

A. INTRODUCTION

1. BACKGROUND

1. From primitive times, Man has built his settlements near water sources. He has depended upon water for its many aspects of sustenance and has endured with patience its frequent cruelties.
2. But water has also captured man's creative instincts, stimulating his imagination with its repetitive ebb and flow and the cool repose it offers to those escaping the heat of the asphalt pavement. The reflections of harbor lights during dark hours, the violence of crashing storms, the grace and charm of sailboats moving before the breeze - these are but a few of the varied impressions by which man knows the waterside's powerful appeal.
3. A source of pleasure for people of all ages, waterfront areas have too often been cut off from public use in recent years, despite the fact that initial development occurred in these areas, despite the ties of historical usage, and despite the impelling attraction of the water itself.
4. Despite the fact that the downtown Miami bayfront has been the frontyard of the Central City, nothing was done to recognize and exploit the unique potentialities for design that it offers. In their report "Downtown Miami Comprehensive Plan - Ekistic Conditions, Problems, Goals and Policies" of June 1966, the Consultants have emphasized that an obvious need for downtown Miami is better utilization of the bayfront area through a design aiming at its beautification and its functional integration with the core.
5. On 2 December 1966 the Downtown Development Authority of the City of Miami authorized the Consultants to proceed with the preparation of proposals and plans for the beautification of the waterfront and Bayfront Park, and its functional integration with the Study Area.

2. SCOPE AND METHODOLOGY

6. The present report includes an analysis of the project area, identification of the existing problems, definition of development goals, and elements of a physical plan needed to bring about the area's enhancement and revitalization. More specifically, in the course of the study the following approach is used:

- a. The project area's historical evolution was reviewed and its existing physical conditions were analyzed. This evolution is presented in Chapter B: Historical Background, page 4. Aspects of the present situation are presented in Chapter C: Existing Conditions, page 6.
- b. On the basis of the project area's present form and condition, major problems are identified and listed in Chapter D: The Problems, page 8.
- c. With the major problems identified and their causes detected, workable development goals are established in Chapter E: Development Goals, page 9.
- d. On the basis of the goals established, a Plan is developed in Chapter F: The Development Plan, page 10.
- e. For comparison purposes, basic data on open and green areas is presented in Chapter G: Basic Bayfront Statistics, page 38.
- f. The Study is completed with Chapter H: Recommendations, page 39.

3. ORGANIZATION FOR THE STUDY

7. Work for this assignment was carried out by personnel of Doxiadis Associates, Inc. offices in Miami, Florida and Washington, D. C., and Doxiadis Associates International of Athens, Greece, under the personal direction of Dr. C. A. Doxiadis. The team working on the project consist of the following:

Andonyades, A.	Architect-Planner
Demetriou, A.	Architect-Planner
Dokoumetzides, J.	Traffic Engineer
Efessios, N.	Architect-Planner
Frantzeskakis, J.	Traffic Engineer
Maltby, J.	Architect-Planner
Symeon, A.	Architect-Planner
Zarboulas, V.	Civil Engineer

4. DEFINITION OF TERMS

8. For consistency and clarity, terms used in this report are defined as follows:

- a. Study Area: the section of the City of Miami bounded generally by Biscayne Bay on the east, 17th Street on the north, the Florida East Coast Railway and the North-South Expressway on the west, and the Miami River on the south. These are the boundaries included in the Comprehensive Plan for Downtown Miami.
- b. Downtown Bayfront, Bayfront or Project Area: the section of the Study Area east of Biscayne Boulevard and between 13th Street on the north and the mouth of the Miami River on the south.
- c. Downtown Miami: the area bounded generally by N. E. 7th Street the Florida East Coast Railway, the Miami River, and Biscayne Boulevard. For this Study, Downtown is considered coextensive with the Study Area.

5. ACKNOWLEDGEMENT

9. Doxiadis Associates expresses deep appreciation for the cooperation granted by County, Municipal and other local officials, as well as for that of community leaders and the public.

10. The Consultant's especial appreciation is extended to the Chairman of the Downtown Development Authority of the City of Miami; the Honorable Robert King High, Mayor of Miami; the Authority's Vice-chairman Mr. Paul S. Walker; the Members of the Board, Messrs. Maurice A. Ferre, John S. Gassaway and Harold A. Landfield, and the Director of the Authority, Mr. Lucius C. Williams for their unfailing assistance and interest.

B. HISTORICAL BACKGROUND

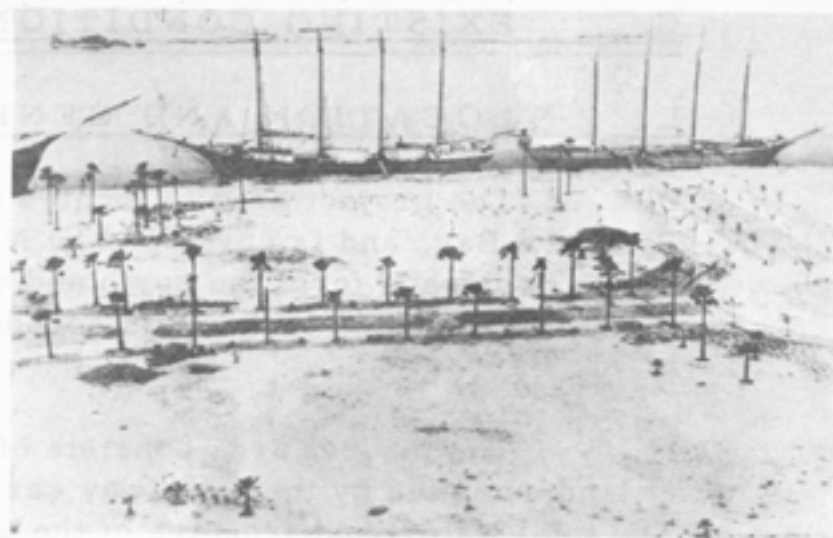
11. Soon after Henry Flagler's Florida East Coast Railway reached Miami in 1896, the sparsely settled trading post began turning into a frontier town. The Royal Palm Hotel, one of the two largest buildings in town, sprawled its wooden frame over the riverfront area now known as DuPont Plaza. Most of what is known today as Bayfront Park was bay bottom land until 1924. In 1922 the City purchased from the Florida East Coast Railway a tract bordering on the Bay and adjacent to the Old Elser Pier at the foot of Flagler Street. The price was one million dollars. Two years later the Elser Pier Company sold its location to the City for \$340,000. At that time numerous piers and fish houses extended into the Bay from the shoreline.
12. Development of the Bayfront Park began in June 1924, when filling of the area was initiated. The job was completed within seven months at an expense of \$166,380. The area dredged out was 800 feet wide and formed a yacht anchorage one-half mile long and from twelve to twenty feet deep. Grading and covering the bottom soil continued until 1925, and by September 1926 actual park development had begun.
13. Bayfront Park was dedicated on November 8, 1924. By 1929 it contained 1,807 palms, 559 shade trees, 11,690 shrubs and 6,710 vines and bedding plants.
14. With the passing years, the park underwent many changes, and the community's tempers flared over it more than once. When it was selected by the City Commissioners as the site of the downtown library there was considerable opposition to the plan. The Commission continued with construction of the library but one result was a bill passed - on petition - by the Florida Legislature barring further construction of any building in the park area. A later proposal to push the park into the Bay and construct a parking lot for 5,000 cars between it and the City, once more split the community. In any case, Bayfront Park remained behind the times as it did not establish harmony with its environs. Its open areas made it prey to the needs of a demanding society, particularly in the absence of a comprehensive plan relating it to Downtown Miami.
15. To the north of Bayfront Park, Miami's original port facilities consisting of two finger piers were built in 1912. Work on the deep-water port started in 1916, but the enlarged harbor did not attract heavy traffic until the early 1920's after World War I had ended, and the Florida boom was under way. Pier 3, including several warehouses and a cold storage plant was added in 1935. Today, the old port is phasing out, and what remains is an eyesore. Photographs on the opposite page provide a chronological record of the evolution of the project area.

BAYFRONT EVOLUTION

DOXIA D
1928



BAYFRONT: 1925 FILLING OF THE AREA IS COMPLETED. TO THE NORTH PIERS 1 AND 2 HAVE TAKEN SHAPE.



BAYFRONT PARK: 1928 PLANTING OF PALM TREES IS IN PROGRESS. BOATS DROP ANCHOR EAST OF PRESENT LIBRARY.



