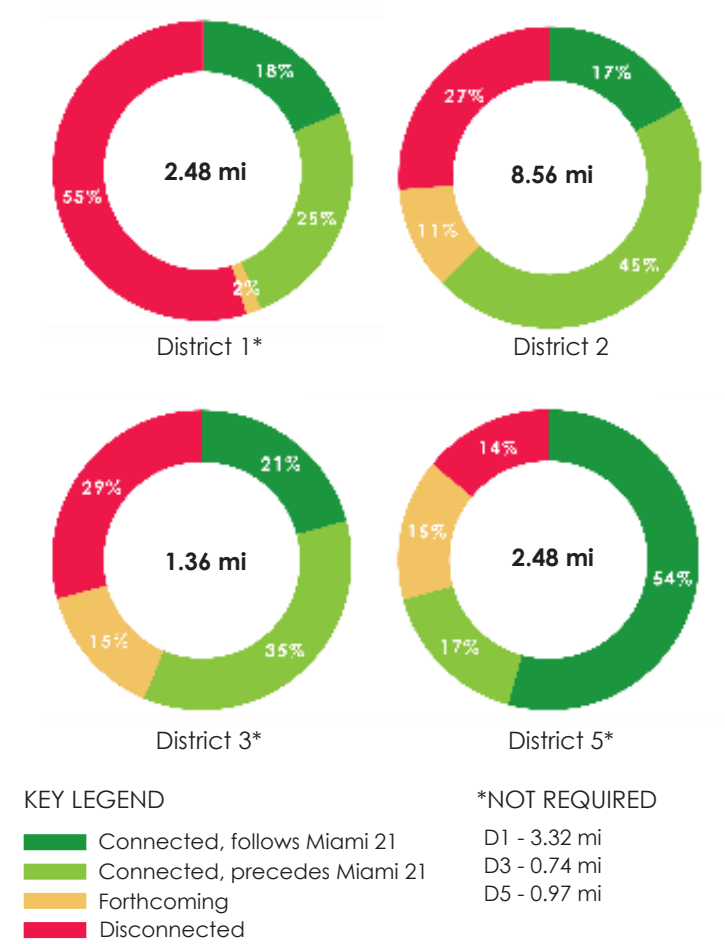
Four of the five Commission Districts interact with the Waterfront Walkways. This map depicts the Waterfront overlaid with its respective Commission District, along with a quarter-mile buffer. A quarter-mile is a standard in Planning, as it is considered a 5-minute walk within a Pedestrian shed. Therefore, the population captured within the quarter-mile analysis are the primary residents that benefit from the Waterwalks (Baywalk and Riverwalk), as they are the immediate/ local users. The Information shown here is reorganized by the Commission Districts alongside demographic data sourced from the most recent US Census.



