

ONE VOICE *for the river*



The original *Miami River Corridor Urban Infill Plan*

identified 38 catalyst "opportunity sites", and this document identifies additional opportunity sites for further review and consideration. The Miami River is a "Working River", featuring a thriving marine industry including 24 certified International Shipping Terminals, numerous recreational boatyards, several commercial fishing businesses and recreational marinas. The 2005 "Biscayne Bay Economic Study", prepared by Hazen and Sawyer Environmental Engineers and Scientists, in association with the Planning and Economics Group, concluded waterborne commerce on the Miami River generated \$805 million in output, \$406 million in income, 6,700 jobs, and \$44 million in tax revenues in Southeast Florida. *Recent Growth, Current Activity, and Economic Impacts of Mega-Yachts on Southeast Florida*, prepared by Thomas J. Murray, concluded every time a mega-yacht is serviced, it generates \$385,000 in local economic input. Therefore, the preservation and improvement of the Miami River's historic marine industry is in the best interest of our local economy. The Miami River Commission seeks to maintain a balance of mixed-uses on the Miami River, including water-dependent marine industrial businesses, as planned for in the award winning *Miami River Corridor Urban Infill Plan*. The 40% complete Miami River maintenance dredging project is improving vessel navigation by restoring the designated 15-foot depth of the federal navigable channel. In addition, the designated Enterprise Zone, Empowerment Zone, and Historically Underutilized Business Zone provide numerous economic incentives designed to attract new and expanding businesses along the Miami River.





The Miami-Dade Board of County Commissioners will consider adopting a new Marine Industrial Zoning Ordinance in 2006. The draft ordinance was recommended by the MRC, and prepared by the County's Planning and Zoning Department. The ordinance will require water dependent marine industrial uses in this "upper river" portion of unincorporated Miami-Dade County."

Miami Dade County Transit and the Miami-Dade Expressway authority are planning fixed bridges for Metrorail to connect with the Miami Intermodal Center, and a State Road 112 interconnector. The proposed fixed bridges have a 40 foot vertical clearance, therefore requiring a shortening of the Miami River's designated federal navigable channel, which requires a 75 foot vertical clearance. The MRC recommended the public rights-of-way adjacent to and beneath the proposed fixed bridges to have marine industrial uses, including but not limited to a customs freight forwarding center, tug boat basin, truck depot, short sea shipping, etc.



NW 36 Ave.

NW 33 St

NW 31 St

North River Dr.