BAYFRONT: 1964



OLD PORT: 1966



BISCAYNE BOULEVARD: 1967 AS ALWAYS A FORMIDABLE BARRIER



DOWNTOWN MIAMI: 1966 BAYFRONT PARK REMAINS THE FRONT YARD OF A SPRAWLING CITY

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C. EXISTING CONDITIONS

1. LOCATION AND GENERAL DESCRIPTION

16. The project area is located north of the mouth of the Miami River on Biscayne Bay, and is enveloped by N. E. 13th Street and Biscayne Boulevard. These two roads form the north and west limiting boundaries of the area. To the east and south, the area is bounded by Biscayne Bay. It includes approximately 82.9 acres.

17. The project area consists of two separate sites divided by the narrow band of land occupied by the causeway carrying rail and vehicular traffic to Dodge Island. The total waterfront frontage of the area is estimated to be 13,150 linear feet.

18. The portion of the project area north of the railroad tracks is an irregularly shaped area of about 36.6 acres. Since 1896 it has served as the City's major seaport, but it is presently being phased out and replaced by the new Port of Miami on Dodge Island. Some 21.0 acres of this portion of the project area are City owned, while the remainder are under private ownership.

19. That portion of the area lying south of the tracks includes an estimated 47.3 acres of land. Thirty-nine and three-tenths acres are occupied by the City of Miami's Bayfront Park, while the remainder on the far south is privately owned vacant land used for parking. Bayfront Park includes passive open space, a marina, a bandshell, an auditorium, and the City's main library.

20. The Drawing on the opposite page shows existing land uses in the project area as well as its ownership.

2. RELATIONSHIP TO THE STUDY AREA AND TO THE NEW PORT OF MIAMI

21. As it is today the project area constitutes a weak area lacking functional continuity with the rest of the Study Area. It exerts a passive influence upon its surroundings instead of being the connecting link between the multitude of intense uses west of Biscayne Boulevard and the waters of Biscayne Bay.

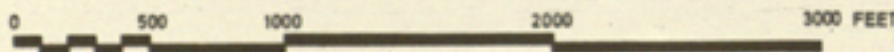
22. Though there are no physical connections of the project area with the new Port of Miami - excluding the causeway - the Port and the Bayfront impose a visual impact on one another, and it is highly desirable that the development of each should demonstrate compatibility in both quality and appearance.

DOWNTOWN MIAMI PLAN : BAYFRONT DEVELOPMENT

existing land use and ownership



-  WHOLESALE & MANUFACTURING
-  MARINA
-  PARK
-  INSTITUTIONS
-  PARKING
-  PRIVATE PROPERTIES



D. THE PROBLEMS

23. The project area's usage and character present problems which can be classified in two major categories: functional problems and environmental problems.

1. FUNCTIONAL PROBLEMS

24. Though the project area is historically the "front yard" of Downtown Miami, with the passing of years it has been separated functionally from its immediate environs. Because it is no longer the pier front and Bayfront Park of a small city and does not retain any characteristics of its past, it does not accommodate either present or future needs for downtown and does not fulfill its role as a key portion of the metropolitan area. The imposition of the harsh scale of a machine civilization, reflected in the vehicular flow along Biscayne Boulevard, has blocked both physical and visual access to the water and has limited its functional use to a minimum.

25. The lack of proper access to the Bayfront Park combined with its character of passive open space result in the absence of functional interaction. Moreover, the phasing out of the old port creates a functional vacuum.

2. ENVIRONMENTAL PROBLEMS

26. The project area cannot presently be considered as a pole of attraction. The existence of undesirable uses in the old port area destroy the continuity and blighting conditions exist to a great degree, as shown in the photographs on the opposite page. The present designation of the port area as waterfront industrial district (W-I) does not alleviate this situation.

27. The project area is characterized by numerous unsightly structures and facilities, inappropriate sequence of experience, confusion of orientation, lack of color, tone and texture, and a lack of vistas and focal points. The project area should lend itself to livelier, bolder design.

E. THE DEVELOPMENT GOALS

28. Planning for new uses for a waterfront must be guided by specific goals. The choice of these goals reflect varied conditions in each city, since they are intended to remedy existing problems. The problems of the project area dictate the following basic development goals:

1. REVITALIZATION

29. The Bayfront must be returned to the Study Area from which it has been isolated. The overriding recreational needs of the City - and indeed of the whole metropolitan area - require that the Bayfront must be revitalized and transformed into a magnet attracting people both by day and by night. In such a development, natural assets should combine with social, cultural and recreational needs of children, teen-agers, adults and senior citizens in order to encourage its optimum usage.

2. FUNCTIONAL INTEGRATION

30. The development plan must bind the Bayfront to the Study Area in a compatible manner, allowing better and safer pedestrian access which is separated from direct approaches for automobiles. There must also be sufficient parking spaces for visitors. The integration must further benefit surrounding areas and, conversely, the surrounding areas should have a positive influence upon the new development.

3. OPTIMUM LAND UTILIZATION

31. The development concept must provide for optimum land utilization with parallel preservation of the area's special character. It must provide satisfaction of civic and social needs; it must be geared to the physical conditions of Miami; it must take full advantage of the area's natural assets; and it must include a variety of compatible uses such as playgrounds, restaurants, marinas, cultural facilities, and other public recreation functions.

4. ENHANCEMENT OF NATURAL ASSETS AND CREATION OF VISUAL IDENTITY

32. The Bayfront development plan must be harmonious with the Study Area. It must bring into being suitable outdoor poles of attraction that radiate a lively and inviting atmosphere. To the greatest extent possible the organization of the structure of development should have a logic, simplicity, and unity of design which is recognizable and pleasing to the eye. A variety of architectural landscapes should emphasize focal points, so as to be visually engaging and inspiring. Above all, it should acquire visual identity and continuity of space with as much variation in planes and overlooks as possible.

5. ACCESS

33. The development plan must provide maximum public access to the water.

F. THE DEVELOPMENT PLAN

1. ANALYSIS OF NEEDS AND FUNCTIONS

34. Fulfillment of the promise offered by the Bayfront's strategic position requires careful consideration of its varied historic roles, its aesthetic potential, and functional conflicts, and the functional needs which have for many years precluded attainment of the promise. Such specific elements of the Study Area included the existing land uses and their pattern, traffic and parking, topography limitations and the implications of land economics. Review of these factors resulted in a systematic approach to the determination of existing and desired uses presented in the matrix shown on the opposite page.

BAYFRONT DEVELOPMENT MATRIX FOR EXISTING AND DESIRED USES

FUNCTIONS		NEEDS FOR STUDY AREA		METROPOLITAN MIAMI NEEDS					
		CONNECTION	REQUIRED	THROUGH LINES	POLES OF ATTRACTION	PORT	TRANSIENT FACILITIES		
BAYFRONT FUNCTIONS	EXISTING	HIGHWAYS	●		●				
	RAILWAYS			●					
	PARK		●		●				
	PORT					●			
	AUDITORIA		●		●				
	MARINA		●		●				
	PARKING								
	DESIRED	URBAN LANDSCAPE		●		●			
	Belvederes		●		●				
	Terraced Gardens		●		●				
	Fountain Kiosks		●		●				
	URBAN RECREATION		●		●				
	Restaurants		●		●				
	Coffee Houses		●		●				
	Specialty Shops		●		●				
	Exhibition Areas		●		●				
	CULTURAL ACTIVITIES		●		●				
	Theaters		●		●				
	Museums		●		●				
	Marina		●		●				
Playgrounds		●		●					
Residential		●		●					
Transient Facilities		●		●			●		
Parking		●		●					

2. THE DESIGN CONCEPT

35. Urban waterfront planning offers unique potentials for enhancement of the waterfront's value to the City. The Study Area should capture the waterfront setting and incorporate it as a unified structure, blending together shapes, masses, textures and spaces in an orderly fashion.

36. Unfortunately, the Study Area is one of many such cases in which the waterfront has not been considered in aesthetic terms. Rapid inland expansion has resulted in a waterfront which is nearly inaccessible and largely under-utilized. It may, therefore, appear idealistic to suggest that the Bayfront should blend land and water, forming focal points and visual enclosures in an amphibian composition. In this composition color and light should be emphasized in the park and stepped banks should make the water enjoyable from areas further back from the waterfront's edge. With the advent of modern high-rise apartments and hotels, it is also becoming increasingly important to take into consideration the appearance of the cityscape as seen from a slight altitude.

37. The design concept for the Bayfront development stems from and is an integral part of the overall objectives and concept of the Comprehensive Plan for Downtown Miami - the subject of a separate report - and the development goals established for the Bayfront in Chapter E, page 9 of the present report.

38. At present the project area is developed in such a manner that no specific pattern of exploitation is detectable. Fulfillment of the goals of optimum land utilization and park preservation poses the problem of creating a form which is compatible with both the waterfront as well as with the overall future form of the Study Area.