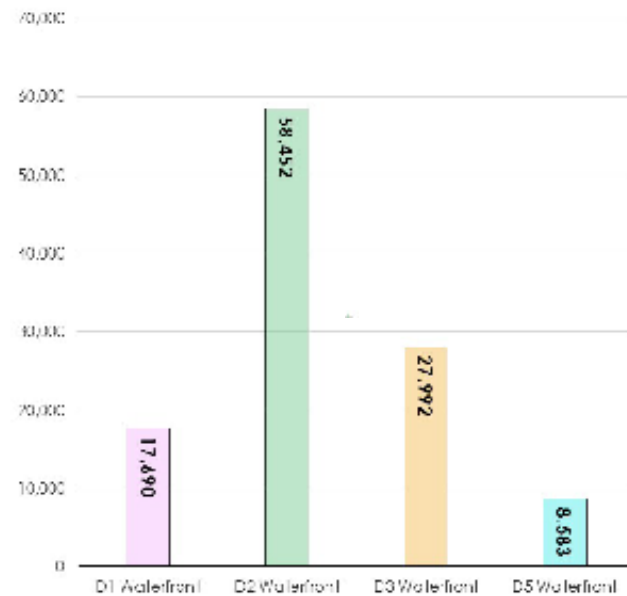
OCCUPANCY STATUS



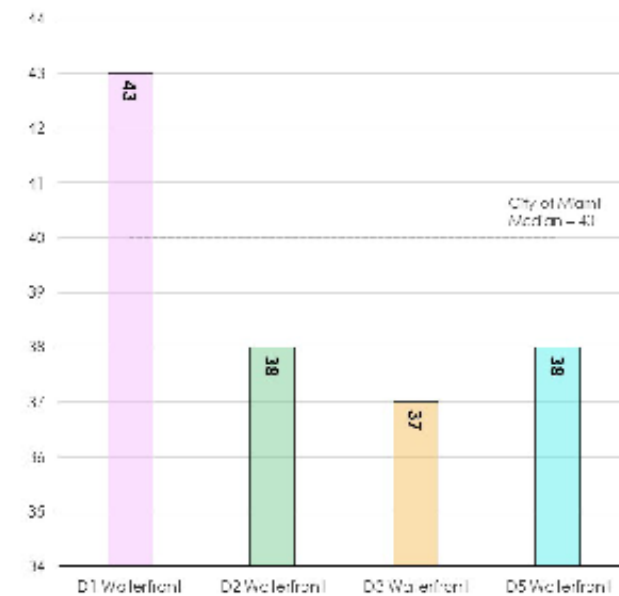
CONNECTIVITY STATUS



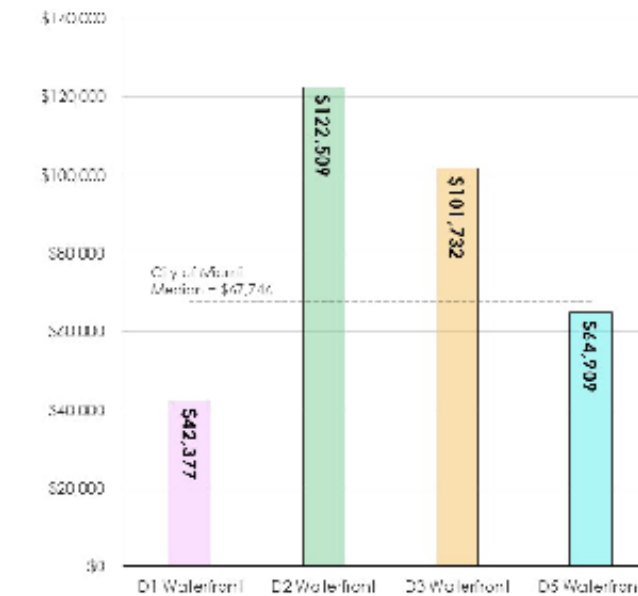
POPULATION



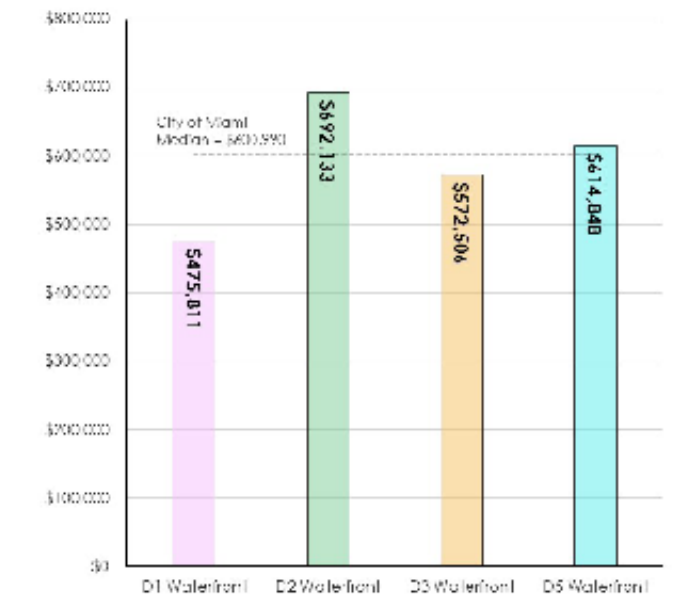
MEDIAN AGE

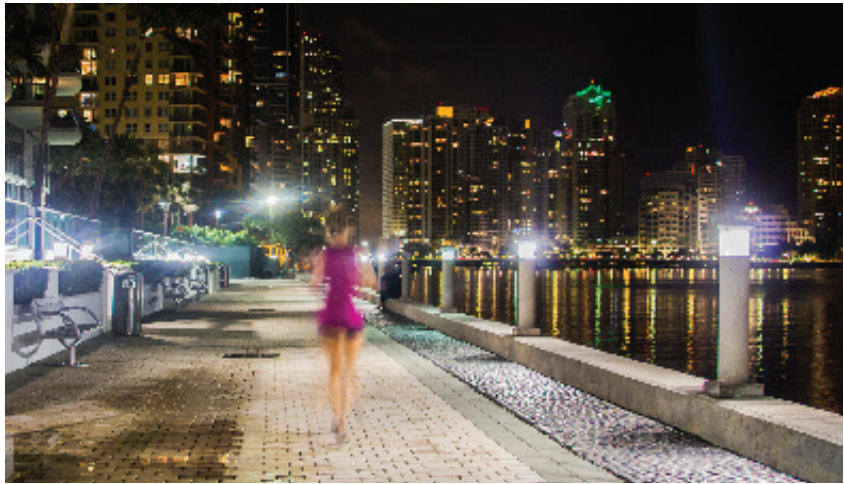


MEDIAN HOUSEHOLD INCOME

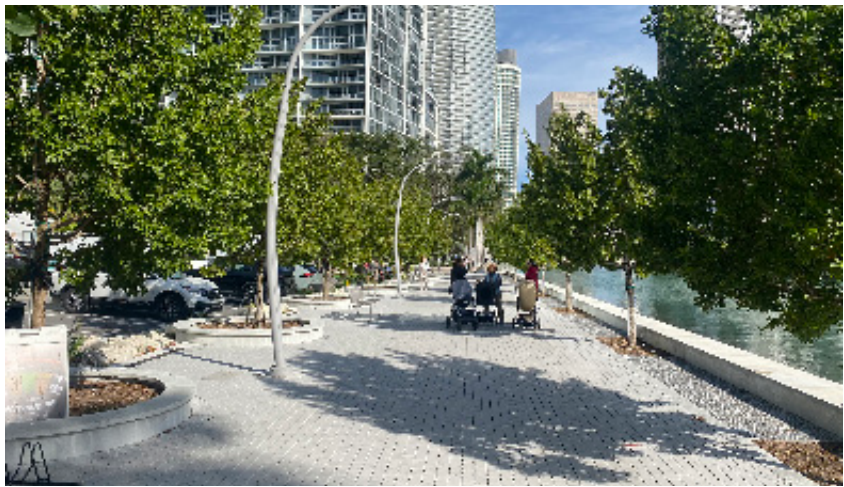


MEDIAN HOME VALUE





Baywalk at night, Brickell

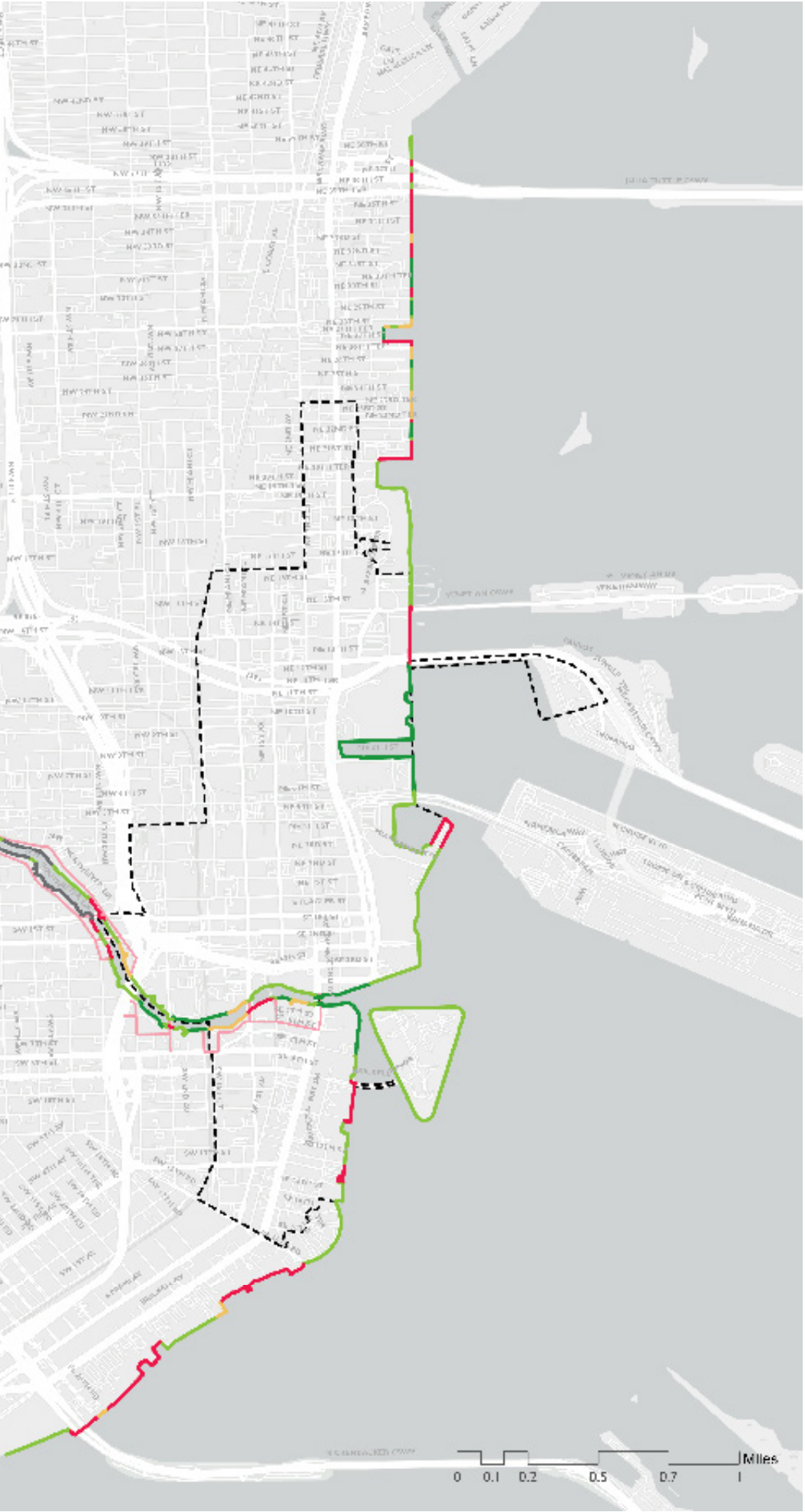


First Miami Presbyterian Church, Brickell



Museum Park FEC Slip North, Downtown

The Miami Baywalk is a public waterwalk that connects the Edgewater, Downtown, and Brickell neighborhoods across Biscayne Bay. The Baywalk provides essential pedestrian connectivity between residential, commercial and public green spaces along the Bay. In addition to the neighborhood amenities, the Baywalk provides environmental benefits serving as a shoreline buffer to protect against sea level rise and storm surges. With the guidance of the Downtown Development Authority (DDA), the Baywalk has been steadily developing with substantial waterfront connectivity north of Miami River. Unlike the Riverwalk, all properties along Biscayne Bay require implementation of the Waterfront Design Guidelines by providing a publicly accessible Baywalk.



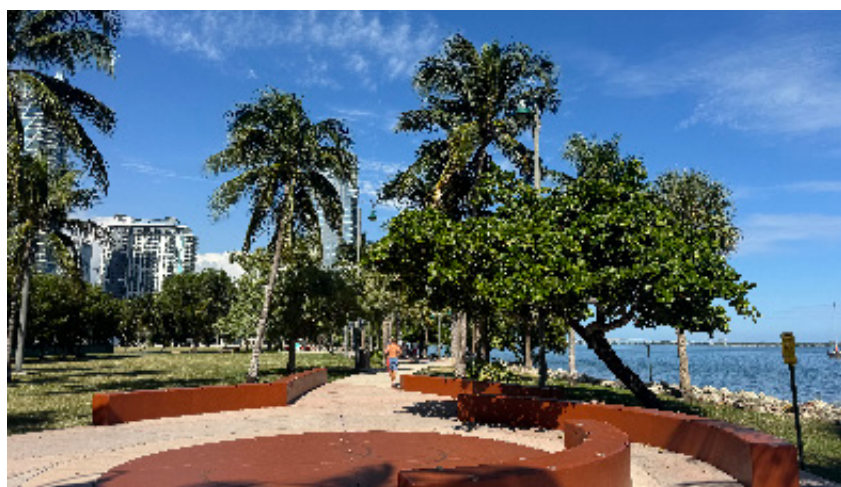
BAYWALK MAP

KEY LEGEND

- Connected, follows Miami 21
- Connected, precedes Miami 21
- Disconnected
- Forthcoming
- Not Required
- Existing Greenway
- Miami DDA Boundary



Aria Reserve, Edgewater



Margaret Pace Park, Edgewater

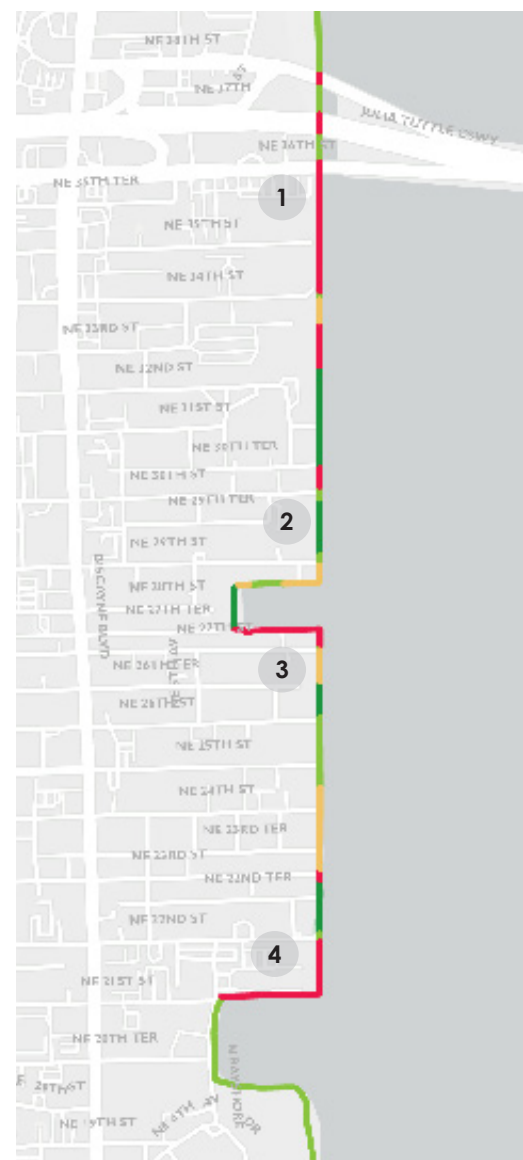


Bayfront Park, Downtown

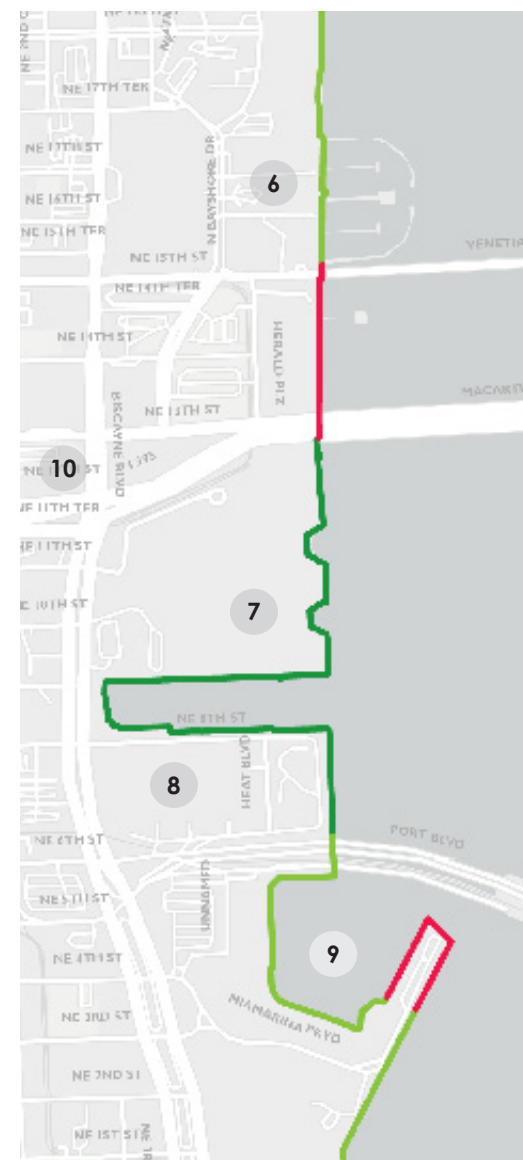
This section of the Biscayne Bay extends from the Julia Tuttle Causeway to the Bayfront Park. This northern section of the Baywalk features high density commercial and residential development and is currently undergoing very rapid growth and redevelopment. The Downtown neighborhood features a wide variety of Uses. Specifically, along this section of the Bay are some notable properties such as the Pérez Art Museum Miami, Frost Science Museum, Kaseya Center, Bayside Marketplace, and Bayside Park. The Edgewater neighborhood includes primarily residential towers and hotels along the Bay. Margaret Pace Park is also a key piece of the Baywalk serving as a public park within the Edgewater. As featured in the map, the Edgewater neighborhood has many "forthcoming" connections along the Baywalk, several of which will be open in the next 2-3 years.

The Baywalk runs through Bayfront Park, constructed in the 1920s. Bayfront Park was later improved in the 1990s, with the iconic water fountain designed by a world renowned sculptor and landscape architect, Isamu Noguchi. For several years, the fountain sat empty in need of repairs. In 2025, the fountain was remodeled and repaired, bringing life back to Bayfront Park. The Park, and its water fountain, make for a beautiful stop along the Baywalk.

- 1 CHARTER CLUB ON BISCAYNE BAY
- 2 GRAND PARAISO CONDOMINIUMS
- 3 MISSONI BAIA
- 4 EDITION RESIDENCES
- 5 MARGARET PACE PARK
- 6 MIAMI MARRIOTT BISCAYNE
- 7 BICENTENNIAL PARK
- 8 KASEYA CENTER
- 9 BAYSIDE MARINA
- 10 UNDERDECK (GRAHAM GREENWAY)

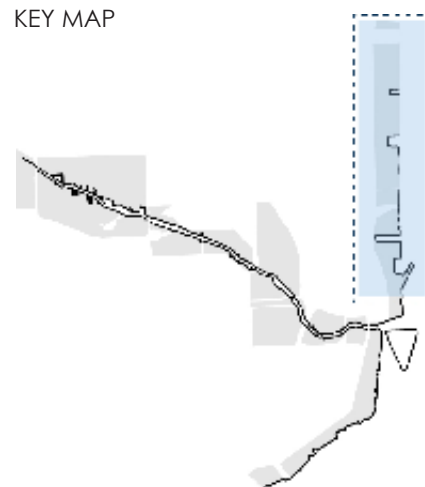


N BAYSHORE DR



SOUTH EDGEWATER & BAYFRONT PARK

KEY MAP



KEY LEGEND

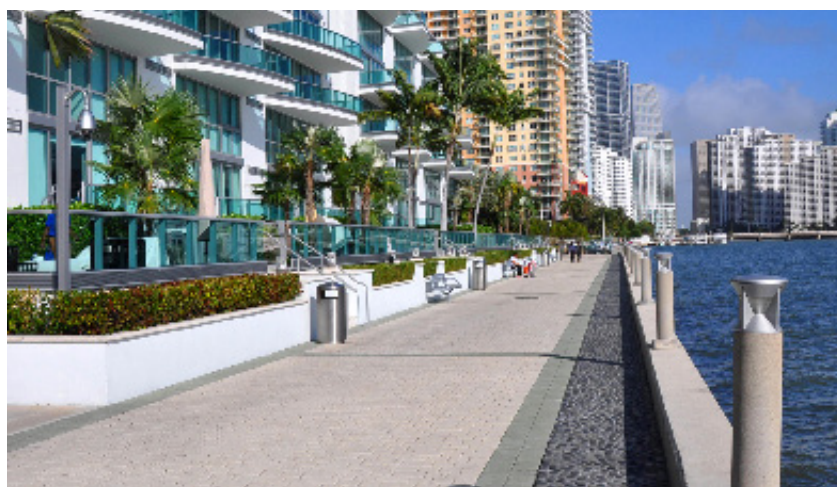
- Connected, follows Miami 21
- Connected, precedes Miami 21
- Disconnected
- Forthcoming
- Not Required