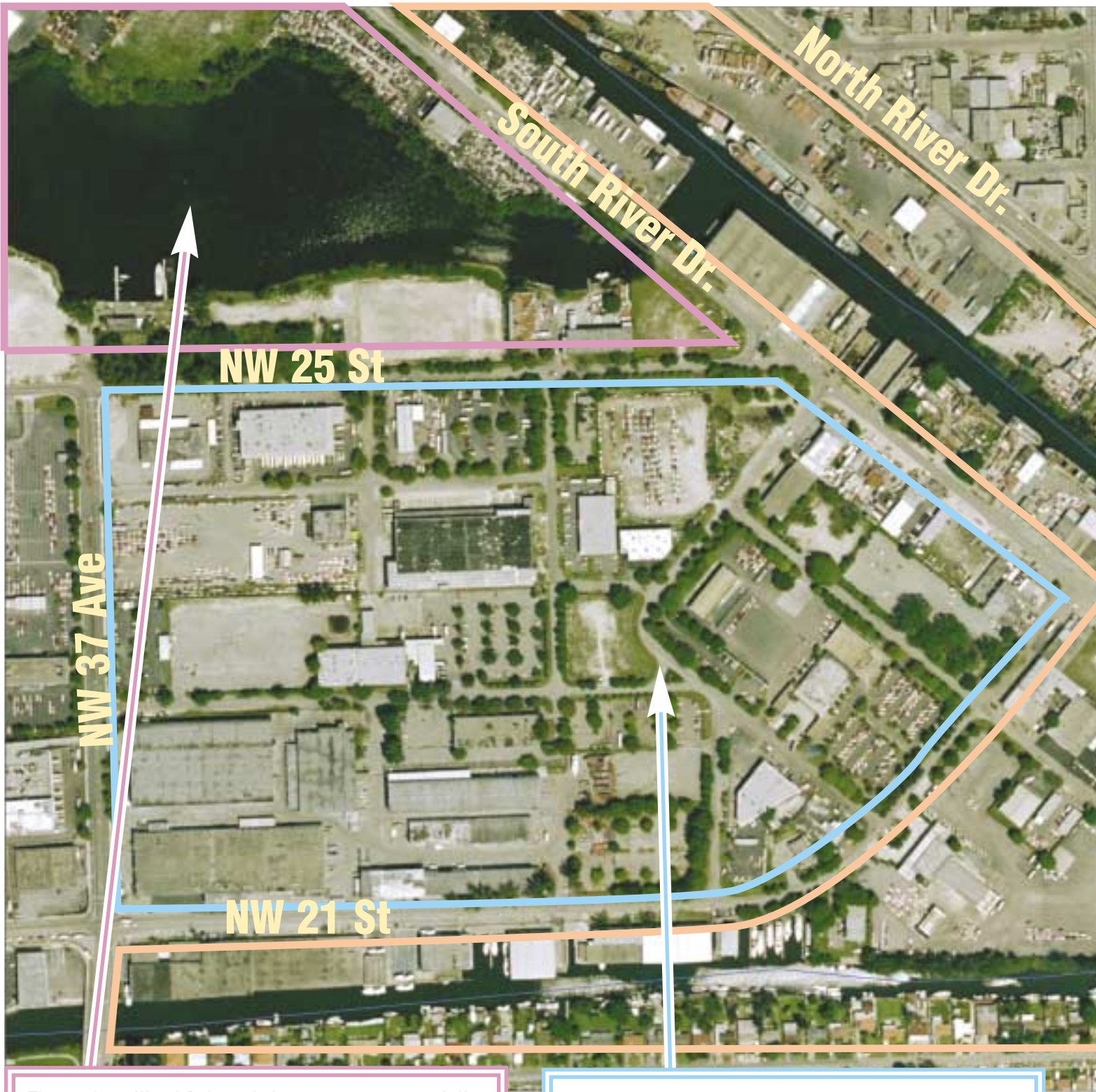
NW 32 Ave.



This 8-acre Miami Dade County owned area is currently being used for the Miami River maintenance dredging project. Upon completion of the project, the site should be considered for a major marine industrial related facility, such as a freight forwarding center, short sea shipping, etc.

The MRC recommends the County adopt a new water related Industrial zoning ordinance for this non-waterfront area of the marine industrial upper river. Potential uses include warehousing, engine shops, truck depots, etc.

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The underutilized Palmer Lake area may potentially be a recreational botyard, marina, and a water bus stop adjacent to the Miami Intermodal Center. The fixed bridge on South River Drive at the confluence of the Miami River and the Lake would need to be replaced with a bascule bridge to accommodate these improvements to the Palmer Lake area.

The Miami Intermodal Center (MIC) is currently under construction. The area immediately east of the MIC is ripe for associated development and businesses. The MRC will be working with Miami-Dade County and the Florida Department of Transportation on drafting a new zoning ordinance for this area.



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NW 27 Ave.

NW 16 St. Road

NW 14 St.

The peninsula between the Miami River's south shore and the North shore of the North Fork, known as Martin's Point, is currently zoned marine industrial and features several recreational boatyards which have potential for expansion and improvement.

The former Florida Yacht Basin, identified in the original *Miami River Corridor Urban Infill Plan* as an opportunity site, remains an ideal location for a mega-yacht boatyard and mixed use site. The site located at 1563 NW 24 Ave, features nine irreplaceable large water slips.



NW 22 Ave.

North River Dr.



This United States Coast Guard certified international shipping terminal should be preserved.

The north shore of the Miami River between 22nd and 18 Ave currently features marine industrial businesses. Within this vicinity there is a large vacant marina area (red box) 2000 NW North River Dr., which is ideal for a new recreational marina business.