39. The transformation of Bayfront development into a cohesive whole, rather than a collection of mixed uses - parking lots, a public park and library, a yacht basin, an auditorium and a host of undesirable and noxious uses connected with the old Port - is affected through two proposals: first the realistic exploitation of the public and private properties along the Bayfront, and second the creation of an elevated pedestrian esplanade over the right-of-way of Biscayne Boulevard. The esplanade is intended as a major unifying element for the uses proposed for the Bayfront and as a link between the Bayfront and the area west of the Boulevard.

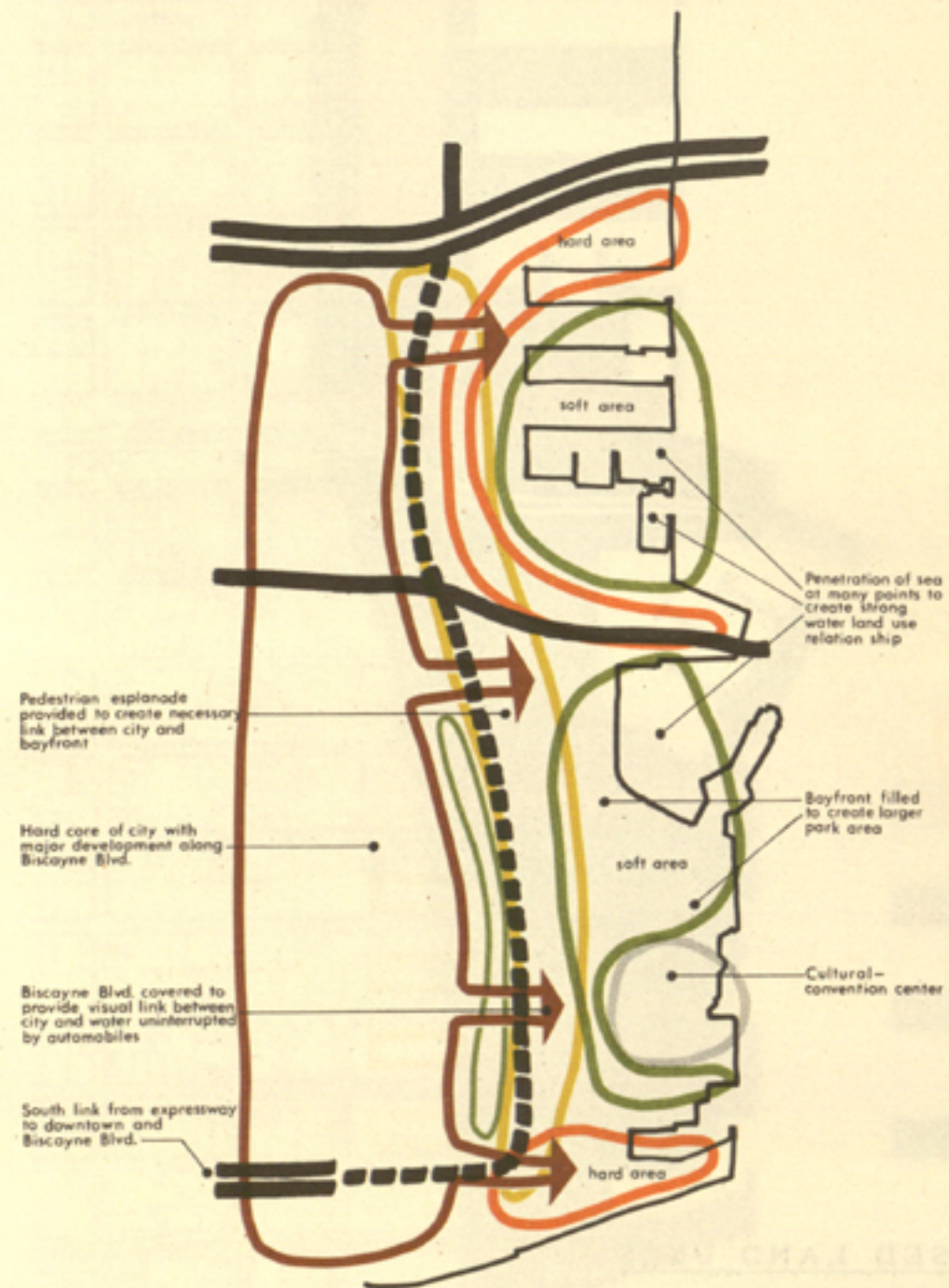
40. The Drawing on the opposite page shows schematically the main objectives of the design concept. It also shows the basic zones of development and the use intensity intended for the area.

41. The basic idea in the design concept is that of creating interlocking hard and soft areas following the interplay of land and water. The buildings lying west of Biscayne Boulevard form the face of the City to the Bay and will provide a pleasant view once development achieves desirable optimum of bulk and height. The sections at the northern and southern ends of the project area, as well as the portion immediately north of the rail system feeding into the new Port of Miami, create strong pivotal points along the Bayfront. The elevated pedestrian esplanade over Biscayne Boulevard will act as a boardwalk, unifying the pivotal points and the intermediate elements of the synthesis. These intermediate elements are areas which take full advantage of the natural assets of the Bayfront and are complemented with functions historically native to the waterfront as well as others necessary for the community's cultural and recreational needs.

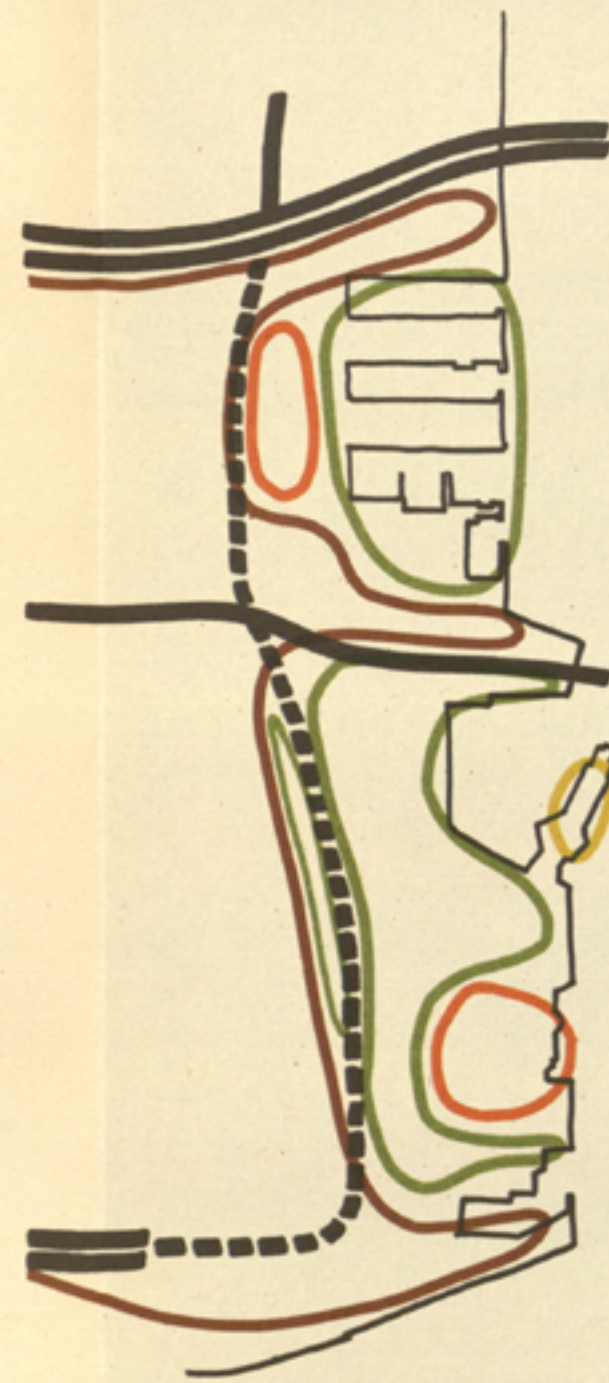
42. An extension of the present bulkhead line some 360 feet to the east makes possible the preservation of the present park acreage. There are an estimated 1,375,000 square feet of public park land today in the Bayfront south of the Bayfront Auditorium. The new concept provides for 2,023,000 sq. ft. of park land excluding the green areas of the Biscayne Boulevard esplanade and the Cultural and Convention Center. Basic statistics on open and green areas will be presented in a subsequent chapter.