Brickell Place, Brickell



St. Regis Residences, Brickell



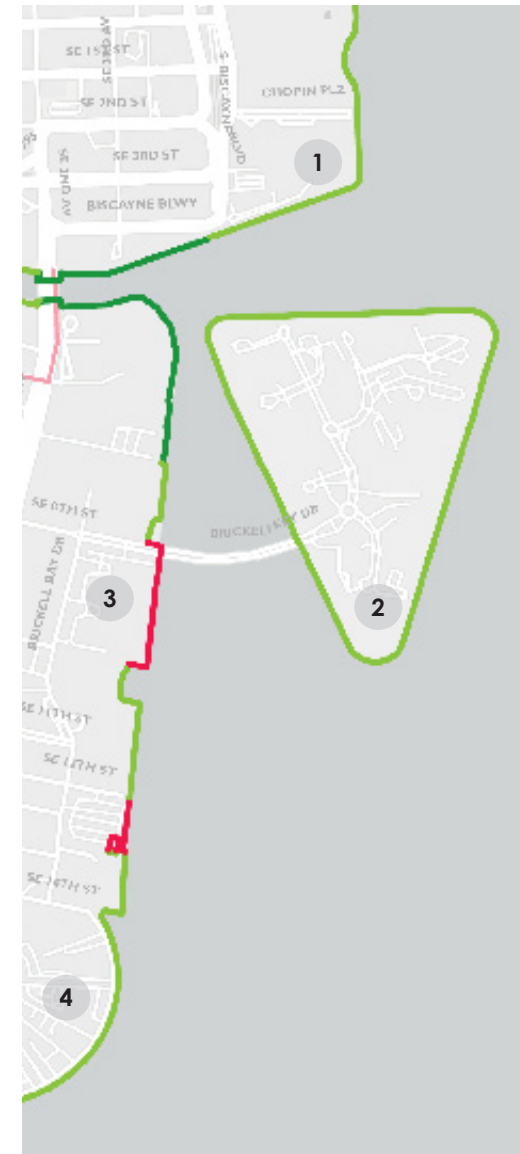
Jade Residences at Brickell Bay, Brickell

This section extends from Bayfront Park to Alice Wainwright Park. This southern section of the Baywalk, features high density residential development with a mix of hotels and commercial uses. This area is currently not undergoing the same rapid growth and redevelopment as the northern section along the Bay. This section includes Brickell Key, Mary Brickell Park, and Alice Wainwright Park.

In Downtown Brickell, there is very little vacant land along Biscayne Bay. Much of this area is connected, but designed prior to the Miami 21 Waterfront Design Guidelines. Subsequently, in some areas, the connections are narrow and lack adequate canopy coverage to shade pedestrian activity along the Baywalk. There are also some good examples of connections that precede the Miami 21 Code, such as Brickell Key. Staff surveyed Brickell Key and was satisfied with the quality of the waterfront connection.

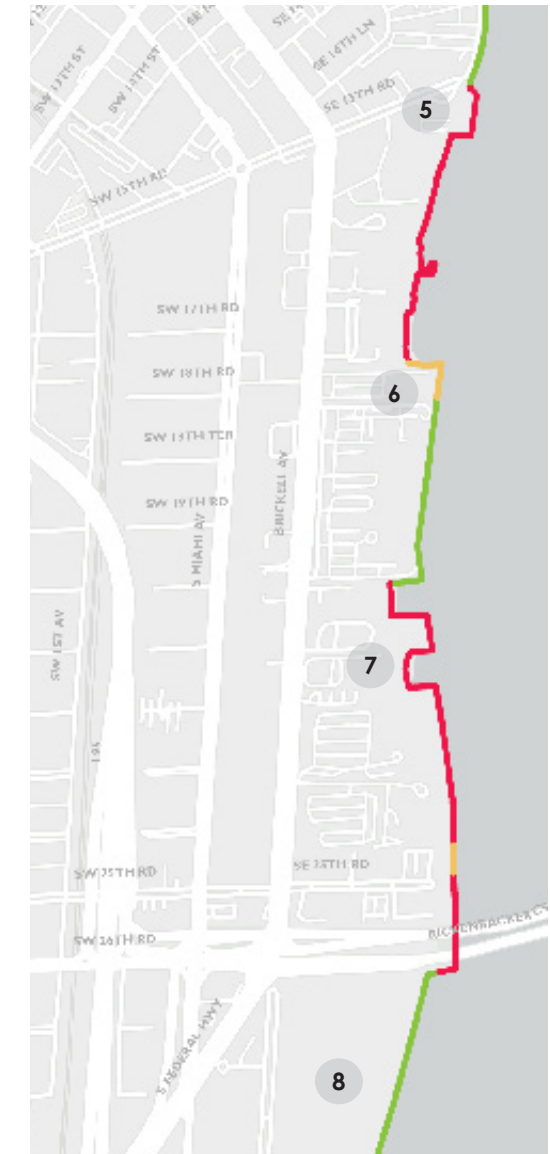
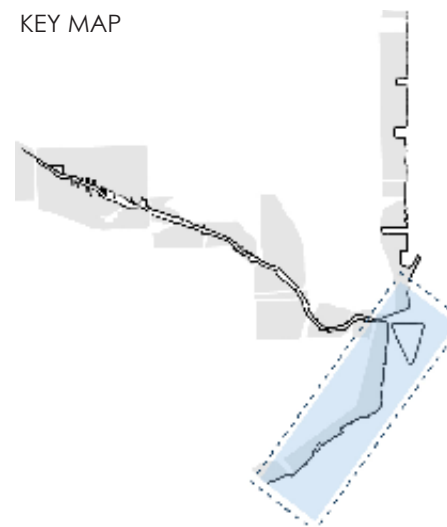
South Brickell features older residential buildings when compared to other residential towers along the Bay. Many of these developments predate the Waterfront Walkway requirements, and thus did not provide publicly accessible Baywalk connections. Several have private walkways that run along the water, but these are utilized for their residents alone.

- 1 ONE MIAMI TOWERS
- 2 THE RESIDENCES AT MANDARIN ORIENTAL
- 3 FOUR AMBASSADORS HOTEL
- 4 BRICKELL BAY DRIVE
- 5 BRICKELL HARBOUR
- 6 ST. REGIS RESIDENCES MIAMI
- 7 BRISTOL TOWER
- 8 ALICE WAINWRIGHT PARK



DOWNTOWN BRICKELL

KEY MAP



SOUTH BRICKELL



KEY LEGEND

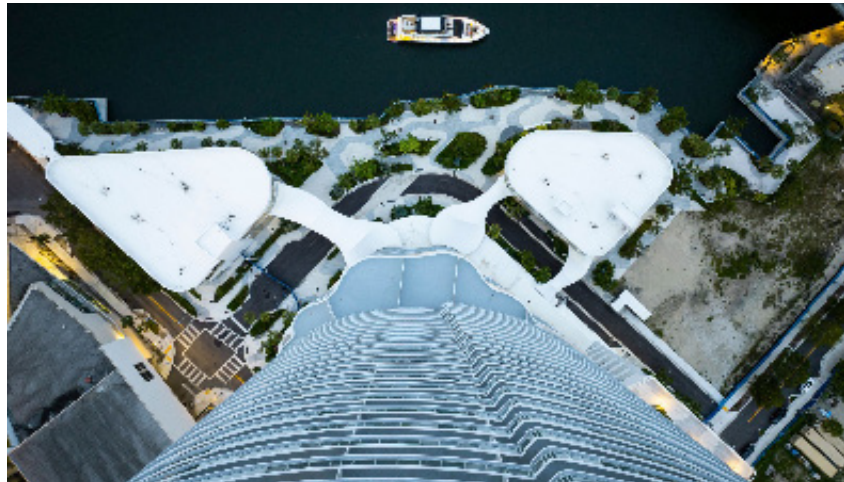
- Connected, follows Miami 21
- Connected, precedes Miami 21
- Disconnected
- Forthcoming
- Not Required



River Landing SAP, Allapattah



Riverside Wharf Rendering, Lummus Park



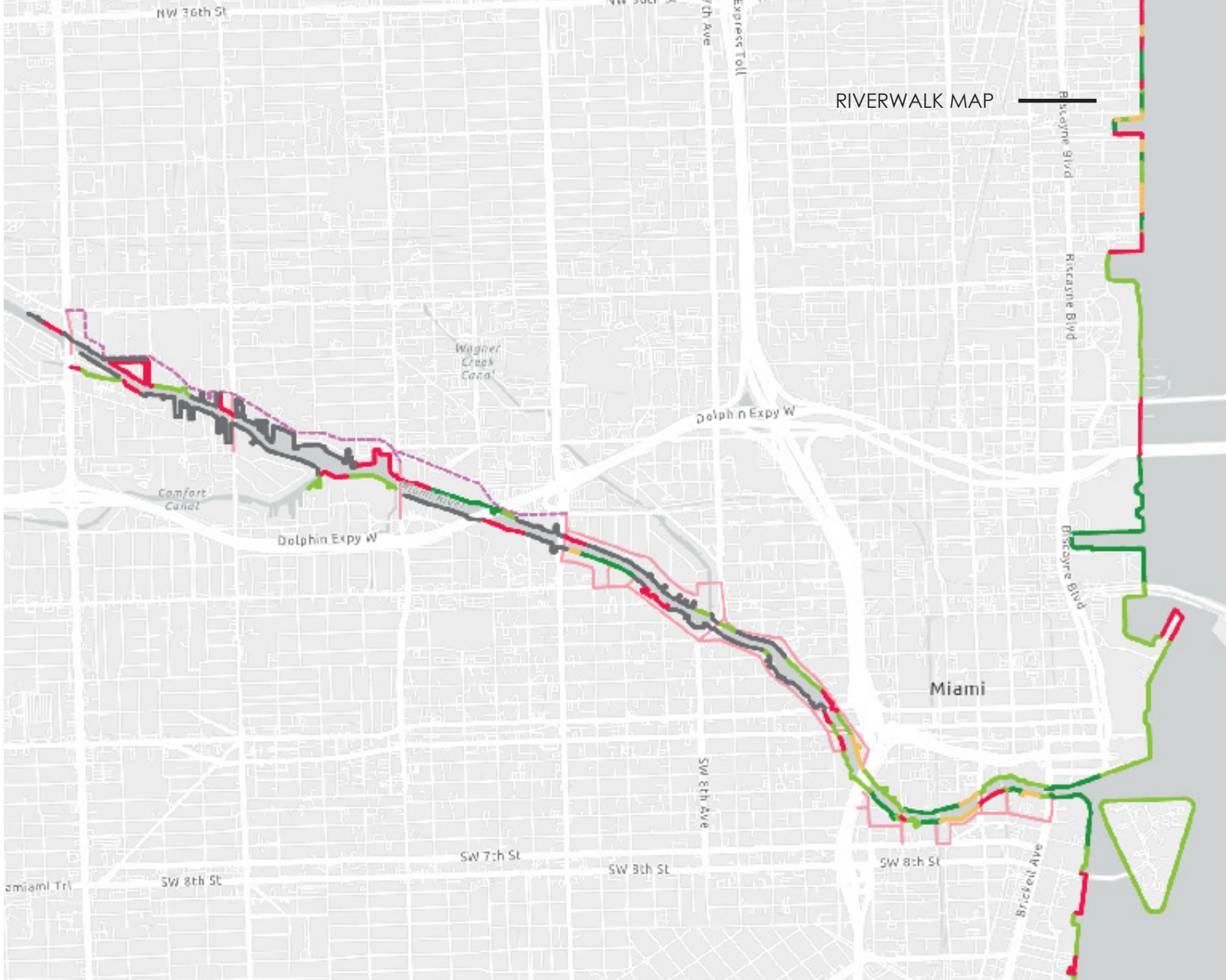
Miami River SAP, Brickell

The Miami River Greenway Corridor is a diverse corridor made up of many unique land uses such as marine industrial business, historic single-family residences, parks and open spaces, large-scale Special Area Plans (SAPs), and a large concentration of multifamily housing developments.