NW 17 Ave

I-836

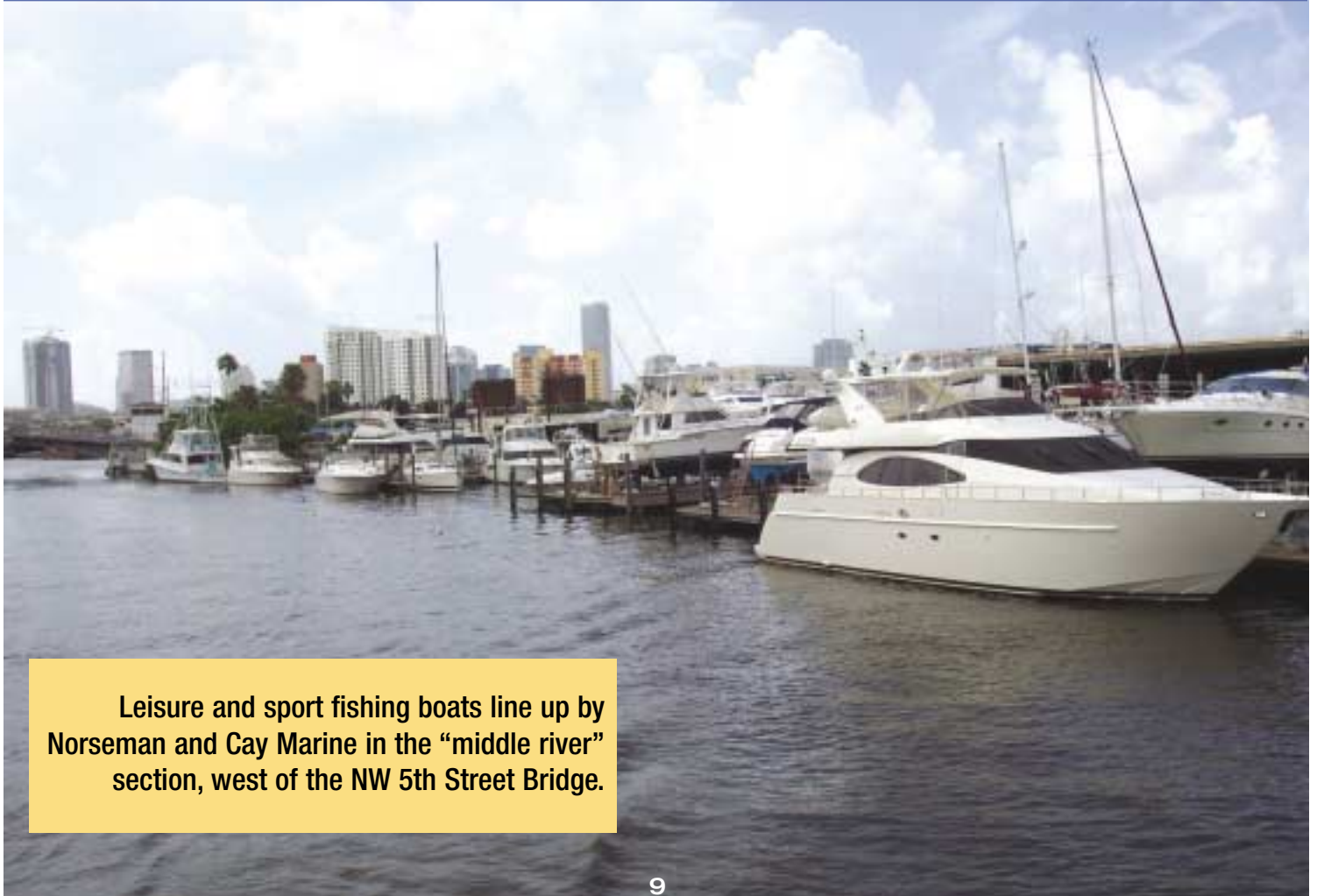
North River Dr

NW 7 St

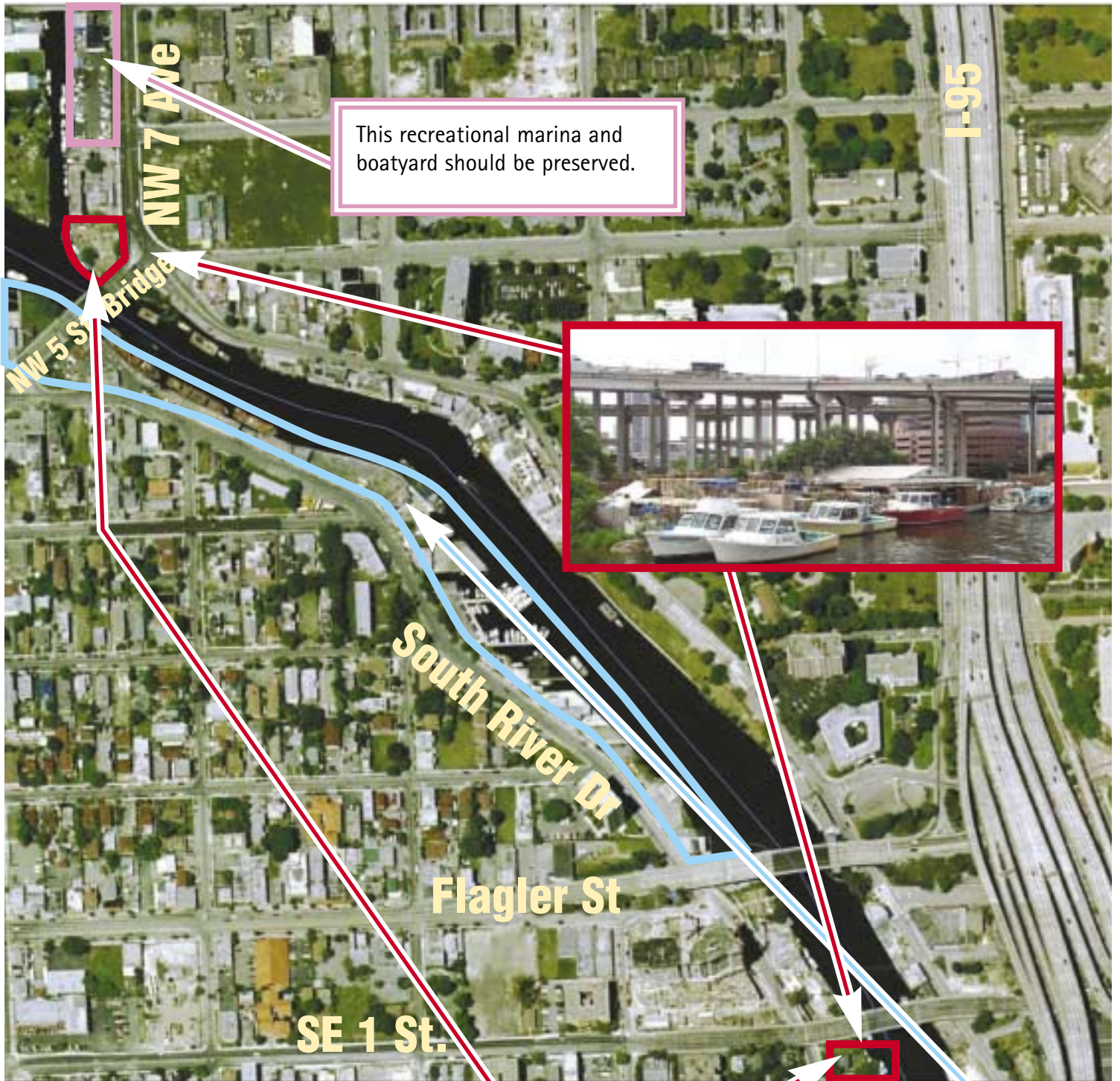
Merrill-Stevens is the oldest business in Miami Dade County, operating on the Miami River for over 80 years. Merrill-Stevens is planning a \$40 million expansion, to include a 2,500 ton lift, suitable for 250 foot mega-yachts. Merrill-Stevens desires to provide additional dockage along County owned property on the south shore to the east and west of the 12 Ave Bridge, City owned right-of-way along the north shore, and beneath 836 on Miami-Dade Expressway Authority owned right-of-way beneath I-836.



A megayacht undergoes repairs at Jones Boatyard on the “upper river.” The megayacht docking and service industry plays a big part in the river’s future.



Leisure and sport fishing boats line up by Norseman and Cay Marine in the “middle river” section, west of the NW 5th Street Bridge.



This recreational marina and boatyard should be preserved.



Another component of the Miami River's marine industry are commercial fishing businesses, which should be preserved and protected.

The River's south shore from Flagler ST to NW 5 ST is currently zoned marine industrial. The riverfront parcels are narrow in this vicinity, and therefore not conducive to redevelopment.



Internatiional shipping vessel under tow.



P&L Towing tugboat basin



Photo by: Faroy Aerial Proj



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