DOWNTOWN MIAMI PLAN: BAYFRONT DEVELOPMENT

Design concept

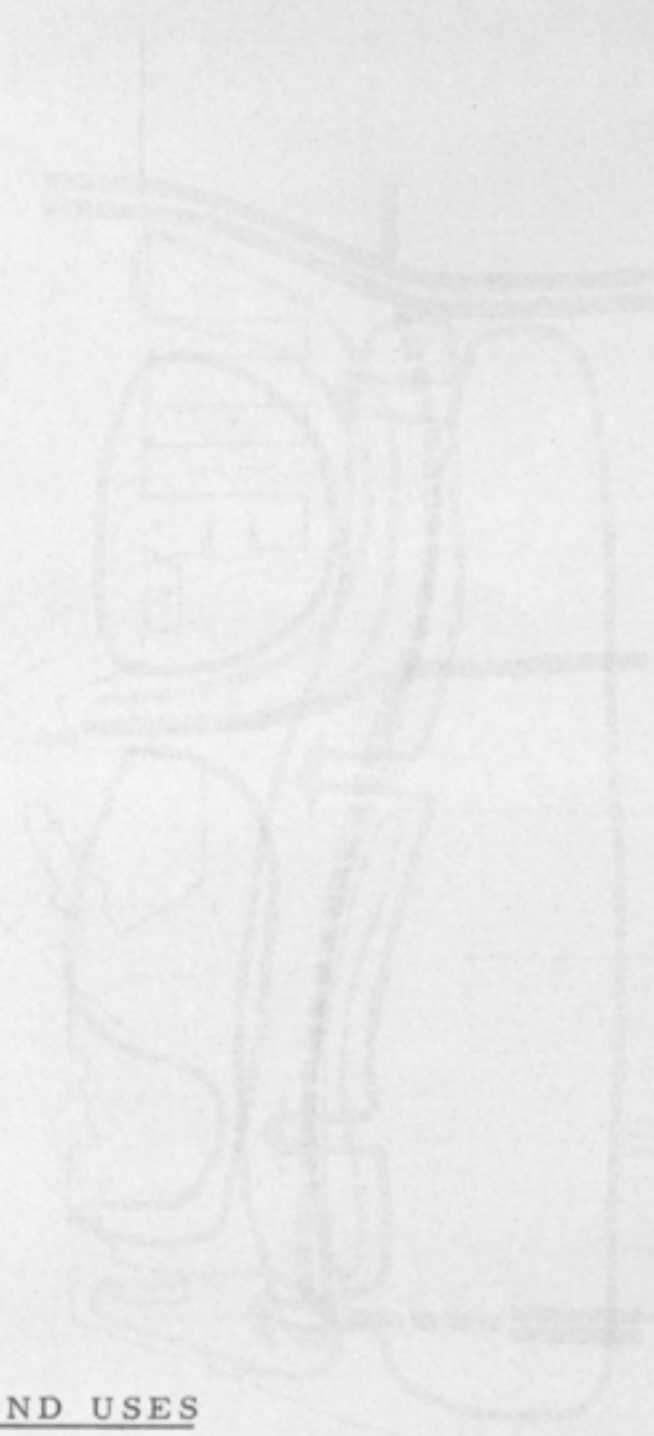


Intensity of development



- HIGH INTENSITY
- MEDIUM INTENSITY
- LOW INTENSITY
- PARKS AND OPEN SPACES



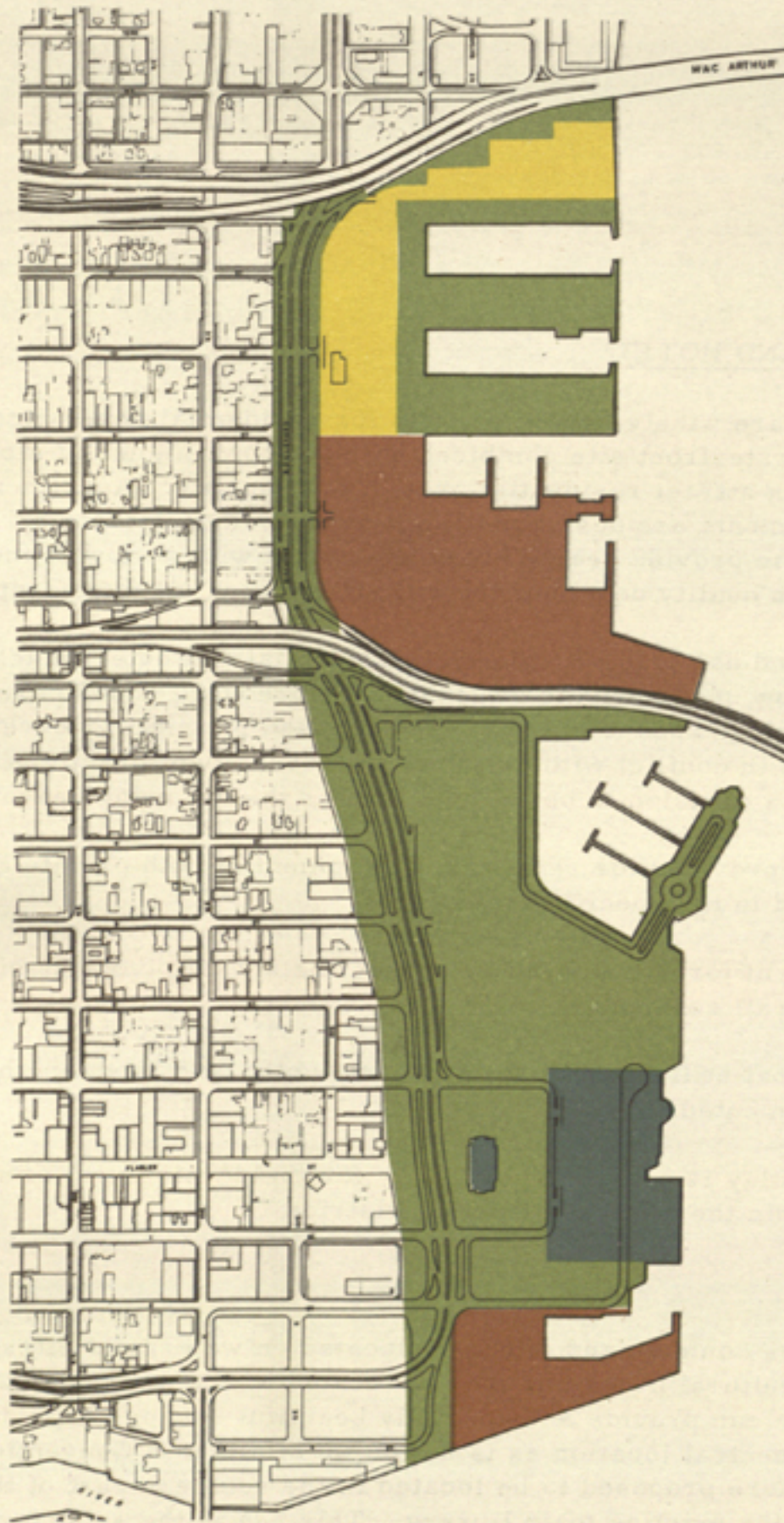


3. PROPOSED LAND USES

43. The land uses proposed for the Bayfront are shown on the Drawing opposite. The designated pattern reflects the previously stated needs and basic development goals. Major recommended uses are residential and hotel, with a mixture of office and retail, cultural, marinas, open space, pedestrian plazas, and recreation.

DOWNTOWN MIAMI PLAN: BAYFRONT DEVELOPMENT

proposed land use - 2000



- HIGH DENSITY RESIDENTIAL WITH LOCAL COMMERCIAL FACILITIES
- HOTELS, BOATELS, PRIVATE MARINAS WITH LIMITED COMMERCIAL USE
- CIVIC AND INSTITUTIONAL INCLUDES LIBRARY AND CULTURAL AND CONVENTION FACILITIES
- OPEN SPACE - RECREATION INCLUDING MARINAS, RESTAURANTS, PLAYGROUNDS AND PEDESTRIAN ESPLANADE



0 500 1000 2000 3000 FEET

3.1 RESIDENTIAL AND HOTEL

44. Shoreline areas are widely known magnets for residential development. The aesthetic value of a waterfront site combined with the convenience of a central downtown location can attract residential uses of high quality. Apartment towers and terrace apartments are desirable developments since private balconies and/or terraces can provide nearly every apartment with a view of the water. Further, such high quality development will attract high income occupants.

45. The proposed land use plan provides for residential and hotel-motel development of the areas now under private ownership. Moreover, small parcels of public land along the fringes of the old port are proposed for similar development, though this may be in conflict with existing city government practices. The Consultants believe such a decision to be a sound one for the following reasons:

- a. Tools are provided for realistic development of both private and public land in the specific areas.
- b. Continuity of form is served by connecting strong pivotal points of the overall concept.
- c. Recreational utilization of the adjacent public land is strengthened and implemented.
- d. Capital outlay is provided to the City for the development of small parks within the Central Business District.