In coordination with the Miami River Commission, the Riverwalk is steadily developing. This includes a substantially connected Waterfront north of the Miami River.

The resulting 11 mile riverfront network will connect the waterways to our public streets, promoting greater quality of life by providing access to green spaces and safe paths for walking and biking.

To improve connectivity in areas concentrated with low to medium density Residential and Industrial Uses, the Miami River Commission and the City of Miami have worked together to establish an “On-road Greenway”. These On-road Connections supplement serve as extensions of the Waterfront Walkways utilizing the public rights-of-way. The map depicts both portions of the On-road Greenway that have been completed, and areas that have been proposed as part of the larger Miami River Greenway Action Plan.



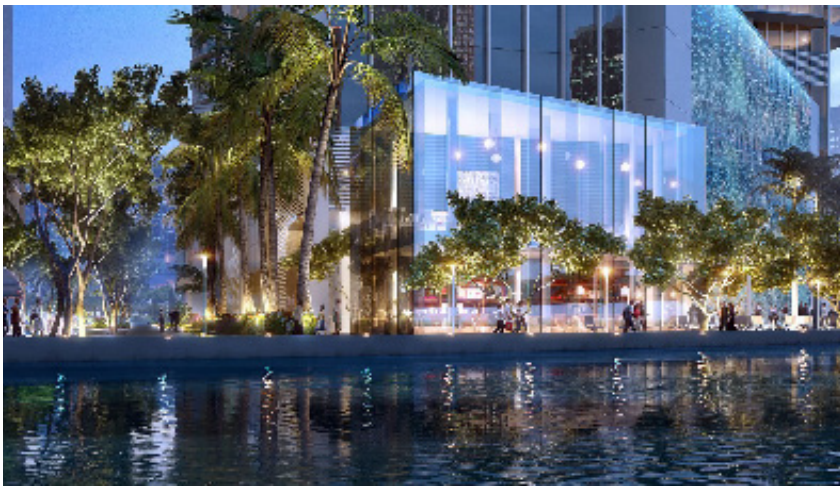
The Riverwalk includes the Northern portion of Brickell Key, part of the Central Business District, Brickell, the Southern portion of Overtown, and East Little Havana neighborhoods. Also included in this portion of the River is the Miami Circle National Historic Landmark, Brickell Area River, Fort Dallas Park, Convention Center, Central Business District, Miami Government Center, Miami Riverside Administration Center, and portions of the existing riverwalk. This section of the River is primarily dominated by high density commercial and residential development and is currently undergoing very rapid growth and redevelopment. Buildings are steadily rising on both sides of the river.

KEY LEGEND

- Connected, follows Miami 21
- Connected, precedes Miami 21
- Disconnected
- Forthcoming
- Not Required
- Existing Greenway
- Proposed Greenway



Miami Riverside Center and Riverwalk, Downtown



One River Point Rendering (Faena Residences), Downtown

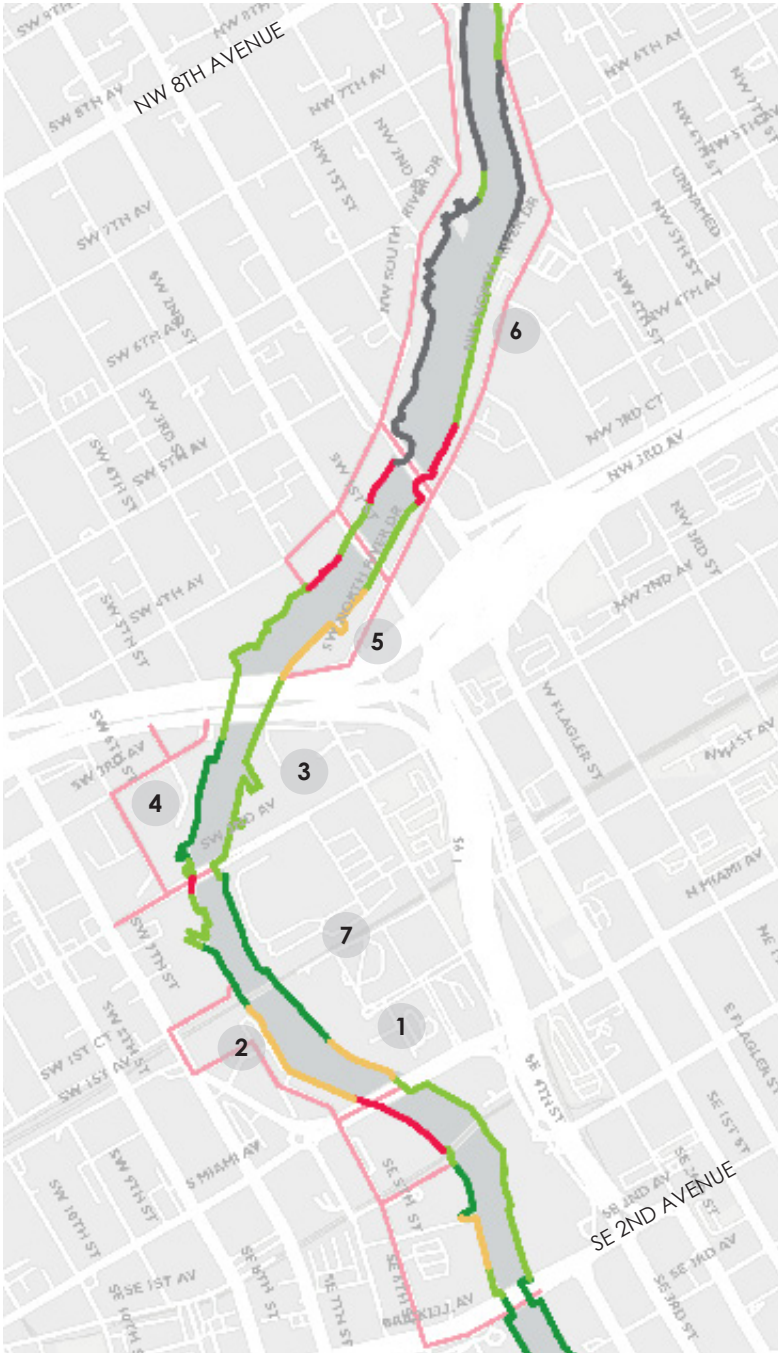


One Brickell Riverfront Rendering, Brickell

From Southeast 2nd Ave to Northwest 8th Ave, the Miami River includes the most variety in zoning and land use. The northern edge of the River is lined with upscale Restaurants, Lummus Park, and the Riverside center, while the South edge of the River includes the Working Waterfront (D3), Jose Marti Park, and the Miami River SAP. As featured in the map there are many forthcoming connections along this section of the Miami River.

This portion of the river features Marine-Related Industrial Establishments Uses, boat repair and storage. The intent of the Waterfront Design Guidelines is to enhance the connectivity along the Miami River, while protecting the traditional “Working Waterfront,” which requires direct access to the River.

A notable project along this section of the Miami River is the Miami River Special Area Plan, which will include four 60-story towers, and an active Riverwalk public promenade. The Miami River SAP development will also provide substantial funding to Jose Marti Park as a Public Benefit to improve the seawall and Riverwalk connectivity at the local park.

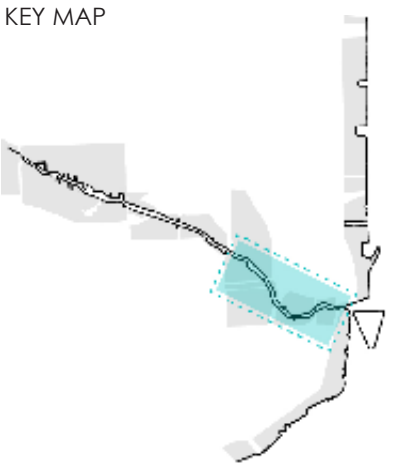


SE 2 AV TO NW 8 AV

- 1 FAENA RESIDENCES MIAMI
- 2 LOFTY BRICKELL
- 3 MIAMI RIVERSIDE CENTER
- 4 MIAMI RIVER SAP
- 5 RIVERSIDE WHARF
- 6 LUMMUS PARK
- 7 UNDERLINE

KEY LEGEND

- Connected, follows Miami 21
- Connected, precedes Miami 21
- Disconnected
- Forthcoming
- Not Required
- Existing Greenway





Beyond: Remi on the River, Marlins Park



River Landing SAP Park, Allapattah



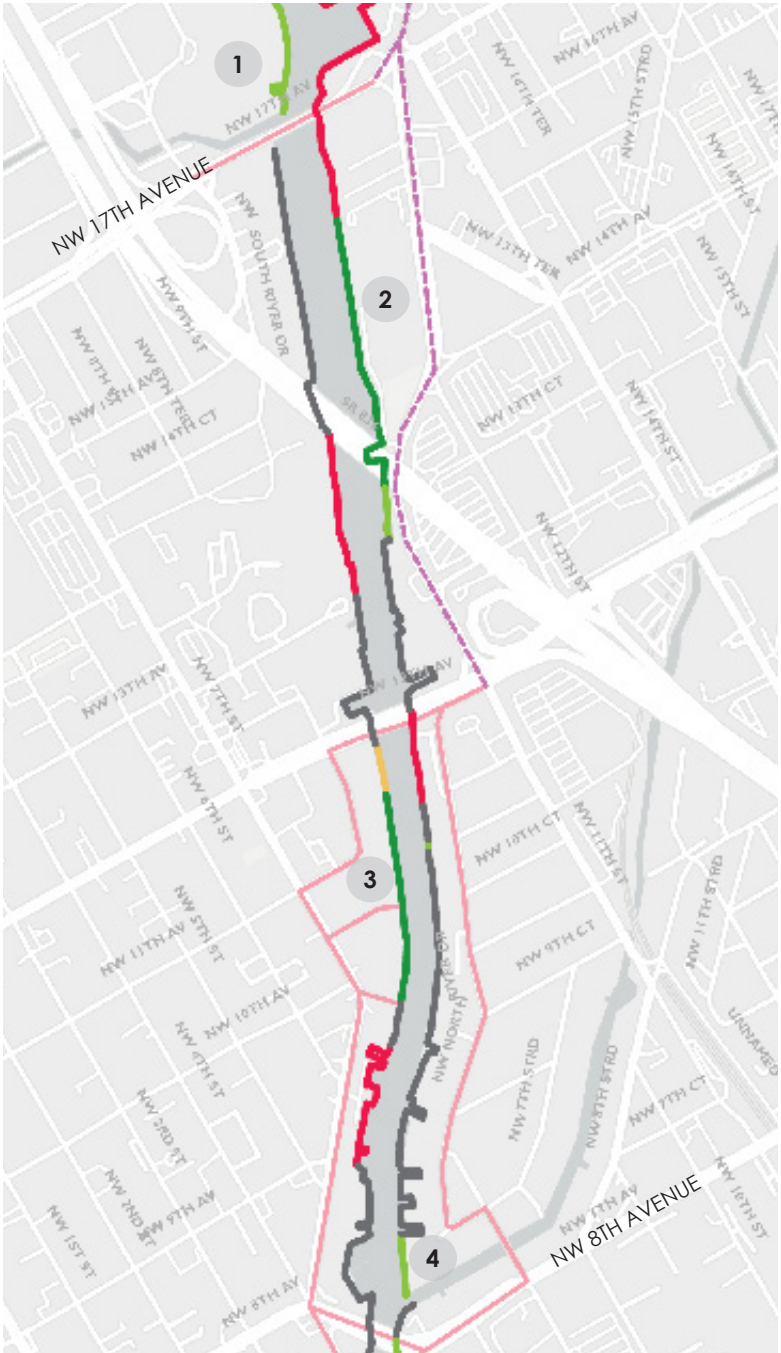
Spring Garden Point Park. Spring Garden

Further west, the Miami River flows along the Historic Spring Garden neighborhood and the River Landing SAP.

The Spring Garden Neighborhood is the oldest, intact, single family neighborhood still remaining along the Miami River. The Spring Garden Historic District is significant in the historical, archeological, and architectural heritage of the City. This neighborhood reflects the City's growth from the mid-1910s to the 1940s. This Historic District is primarily zoned T4-R, containing medium-density residential uses, which does not required to provide a Riverwalk connection.

This section includes a notable large-scale development project, known as the "River Landing" Special Area Plan (SAP). River Landing SAP is approximately 8.14 acres of mixed-use stacked retail hub, with an enhanced riverwalk connection. In conjunction with the SAP, the project also includes a public park which is nearly complete, at the time of this report.

Due to the concentration of T4-R "General Urban" zoning, this area of the Riverwalk has some of the biggest gaps in connectivity. To improve access to the riverfront, several on-road Greenway connections have been provided. The Spring Garden neighborhood includes a completed section of On-road Greenway with wide sidewalks and outdoor furnishings to support pedestrian activity. Moving up the River is a proposed On-road Greenway connection primarily along NW North River Drive and North West 11 Street, through the River Landing SAP.

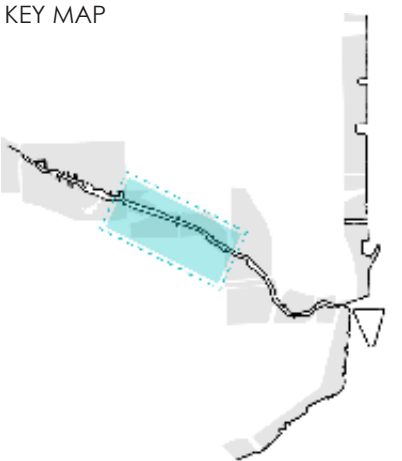


NW 8 AV TO NW 17 AV

- 1 SEWELL PARK
- 2 MIAMI RIVER LANDING SAP
- 3 REMI ON THE RIVER
- 4 SPRING GARDEN POINT PARK

KEY LEGEND

- Connected, follows Miami 21
- Connected, precedes Miami 21
- Disconnected
- Forthcoming
- Not Required
- Existing Greenway
- Proposed Greenway





Marine Warehouse, Allapattah



Curtis Park, Allapattah



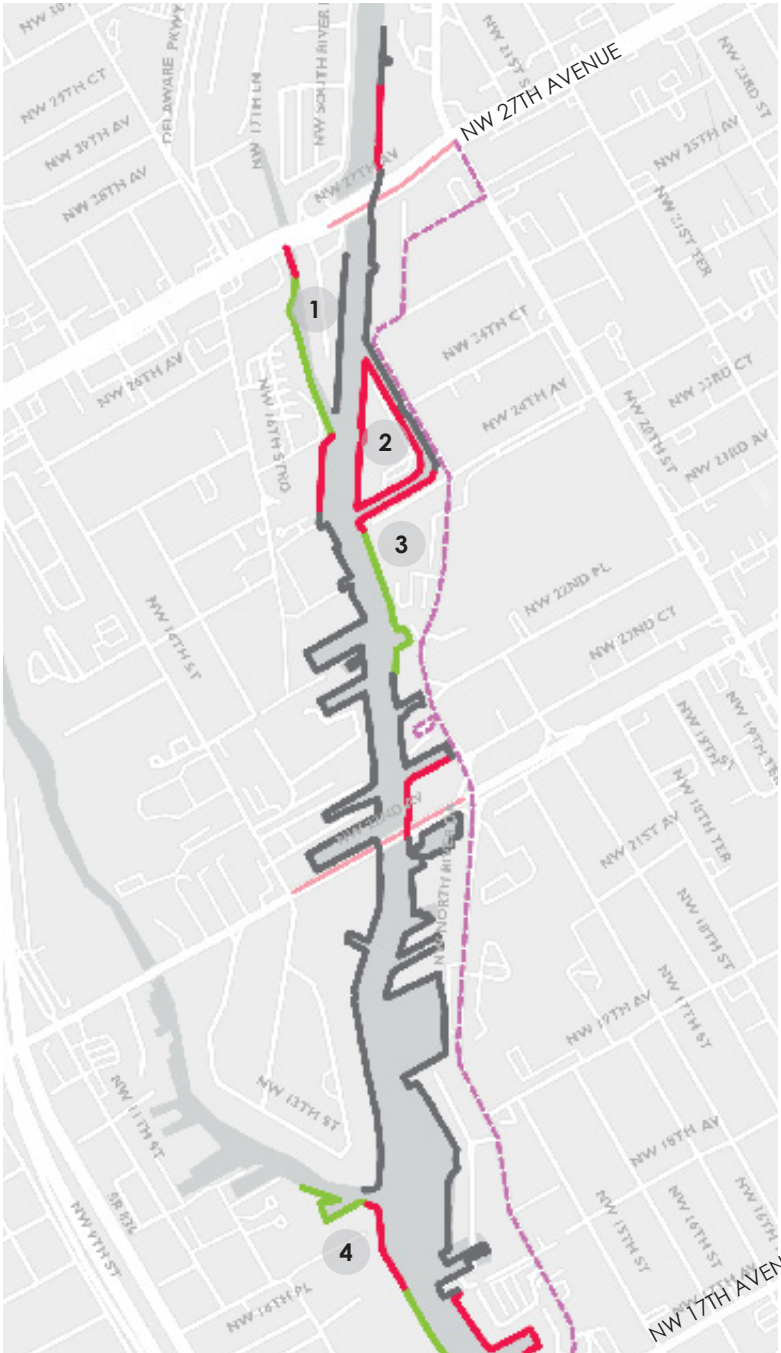
Upper River, Allapattah

The westernmost portion of the Miami River within the City boundary terminates at the Northwest 27th Avenue Bridge. This portion of the River includes the Working Waterfront, Public Parks, and Single-Family Residences.

This section of the Miami River features a large cluster of Waterfront Industrial District Zone (D3), with active Marine-Related Industrial Establishments Uses on both sides of the River. Notably, this area serves as the transfer point for cargo and for the boat industry.

Two Sub-Urban Transect Zone (T3) neighborhoods are located along this section of the River, the River Park subdivision and Durham Park subdivision. Under the Miami 21 Zoning Code, these Single-Family Residences are not required to provide a Riverwalk connection.

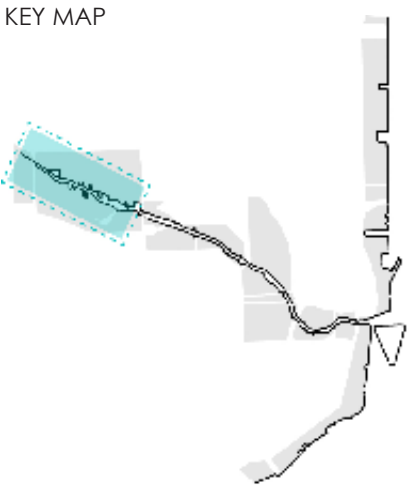
Due to the concentration of Industrial and Sub-Urban Transect Zoning in this section, there are several On-road Greenway connections proposed in this area. The proposed On-road Greenway connection is primarily along NW North River Drive, running through Curtis Park. Designs for this portion of the On-road Greenway have been finalized, and funding has been allocated to its construction. The designs include new outdoor furnishings consistent with the Miami River Greenway Regulatory Design Standards and Guidelines, and additional shade trees to support the walkability of the On-road Greenway.



- 1 MIAMI RIVER POINT MARINA
- 2 JET ISLAND
- 3 CURTIS PARK
- 4 RIVER OAKS MARINA

KEY LEGEND

- Connected, follows Miami 21
- Connected, precedes Miami 21
- Disconnected
- Forthcoming
- Not Required
- Existing Greenway
- Proposed Greenway



Analysis

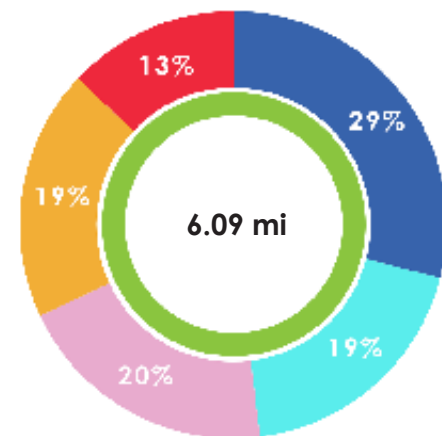
Using the principles behind the Miami 21 Waterfront Design Guidelines, staff has evaluated those Waterfront segments that are “connected, but precedes Miami 21” using a Likert Scale, ranging from satisfied to unsatisfied.

Waterfront Walkway Elements:

- Outdoor furnishings
- Lighting
- Hardscape
- Walkway widths
- Art
- Shade canopy
- Landscaping plantings

These elements were considered in the process of evaluating the existing connections that precede the Miami 21 Code, Appendix B.

At the time of this report, the sections that are “connect, precedes Miami 21” total to approximately 6 miles. The map here depicts the locations and scores of these connections.

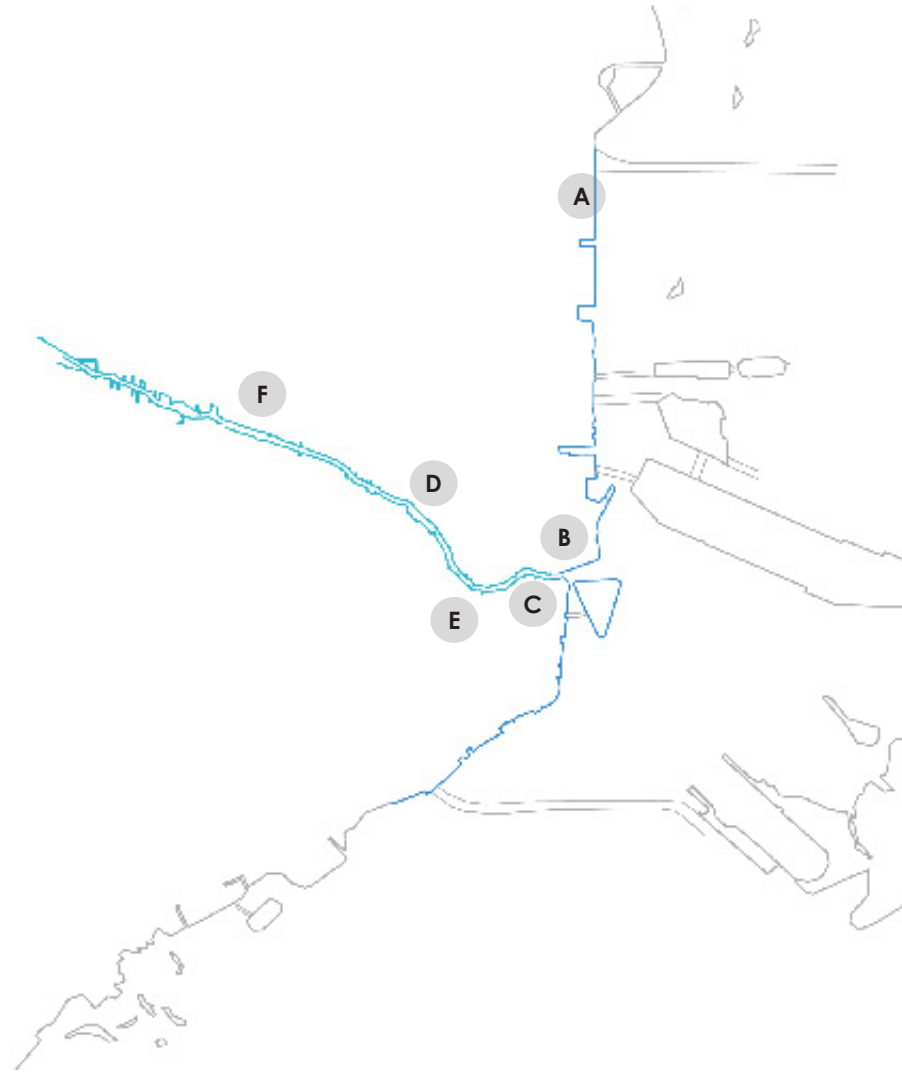


KEY LEGEND

- Connected, precedes Miami 21:
- Satisfied
- Somewhat Satisfied
- Neutral
- Somewhat Dissatisfied
- Unsatisfied



In order to highlight areas of excellence along the Waterfront, staff has worked with stakeholders to identify key projects that have exceeded expectations in their waterfront design. Elements that contribute to inviting, high-quality, waterfront connection include outdoor furnishings (benches, bike racks, and trash receptacles), lighting, hardscape patterns/materials, spacious walkway widths, Art, shade canopy, and landscaping plants.