3.2 PUBLIC USES

46. Many public uses could be and often are located on waterfront sites. Centers for community cultural programs may be located in a waterfront-setting, and an elevated shoreline can provide an especially beautiful setting, especially if the waterfront is in a central location as is downtown Miami's. A Convention and Cultural Center is therefore proposed to be located in the southern part of the project area, to the east of the existing main library. This use is the subject of a separate report, (DOX-USA-MM 5).

3.3 MARINAS

47. One of the more important location factors for the establishment of marinas is proximity to the Central Business District. Besides the already approved "Miamarina" located at the existing Pier 5, the proposed land use plan provides for additional public marina space in the area of the old port by retaining and improving the existing quays. Together with "Miamarina" an estimated 450⁽¹⁾ boats can be accommodated. Marina facilities are also provided in conjunction with the private residential and hotel development.

3.4 PARKS AND RECREATION

48. The present Bayfront Park is preserved and extended to the east in order to compensate for the park area used for the Convention and Cultural Center, and the realignment of Biscayne Boulevard.

49. Parks have long been conceived as green open spaces designed to beautify the City by relieving its gray monotony. Today, however, centrally located parks are mainly used for active recreation and community activities. A wide range of indoor and outdoor recreation activities from boating and softball to flower shows and concerts is recommended. Thus, the park can become an integral element in the enrichment of community life. A special character might also be emphasized by staging in the old port area an annual or seasonal waterfront fair which would help to establish the image of downtown as a waterfront business district, thereby increasing tourist attraction.

3.5 COMMERCIAL USES

50. Waterfront development also offers varied opportunities for shops, stores and restaurants to take advantage of a location which combines its natural assets with the stimulation of other interacting uses.

51. Two types of commercial uses are considered herein: stores which use the aesthetic appeal of the water in attracting their clientele and stores whose products or services are related to the sea, such as seafood restaurants, marine supply, and boatels. The proposed land use plan includes such commercial uses, intermixed with residential and hotel uses, and adding by their interaction to the excitement of the waterfront and its enjoyment by the public.

⁽¹⁾Public only

4. CIRCULATION AND PARKING

4.1 VEHICULAR CIRCULATION

52. Under present conditions Biscayne Boulevard (US #1) is an element which separates the Bayfront from the Study Area. The intensity of traffic which it carries makes it a formidable barrier to the pedestrian who approaches the Bayfront from west of the Boulevard.

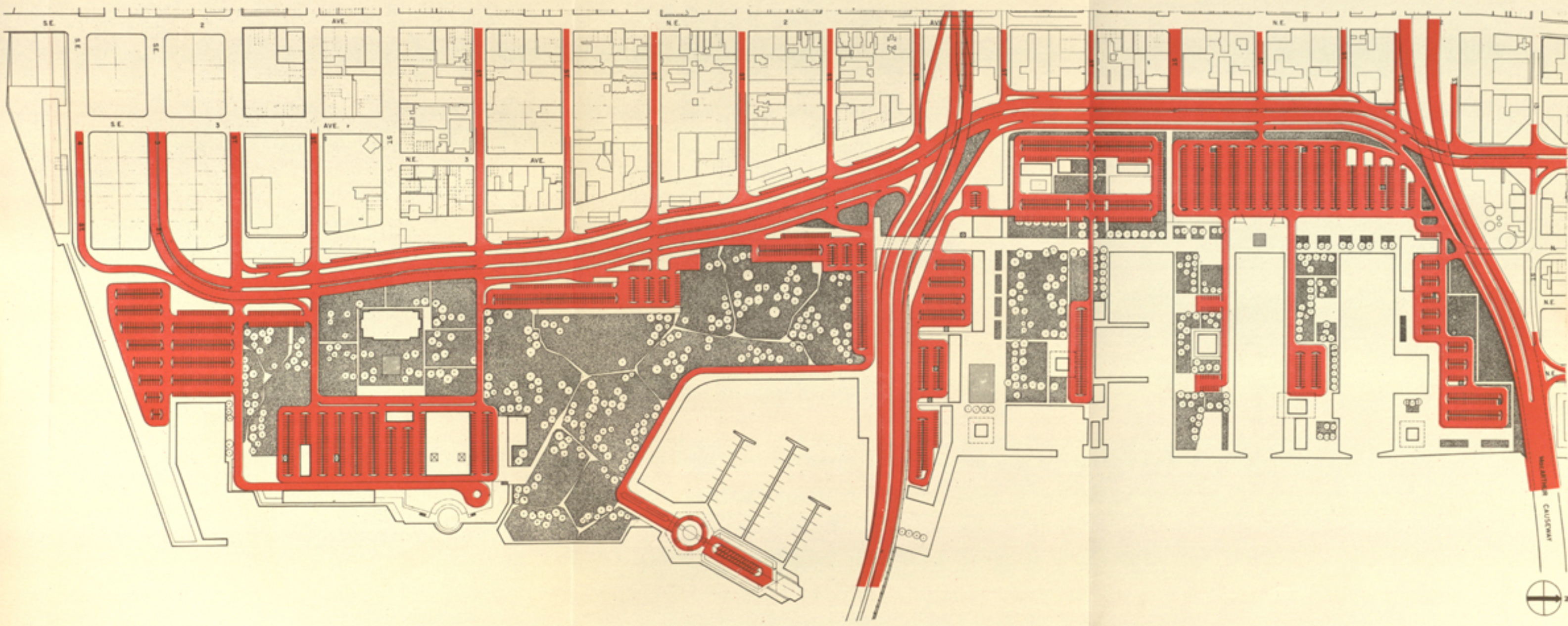
53. The Comprehensive Plan Report on Downtown Miami (DOX - USA - MM 3) proposes rerouting US #1 to a new location with a consequent lessening of through traffic along Biscayne Boulevard. Thus, the Boulevard is proposed to be downgraded as a major highway, remaining, however, an important element in the Downtown transportation system for collecting and channeling local traffic both to the east and west of its axis.

54. The Drawing on the opposite page shows transportation proposals for the project area. In order to insure continuous and unhindered circulation, the plan's proposals for transportation provide for the construction of one way service roads both to the east and west of Biscayne Boulevard. The service road on the western side of the Boulevard connects with westward downtown streets, while the service road on the east provides connections with the Bayfront facilities as follows:

- a. A one way loop from S. E. 1st to N. E. 1st Street serves the proposed Convention and Cultural Center.
- b. Access is provided to parking areas located between N. E. 1st and N. E. 5th Streets.
- c. Direct access is afforded to the new "Miamarina" and separate direct connection is given to the Port of Miami on Dodge Island.
- d. Access is furnished to private and public development in the old port area.
- e. A service road is provided for loading and unloading in the Convention and Cultural Center.

DOWNTOWN MIAMI PLAN: BAYFRONT DEVELOPMENT

streets and parking at lower pedestrian level



4.2 PEDESTRIAN CIRCULATION

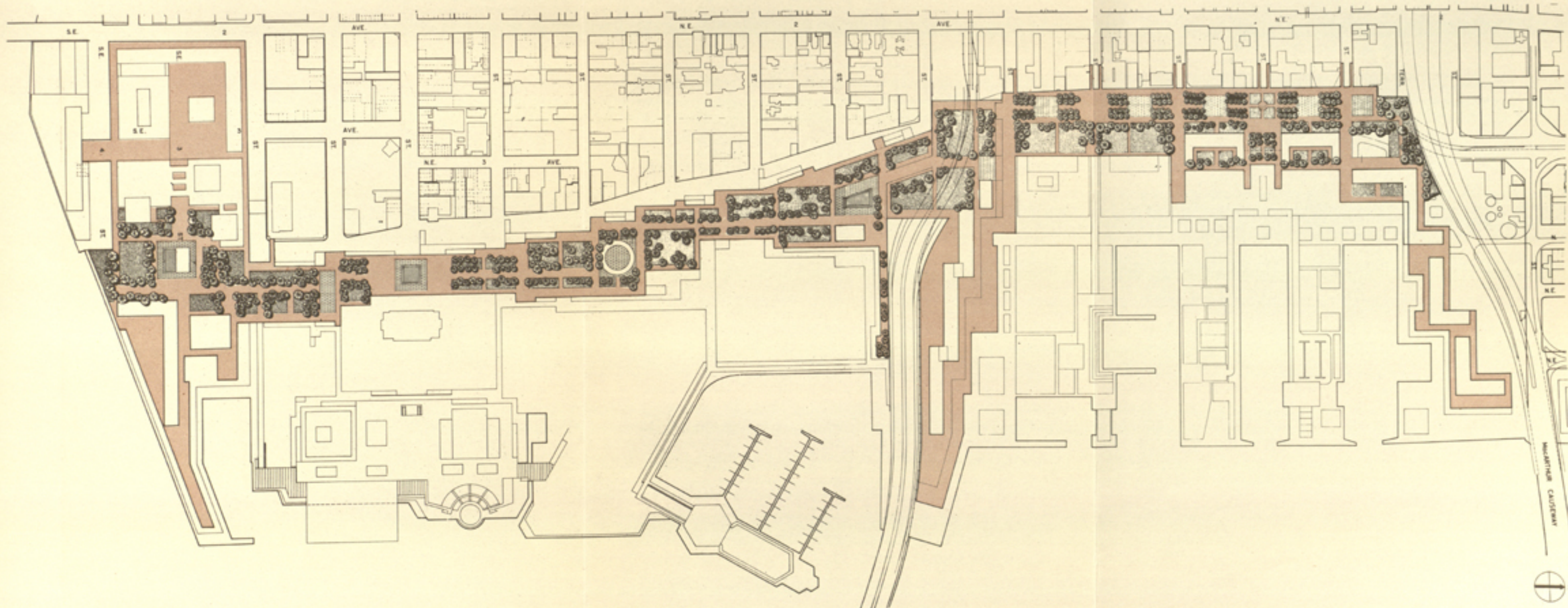
55. A system of pedestrian roads and squares serves the Bayfront development in conjunction with parking areas and approaches directed from the Study Area to the Bayfront and vice versa.

56. The major feature of this pedestrian network is the mile-long esplanade over Biscayne Boulevard. Via ramps, stairs and natural slopes, the esplanade receives and discharges pedestrians to all functions of the Bayfront area. Many pedestrian squares are located on the esplanade, creating focal points which serve as points of orientation and channels for pedestrian movement. Secondary pedestrian ways within the Park and recreation areas bring pedestrians readily to the waterfront.

57. Pedestrian approaches and circulation at ground level are shown on the Drawing "Plan at Lower Pedestrian Level" on page 21. The Drawing on the opposite page shows pedestrian circulation at the upper level.

DOWNTOWN MIAMI PLAN : BAYFRONT DEVELOPMENT

plan at upper pedestrian level

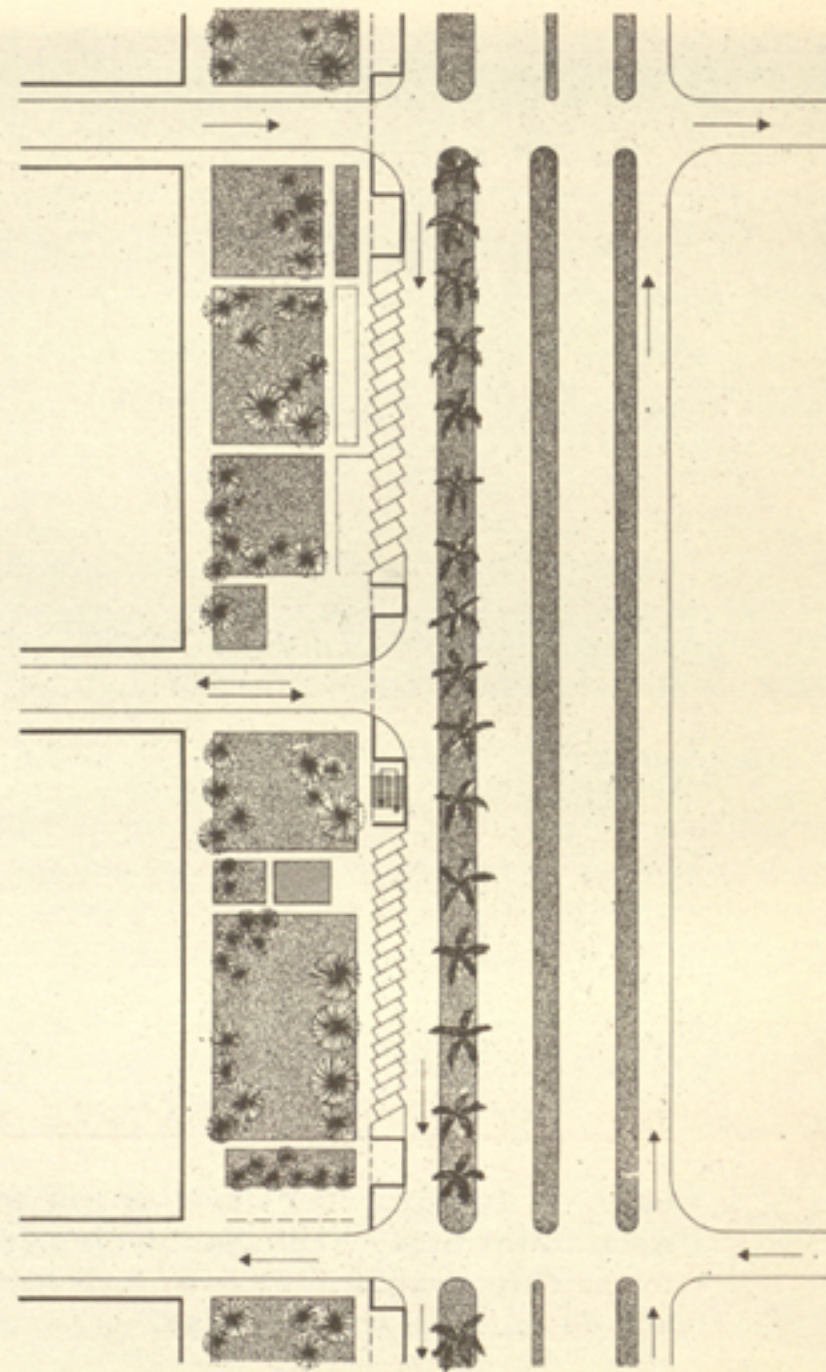


4.3 PARKING

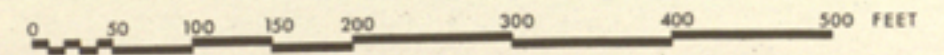
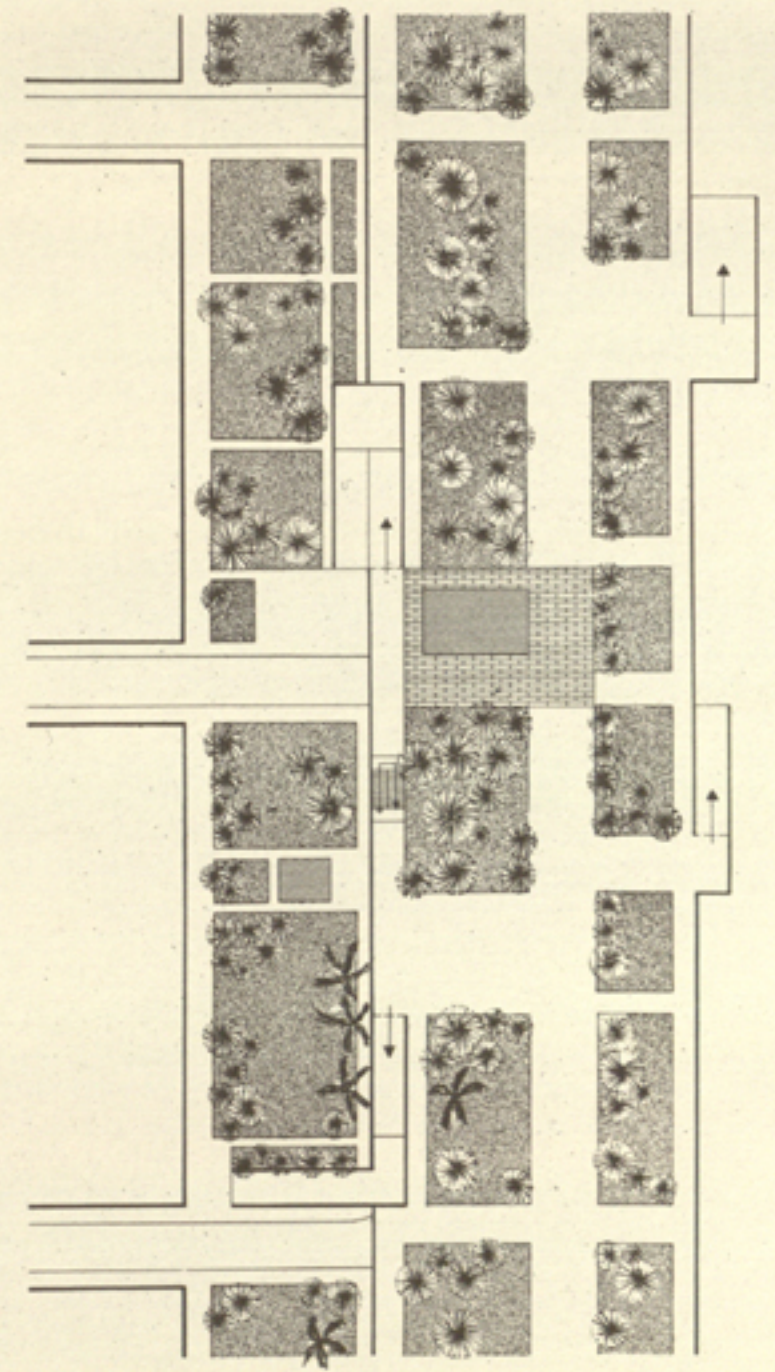
58. Since adequate parking space is of great importance for both the functional and economic success of the development, considerable care has been taken to assure a sufficiency of spaces for adjacent developments. As shown on the Drawing "Plan at Lower Pedestrian Level" on page 21, an estimated 3,330 spaces are provided for the entire development. The majority of the parking spaces are accommodated under the Biscayne Boulevard esplanade and its tenant buildings so that the character of the area as a haven for pedestrians is maintained as much as possible.