KEY LEGEND

NAME	ADDRESS	LABEL
Paraiso Park	3101 NE 7 AV	A
Aston Martin Residences	300 BISCAYNE BLVD	B
First Miami Presbyterian Church	609 BRICKELL AV	C
Lummus Park	404 NW 3 ST	D
Miami River SAP	275 SW 6 ST	E
River Landing SAP	1400 NW N RIVER DR	F

The wide sidewalks support smooth pedestrian circulation, allowing residents and visitors to move comfortably while enjoying unobstructed waterfront views. The thoughtfully arranged outdoor furnishings, including seating and shaded areas, enhance the park's usability and create welcoming spaces for gathering and relaxation.



A | PARAISO PARK



A | PARAISO PARK

This area integrates a continuous public riverwalk that strengthens pedestrian access along Biscayne Bay and connects to the greater downtown network. The project's decorative hardscape enhances the visual character of the waterfront through high-quality paving patterns and materials that complement the architecture. Its clear signage and thoughtfully designed lush landscape create an inviting, navigable environment that balances elegance with accessibility, enriching the public realm.

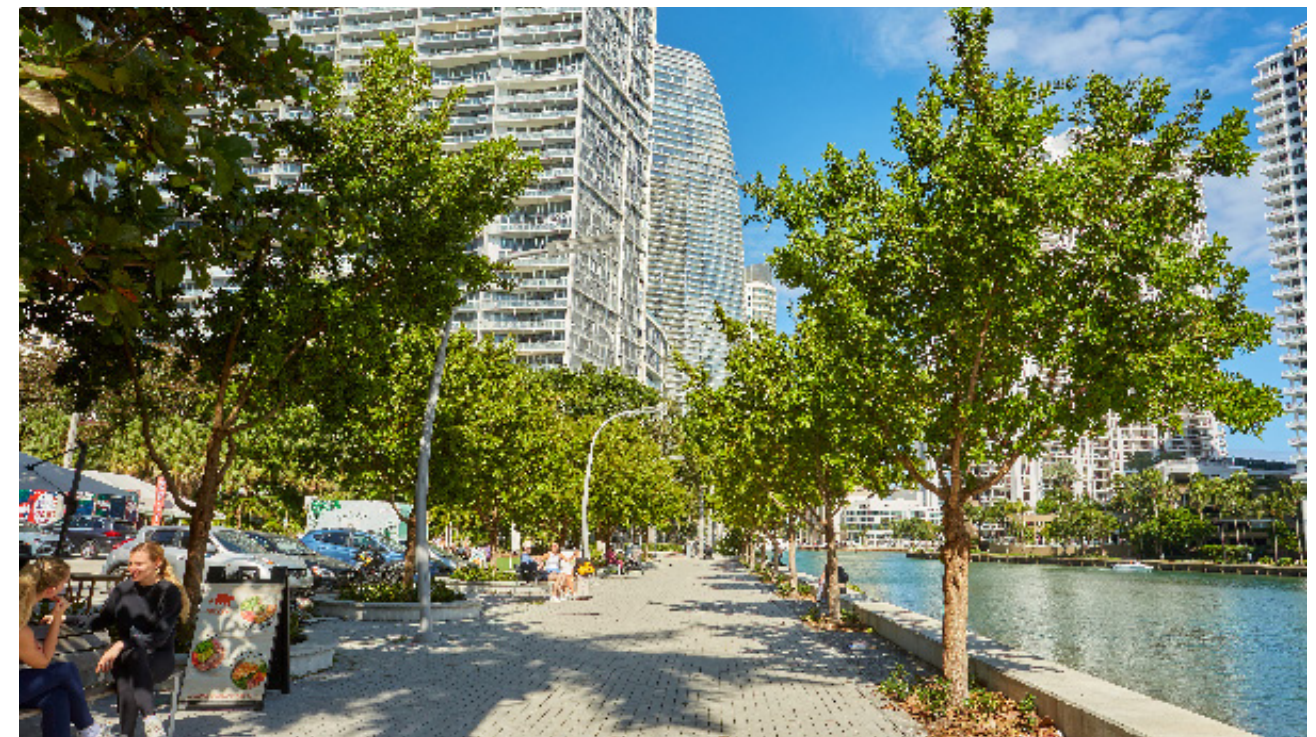


B | ASTON MARTIN RESIDENCES



C | FIRST MIAMI PRESBYTERIAN CHURCH

First Miami Presbyterian Church location along the bay supports pedestrian access and visual continuity between the shoreline and the surrounding urban fabric. The strong tree planting strategy provides substantial canopy coverage-enhancing comfort, shade, and environmental quality along the public edge. The wide sidewalks and well-placed light posts further improve safety, walkability, and usability, creating a welcoming and accessible waterfront environment.



C | FIRST MIAMI PRESBYTERIAN CHURCH

Lummus Park seamlessly links pedestrian pathways, and surrounding streets, creating an accessible and continuous public realm. The wide sidewalks encourage walking, jogging, and social interaction while accommodating high volumes of visitors comfortably and safely. The thoughtfully placed outdoor furnishings and dock design enhance the user experience by providing spaces to relax, gather, and engage directly with the water's edge.



D | LUMMUS PARK



E | MIAMI RIVER SAP

The Miami River SAP and Riverlanding SAP prioritizes continuous public access along the riverwalk and integrates pedestrian pathways with surrounding developments. The decorative hardscape elements, including patterned paving and textured materials, enhance the visual identity of the waterfront while improving durability and walkability. The high-quality outdoor furnishing, such as coordinated lighting, railings, landscaping, and seating, creates a cohesive and inviting public environment that elevates the overall riverfront experience.

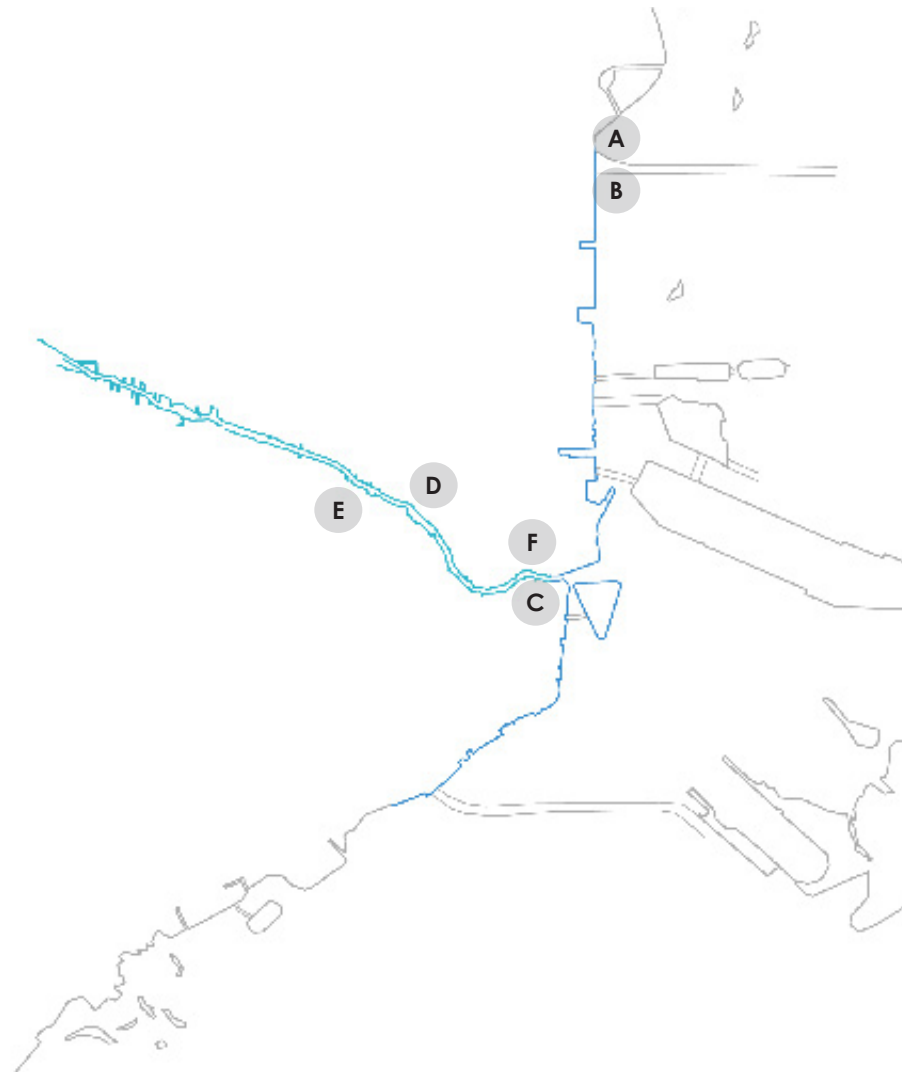


D | LUMMUS PARK



F | RIVER LANDING SAP

While surveying the Waterfront, several areas were identified that have potential to become improved moments. Many of these areas lack in connectivity, feel uninviting, and generally underutilize the land. The highlighted areas of opportunity allow for the to assess next steps in coordination with our waterfront stakeholders.



KEY LEGEND

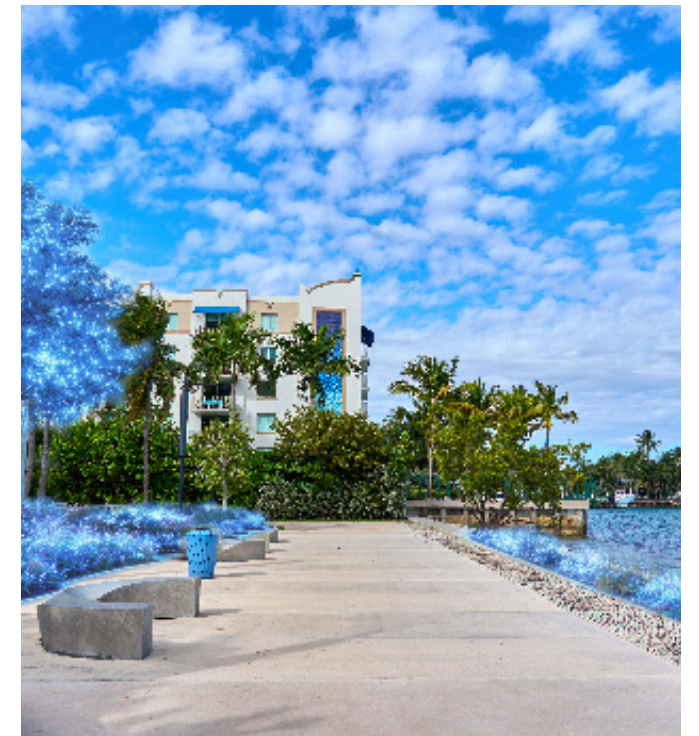
NAME	ADDRESS	LABEL
Albert Pallot Park	3808 NE 6 AV	A
Stearns Park	550 NE 37 ST	B
444 Brickell	444 BRICKELL AV	C
Herald Plaza	ONE HERALD PLAZA	D
Latitude	185 SW 7 ST	E
Fort Dallas Park	64 SE 4 ST	F

Albert Pallot Park includes a paved promenade and seating, but the space feels minimal and under-programmed. Expanding the tree canopy, and introducing layered planting beds would enhance comfort and visual character.

Stearns Park, by contrast, remains largely unpaved with exposed soil and minimal infrastructure. While it offers mature trees and open green space, it is unstructured. A defined paved path, benches, trash receptacles, bike racks, and lighting would increase accessibility and public use.