58. The schematic section and plans on the opposite page show preliminary ideas for the treatment of the open areas between buildings west of the Biscayne Boulevard and the esplanade, and include as well the types of treatment proposed for the esplanade and its sheltering area.

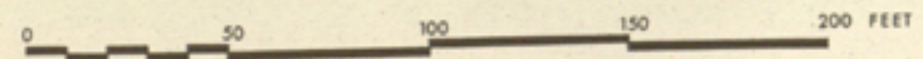
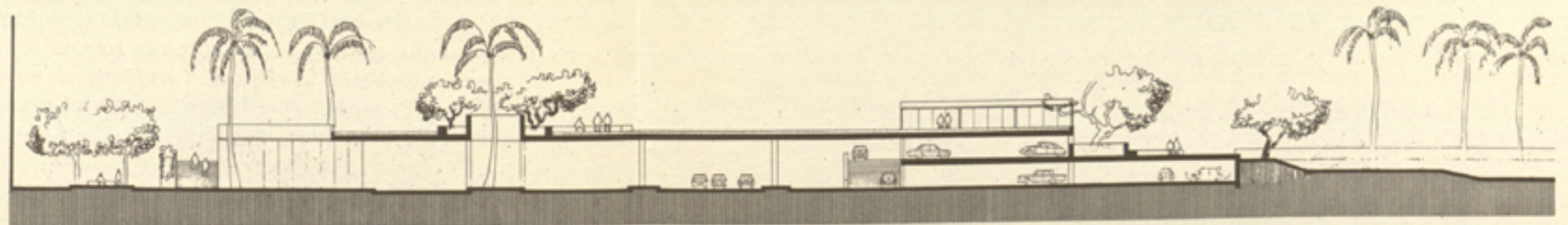
DOWNTOWN MIAMI PLAN: BISCAYNE BLVD ESPLANADE SCHEMATIC PLANS AND SECTION



biscayne blvd - pedestrian level



typical section



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5. THE ILLUSTRATIVE SITE PLAN

60. The proposed development will create a Bayfront which is a vital complement to the Study Area both in element and in function. The waterfront is rejoined to the City, which flows over and under the Biscayne Boulevard pedestrian esplanade down to the water's edge.

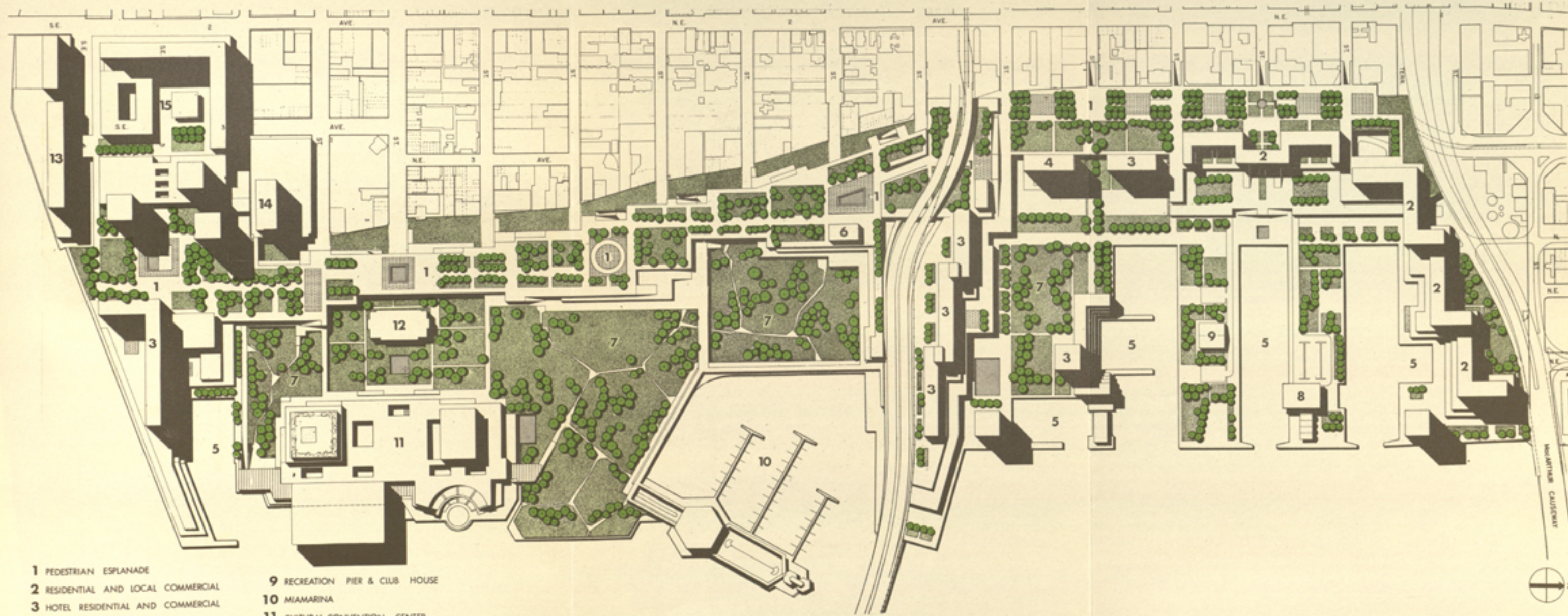
61. In keeping with the Bayfront development concept, Biscayne Boulevard is to be covered and thus transformed into a landscaped pedestrian esplanade, tying together the many functions of the Bayfront and linking it with the Study Area.

62. Pedestrian ramps, stairs, and escalators along the entire length of the esplanade provide easy access to and from the Study Area and the Bayfront, while accommodating traffic and parking beneath. The esplanade will be open at both sides. Peripherally landscaped and planted openings will provide abundant light and ventilation.

63. The Drawing on the opposite page illustrates the type of development which is considered vital in order to provide a central focus for Downtown Miami.

DOWNTOWN MIAMI PLAN: BAYFRONT DEVELOPMENT

illustrative plan



1 PEDESTRIAN ESPLANADE

2 RESIDENTIAL AND LOCAL COMMERCIAL

3 HOTEL RESIDENTIAL AND COMMERCIAL

4 HOLIDAY INN

5 MARINA

6 INFORMATION CENTER

7 PARK

8 YACHT CLUB

9 RECREATION PIER & CLUB HOUSE

10 MIAMARINA

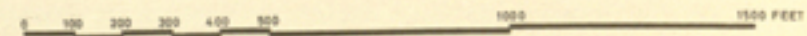
11 CULTURAL-CONVENTION CENTER

12 LIBRARY

13 DUPONT PLAZA HOTEL

14 FIRST NATIONAL BANK OF MIAMI

15 HOTEL OFFICE COMMERCIAL



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64. In summary the main elements of the synthesis may be described as follows, moving from north to south:

- a. A combination of medium rise and terrace apartments flanked by open green areas to the north buffer the project area from the East-West Expressway.
- b. To the south, a zone of recreational activities consisting of marinas, yacht clubs, and other facilities connects with the City through the esplanade, and is flanked to the west and south by public and privately developed hotel and residential uses.
- c. Still farther to the south, the Bayfront Park is combined with the "Miamarina" and the Convention and Cultural Center to create an expanded area of attraction.

65. Some of the presently vacant blocks west of Biscayne Boulevard at the southern end of the project are also shown on the plan since it is felt that there should be a special treatment of the synthesis at the point where the Biscayne Boulevard esplanade reaches the Miami River.

66. Thus, the synthesis creates an amphibian character by which the full face of Downtown Miami may once again be turned to the water, living, playing and working in the interplay of land with the sea.