KEY LEGEND

 Rendering



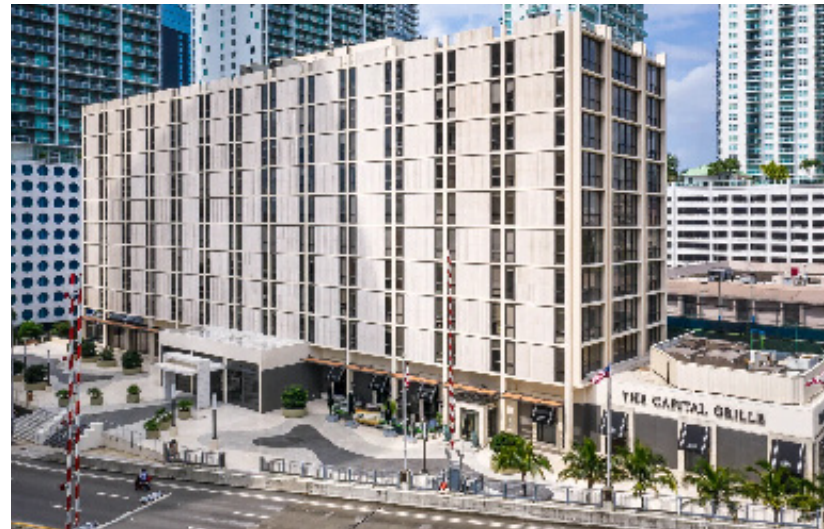
A | ALBERT PALLOT PARK



B | STEARNS PARK

The 444 Brickell frontage presents an opportunity as the ground floor is active, but the adjacent pedestrian space feels underdefined and minimally programmed.

The open hardscape would strengthen the public realm if it introduced planting beds, shade trees and integrated seating.



C | 444 BRICKELL



C | 444 BRICKELL

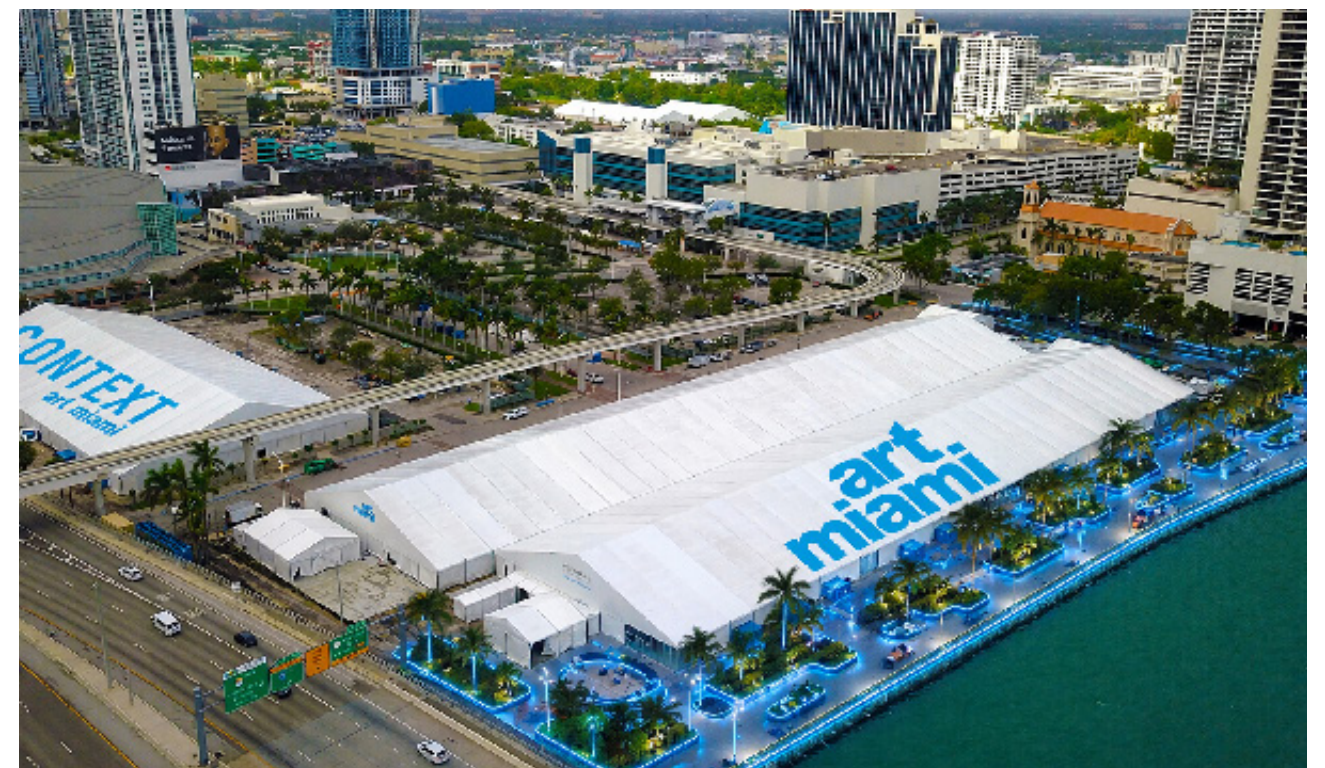
Herald Plaza currently interrupts the continuity of the Baywalk, creating a disconnected waterfront edge with limited public accessibility. The proposed vision reimagines the site as a more open and active public waterfront, adding pedestrian pathways, seating, shade, lighting, and landscape elements.



D | HERALD PLAZA

KEY LEGEND

Rendering

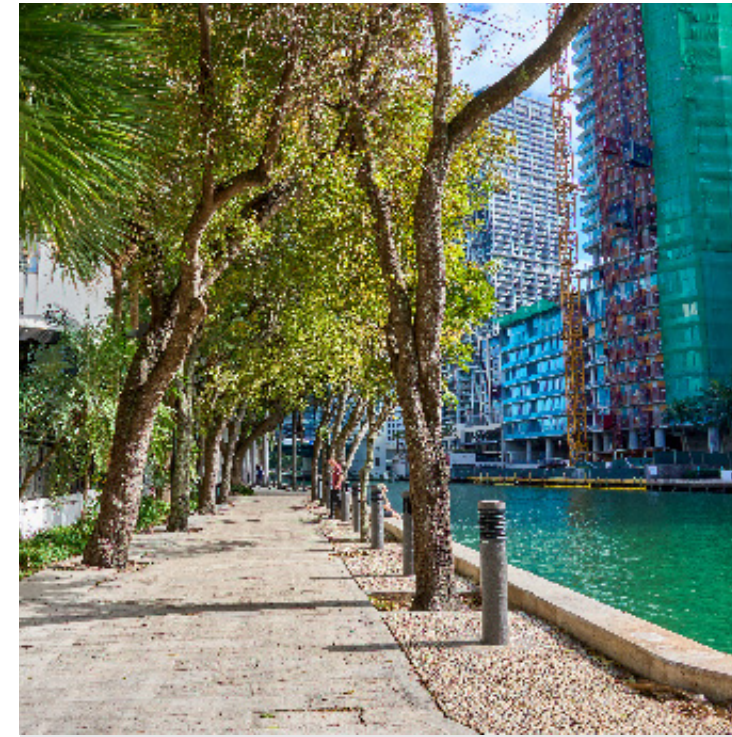


D | HERALD PLAZA

Latitude occupies a key waterfront edge along the Miami River, but the existing walkway is not publicly accessible from the east, creating a break in riverwalk continuity and limiting pedestrian movement. The site presents an opportunity to open and activate this edge.



E | LATITUDE



F | FORT DALLAS PARK

Fort Dallas Park benefits from an existing paved promenade and mature shade trees that support pedestrian comfort. However, the space could be strengthened through additional lighting and enhanced landscape treatments to improve aesthetics, visibility, and nighttime usability.

KEY LEGEND

Rendering



E | LATITUDE



F | FORT DALLAS PARK



Projections - Short Term (2-3 yrs) —

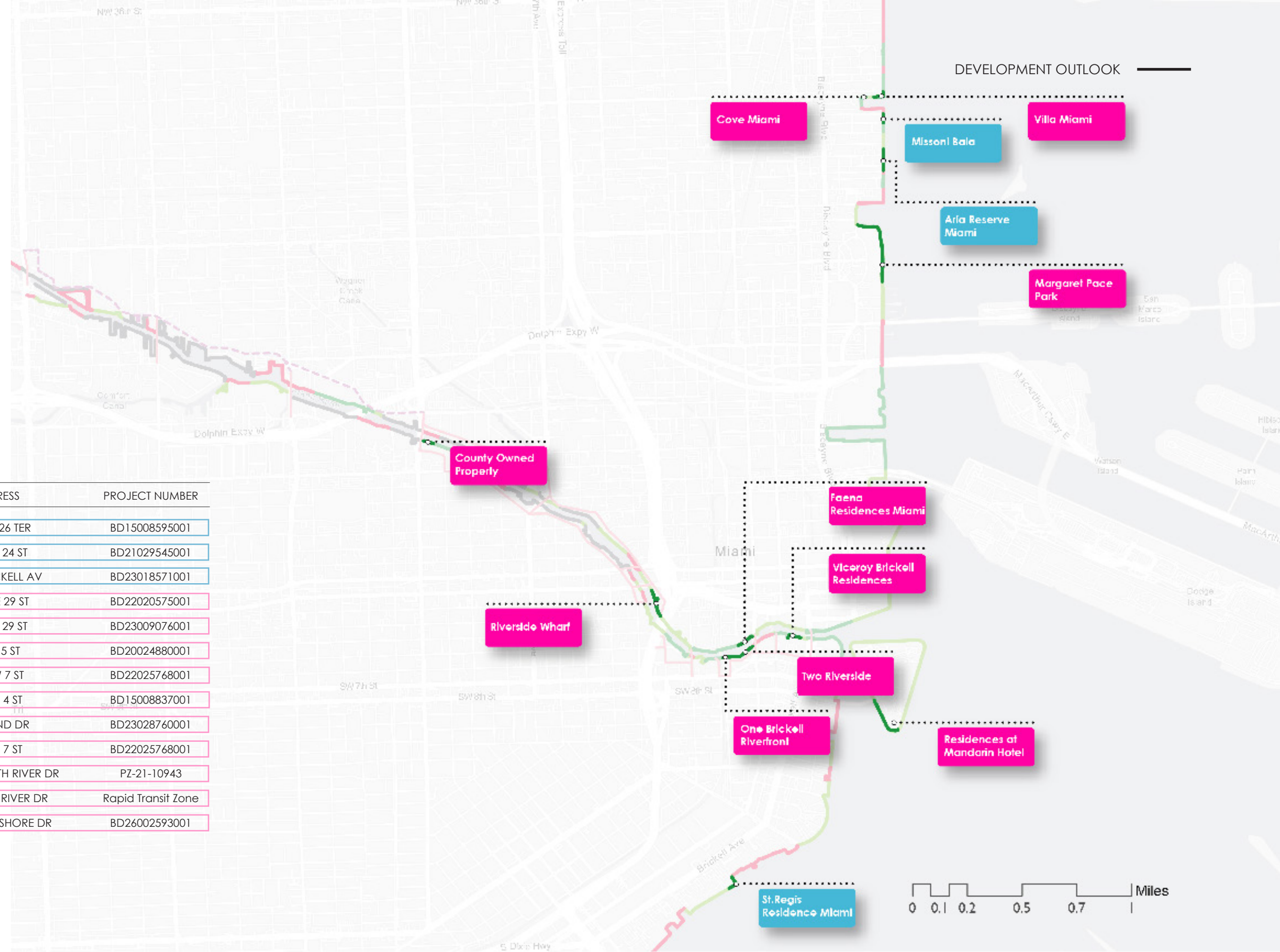
In an effort to visualize the anticipated short term growth of the Waterfront Walkways (Riverwalk and Baywalk), this Projection Map utilizes Building Permit data and Entitlements to depict active construction sites along the Waterfront, as shown here. Construction timelines vary from project to project; however, within the next 2 to 3 years, many of these projects will be completed and ready to be enjoyed as part of the greater public Waterfront.