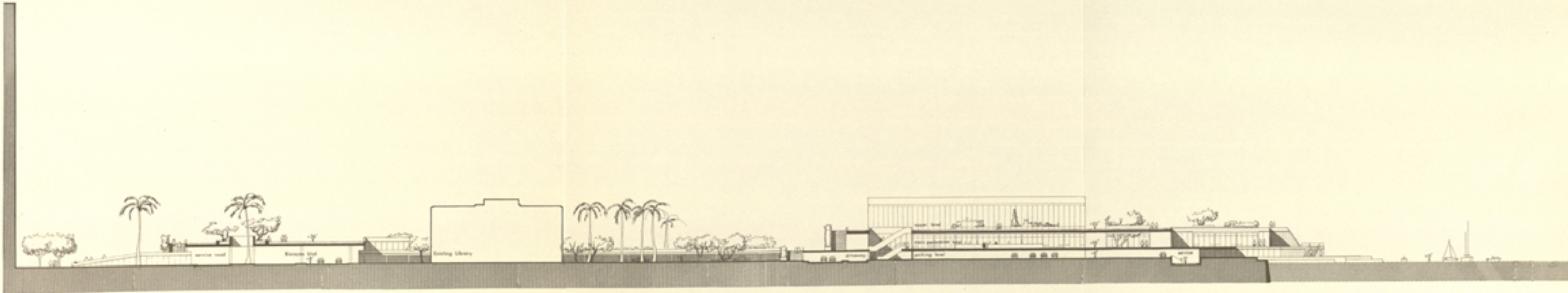
67. The plan provides for a Bayfront which is transformed from a dormant appendage to the Study Area to an active and exciting area which is in harmony with the identity of Downtown. The assets of the site are preserved and enhanced by the unity and variety of the design. Variation in horizontal elements, visually unhindered pedestrian axes, and balance in the intensity of development results in massing and form directly related to the future form of the Study Area.

68. The illustrative sections shown on the opposite page indicate the relationship formed between the man made elements and the park, and emphasize the open character of the proposed Bayfront development. Photographs of the prepared model shown on page 37 illustrate the visual image and form in space of the Bayfront in the year 2000.

DOWNTOWN MIAMI PLAN: BAYFRONT DEVELOPMENT
Illustrative sections



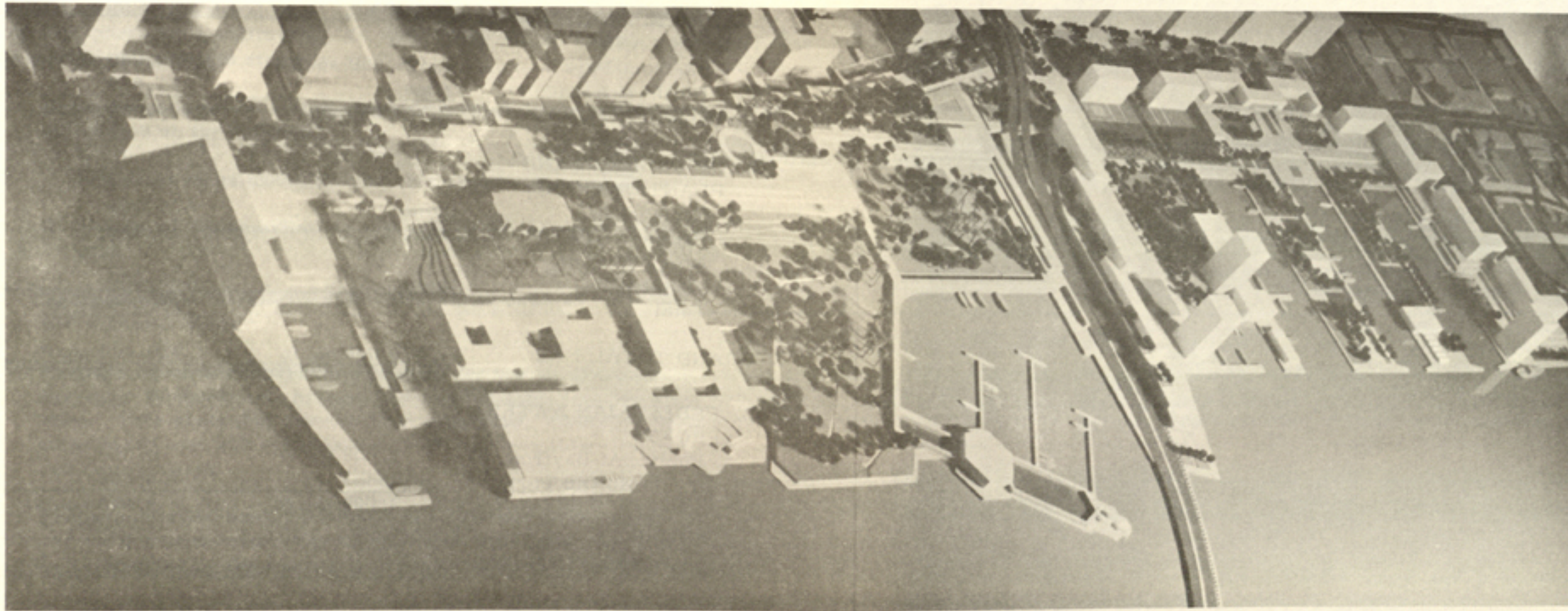
section through park north of cultural complex



section through convention and cultural center



BAYFRONT DEVELOPMENT - 2000



G. BASIC BAYFRONT STATISTICS

69. Table 1 below presents basic preliminary statistics regarding existing and proposed park land, open green and planted areas, pedestrian waterfront and parking.

TABLE 1

BASIC STATISTICS			
	Existing	Proposed	Increase
1. PARK LAND:			
Bayfront Park	1, 375, 000 sq. ft.	1, 450, 000 sq. ft.	5. 4%
Old Port Area	none	573, 000 " "	
Total	1, 375, 000 sq. ft.	2, 023, 000 sq. ft.	47. 0%
2. OPEN GREEN AND PLANTED AREAS:			
Esplanade	none	675, 000	
Patios	none	70, 000	
Areas West of Esplanade	none	160, 000	
Total		905, 000 sq. ft.	
GRAND TOTAL 1 + 2	1, 375, 000 sq. ft.	2, 928, 000 sq. ft.	110. 0%
3. PEDESTRIAN WATERFRONT:			
Public: At Bayfront Pk.	3, 000 lin. ft.	4, 000 lin. ft.	33. 0%
In Old Port	none	5, 000 " "	
	3, 000 lin. ft.	9, 000 lin. ft.	200. 0%
Private:	none	7, 000 " "	
GRAND TOTAL		16, 000 lin. ft.	
4. PARKING:			
Public	749 spaces	2, 050 spaces	174. 0%

70. The statistics presented in Table 1 above provide strong evidence that the proposed development plan besides providing an urban character and introducing badly needed function in the area, increases also its recreational usefulness. Bayfront Park is enlarged by 5. 4 per cent while the total open green and planted recreational area available to people is increased by 110 per cent. Moreover, the waterfront accessible to pedestrians at the Bayfront area is increased by 200 per cent. The waterfront length could further be increased by securing pedestrian easements in privately owned land. The public parking is increased by 174 per cent and could further be increased during the final development studies.

H. CONCLUSIONS AND RECOMMENDATIONS

71. The development concept for the Downtown Miami Bayfront as presented in the present study is a glance into the future formulated by the ultimate solution. The ultimate solution is technically feasible and reflects the requirements of both man and his environs, fulfilling each and permitting downtown to be joined with its waterfront. Its impact for the community needs no proof.

72. The practical limitations of fiscal and legal requirements, however, may cause implementation of the development plan to be impossible as a single venture. Thus, phasing of all action stages in relation to fiscal and legal requirements must be carefully studied and developed. The general concept is flexible enough to be performed in parts or installments. In view of the above, the consultant recommends the following action steps:

- a. Review and approval of the concept by appropriate public agencies, and action on the following:
 - i Extension of bulkhead line as proposed in this report.
 - ii Change of "Miamarina" to conform to the extended bulkhead line.
- b. Proceed with a development study for the proposed Convention and Cultural Center.
- c. Prepare an economic feasibility study for the development of Biscayne Boulevard as proposed in the Bayfront Development Plan. This study will provide cost estimates, calculate investment profit and will formulate a short and long term financing and development
- d. Prepare detailed design drawings for the area of the old port. and the Biscayne esplanade according to feasibility and priorities recommended by the financing and development program.
- e. Prepare detailed landscape plans for Bayfront Park to reflect the new character of the area.
- f. Prepare detailed design drawings for the new Biscayne Boulevard.
- g. Proceed with implementation in parts on the basis of financing and development plan.

"MIAMARINA"

1. The marina south of Dodge Island Causeway, designed by Alfred Browning Parker, was approved by the City prior to the completion of this study.
2. The Consultants have gladly incorporated this facility in the overall Bayfront plan with a minor modification of its location to the east. This relocation brought the marina in agreement with the recommended new Bayfront Park bulkhead line and has increased its capacity by approximately 25 per cent.

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