NAME	ADDRESS	PROJECT NUMBER
Missoni Baia	700 NE 26 TER	BD15008595001
Aria Reserve Miami	700 NE 24 ST	BD21029545001
St. Regis Residence Miami	1809 BRICKELL AV	BD23018571001
Cove Miami	456 NE 29 ST	BD22020575001
Villa Miami	710 NE 29 ST	BD23009076001
Viceroy Brickell Residence	77 SE 5 ST	BD20024880001
Two Riverside	99 SW 7 ST	BD22025768001
Faena Residence Miami	24 SW 4 ST	BD15008837001
Residence at the Mandarin Hotel	1 ISLAND DR	BD23028760001
One Brickell Riverfront	99 SW 7 ST	BD22025768001
Riverside Wharf	114 SW NORTH RIVER DR	PZ-21-10943
County Owned Property	1175 NW S RIVER DR	Rapid Transit Zone
Margaret Pace Park	1745 N BAYSHORE DR	BD26002593001



KEY LEGEND

- Short Term Connected
- Active Building Permit
- Under Construction



Projections - Long Term (5+ yrs)

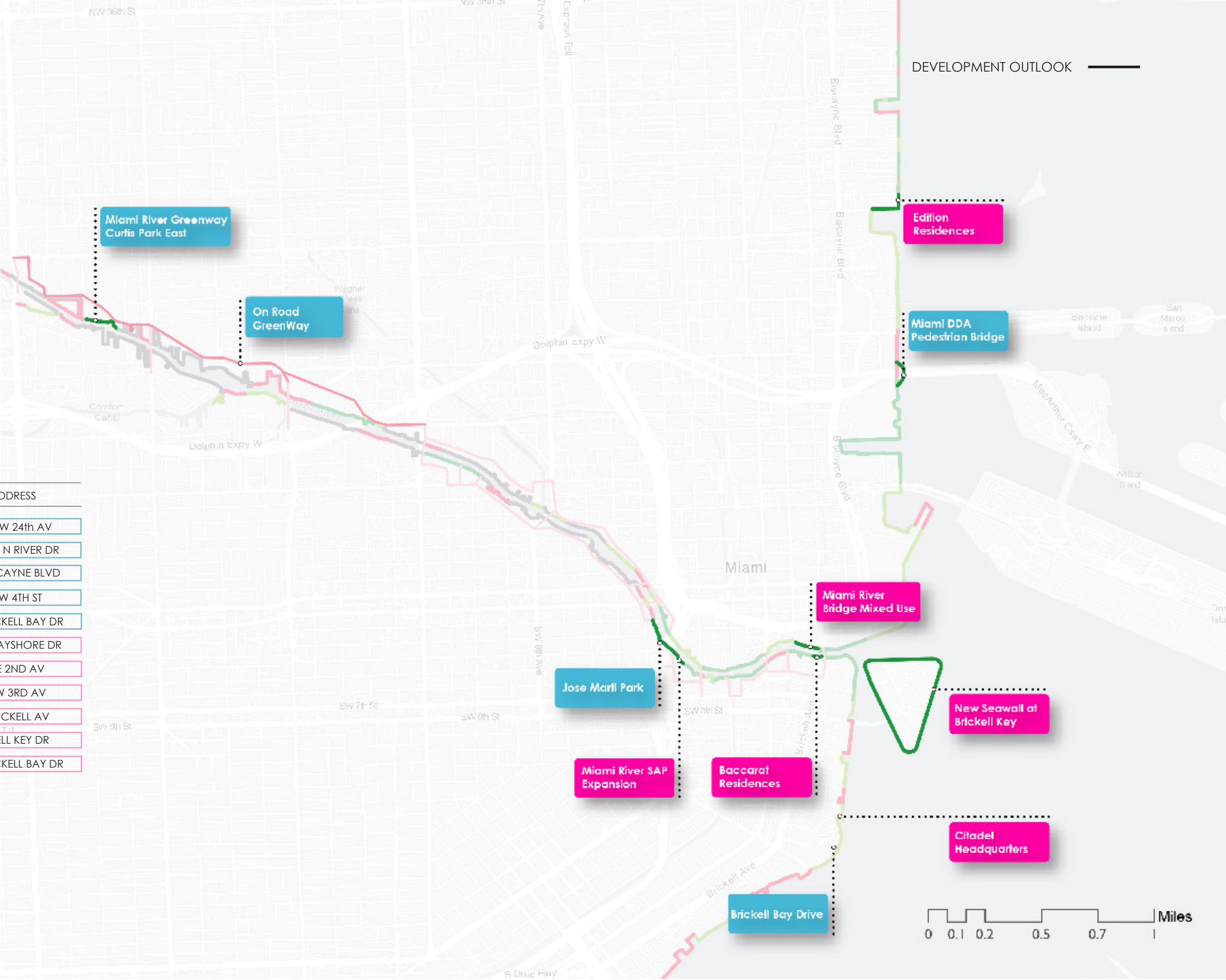
Similarly, to visualize the anticipated long term growth of the Waterfront Walkways (Riverwalk and Baywalk), this Projection Map features projects that have been announced along the Waterfront.

NAME	ADDRESS
Miami River Greenway Curtis Park	1901 NW 24th AV
On-Road Greenway	1912 NW N RIVER DR
Miami DDA Pedestrian Bridge	1103 BISCAYNE BLVD
Jose Marti Park	362 SW 4TH ST
Brickell Bay Drive	1422 BRICKELL BAY DR
Edition Residences	2121 N BAYSHORE DR
Miami River Bridge Mixed Use	400 SE 2ND AV
Miami Rlver SAP Expansion	401 SW 3RD AV
Baccarat Residences	444 BRICKELL AV
Seawall at Brickell Key	BRICKELL KEY DR
Citadel Headquarters	1201 BRICKELL BAY DR



KEY LEGEND

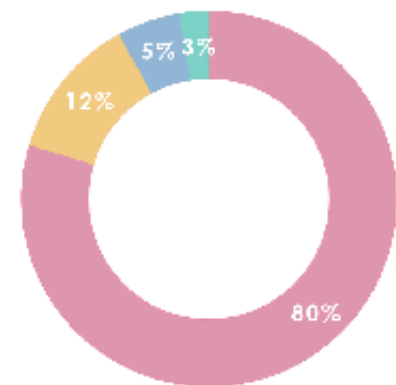
- Long Term Connected
- Private Development
- Public Funding



Implementation

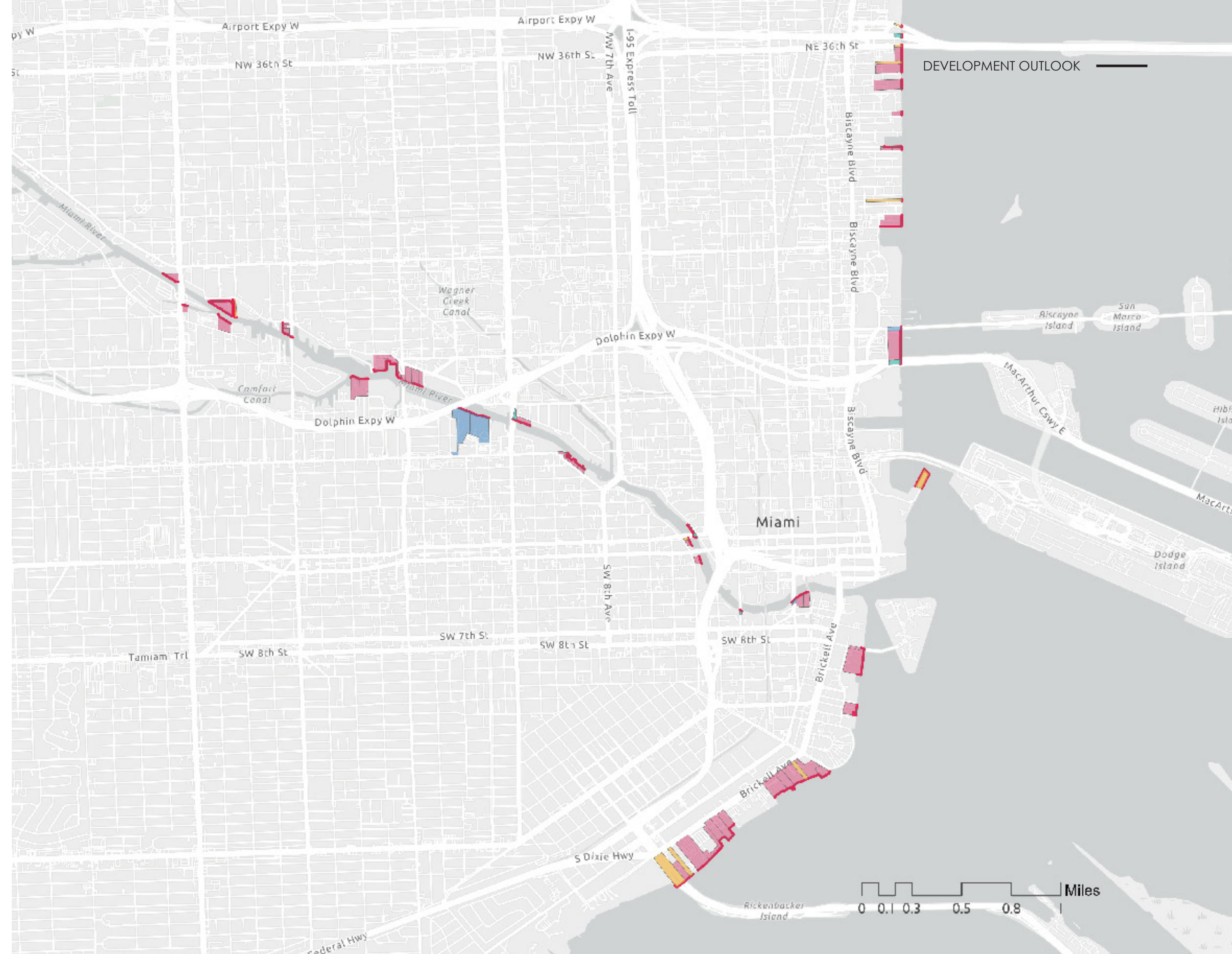
Waterfront development boosts the local economy by not only increasing property values but also fostering vibrant commercial and urban amenities. The Baywalk and Riverwalk are essential components to the success of the high-demand waterfront through tourism, recreational conveyance, public green spaces, and scenic hospitality opportunities like waterfront dining.

The map to the right highlights all disconnected segments along the Riverwalk and Baywalk. Moreover, we have included the parcel ownership data to identify future public or privately funded projects.



KEY LEGEND

- Private Ownership
- City Ownership
- County Ownership
- FDOT Ownership



As we approach the 50th anniversary of the Dan Paul Ordinance, this document demonstrates the importance and success of the City's Waterfront Network. From originally only requiring setbacks along waterways to the establishment of Design Guidelines under Miami21, the River and Baywalks have been through numerous generations of design and implementation styles, all with the goal of creating a unified, cohesive

promenade for pedestrians. This report will serve as the framework to help implement the next 50 years of connectivity along our celebrated waterfronts. From completing missing sections to identifying areas in need of updating, the City's goal is to build upon the history and previous projects along our river and bay to create an even more connected and beautiful waterfront network.



Miami DDA Pedestrian Bridge

PRELIMINARY RECOMMENDATIONS

1. Create an Interdepartmental Task Force to identify and manage Areas of Opportunity, bringing together relevant City of Miami departments, key agencies, and Commission Districts to advance the following recommendations.
2. Interdepartmental coordination for implementation, enforcement, and maintenance of Waterfront Standards.
3. Coordinate with Public Works department for implementation of Miami River Greenway design standards.
4. Partner with FDOT to provide and improve connectivity under and around bridges.
5. Identify and progress opportunities for interim gap connections until permanent build-out.
6. Implement Waterfront Standards to the Little River and other waterways.
7. Establish a new on-road greenway section through South Brickell, this would add two miles to the Baywalk.
8. Amend the Miami 21 Zoning Code to clarify applicability of Waterfront Design Standards to specific Uses or other potential changes.
9. Review the "Waterfront Materials Index" to ensure consistency of signage and furnishings along the Baywalk and establish a mechanism to allow for alternative options.
10. Identify target adjustments to Waterfront Design Standards to integrate resiliency objectives and enhanced pedestrian experience.
11. Other recommendations are to be identified by the Task Force.





MIAMI'S BAYWALK & RIVERWALK
PLANNING DEPARTMENT | 2026