

SAVE THE RIVERWALK

The Riverwalk North Seawall

Findings, Timeline, and Recommendations

A review of the public record on the failing seawall and walkway on the north bank of the New River between Andrews Avenue and the FEC Railway bridge, downtown Fort Lauderdale, Florida



The barricaded section of Riverwalk North seen from above, with the brick walkway sunken and pulled away from the seawall. Photo: Nathan Stevenson, 2026.

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About this report. This white paper was prepared by Save the Riverwalk, a community campaign concerned with the Riverwalk North seawall. Every factual statement is supported by a numbered endnote with a link to the underlying record, listed in Appendix A. Figures are photographs taken by Nathan Stevenson in 2026.

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Executive Summary

The section of the Riverwalk seawall on the north bank of the New River between Andrews Avenue and the Florida East Coast (FEC) Railway bridge, approximately 510 feet long, has been documented as deteriorating in the City of Fort Lauderdale's own records for more than a decade.¹ City memoranda describe soil loss behind the wall in 2013, an emergency declared just east of Andrews Avenue in 2017, a catwalk found "structurally deficient" in 2019, and a staff determination in December 2023 that the section "requires immediate replacement."^{1,2,3,4} In grant applications filed in March 2025 and March 2026, the City told the Florida Inland Navigation District (FIND) that the catwalk slab "has lost all its reinforcement due to corrosion" and "may be on the verge of collapse."^{5,6}

In August 2026, CBS News Miami reported that a portion of the walkway had collapsed and that the City had barricaded the stretch from Andrews Avenue west to the train bridge.⁷ Two weeks later, the City confirmed that it had removed and stored part of the base of the Riverwalk 9/11 Monument because of deterioration related to the seawall.⁸

The design contract for the replacement, awarded to HBC Engineering Company in December 2023 for \$682,534.41, has been extended five times, has lapsed twice, and has twice been revived by retroactive agreement. Its value now stands at \$1,227,735.74, and its completion date has moved from December 5, 2024 to December 5, 2026.^{9,10} Over the same period, the projected end of construction stated in the City's own grant filings moved from January 2026 to October 2026 and then to December 2027. As of September 2026, the City expects construction to begin in summer 2027, take at least a year, and cost about \$12 million.^{6,7,11,12,13}

The adopted FY 2027-2031 Capital Improvement Plan shows an unspent balance of \$2,937,104 for the project, no new appropriation in FY 2027, FY 2028, or FY 2029, and \$7,983,841 programmed for FY 2030.¹⁴ FIND has awarded the project \$1,032,636 (2025) and \$2,967,364 (September 24, 2026), each requiring an equal local match.^{15,16} The project does not appear in any of the three Resilient Florida statewide plans published for 2024 through 2027.^{17,18,19}

From August 18 through October 6, 2026, no City Commission agenda item carried a title referring to the seawall, although the Commission adopted the capital plan that funds it on September 14.^{20,21} This report recommends six actions, summarized in Section 11: an interim stabilization assessment with emergency procurement if warranted; acceleration of the FY 2030 funds; a firm end to design extensions; a written plan for the 9/11 Monument; publication of the engineering and permitting record; and a coordinated state and federal funding request before the 2027 legislative session.

1. Introduction and Scope

1.1 Purpose of this report

This report sets out what the public record shows about the condition of the Riverwalk North seawall, the decisions the City of Fort Lauderdale has made about it, how the schedule and budget have changed, and what options remain available. It is intended for residents, members of the City Commission, City staff, and other public officials. It is a reconstruction of an earlier edition that was lost; every statement in this edition was re-checked against a primary or published source, and items that could not be re-verified were removed or are identified as unverified. Section 13 describes the method and its limits.

1.2 The site

The City describes the project as the replacement of approximately 510 linear feet of seawall on the New River between Andrews Avenue and the FEC Railway, together with the pile-supported concrete walkway (the "catwalk") attached to it.¹ The City's March 2026 grant application explains that this seawall "retains the subbase for the entire Riverwalk north business area," so that a failure would affect many adjacent businesses.⁶ The site lies in City Commission District 4.¹⁰ The Riverwalk 9/11 Monument, dedicated by the City on September 11, 2020, stands within the project area, and the redesign approved in November 2025 includes raising it to the new grade.^{9,22}

1.3 The planned project

The design scope approved in 2023 provides for a new seawall, removal of the existing piles, catwalk, and wall, a floating dock, replacement of the seawall cap slab under the South Andrews Avenue Bridge, and new utilities and lighting. The new cap is to be built to 5.0 feet NAVD in compliance with City Ordinance C-16-13, which incorporates sea level rise criteria.^{1,23} Later changes relocated the floating dock to the west end of the site, raised all pedestrian areas and the 9/11 Monument to the new elevation, and added a living seawall of about 120 linear feet behind the floating dock. A pump-out station added in March 2025 was subsequently removed.^{9,23}

2. Documented Condition of the Structure

2.1 The City's own findings, 2013 to 2026

2013. In August 2013, the Commission approved a \$77,818 work order, plus \$7,800 in engineering fees, to reinforce the seawall and the beams supporting the Riverwalk slab between Andrews Avenue and Flagger. The memo stated that areas abutting the seawall "have settled and buckled due to erosion and migration of soil into the canal."^{2,24}

2016. In October 2016, the Commission approved a task order of up to \$9,000 for a condition survey inspection of Riverwalk North between the railway and Andrews Avenue.²⁵ The resulting survey report is not attached to the public record reviewed for this report.

2017. On March 3, 2017, staff investigated a sinkhole behind the seawall immediately east of the Andrews Avenue Bridge. A dive inspection found that 100 feet of canal bottom protecting the toe of the wall had disappeared and that more than 10 feet of scour had developed under and behind it. The City declared an emergency on March 7, 2017 and made an emergency purchase of \$83,404 for assessment and design, which was reported to the Commission in October 2017.^{3,26} The Public Works memorandum noted that on the north bank "only the pile cap is believed to be holding the seawall in place, which the cap was not designed to do structurally."³

2019. In March 2019, the Commission rejected both bids received for the rehabilitation of the seawall and catwalk just west of the Andrews Avenue Bridge because both were "in excess by twice as much of the engineer's construction estimate." The memo stated that the seawall and catwalk "are structurally deficient," that spalling had exposed the reinforcing steel, and that the condition "may lead to a systematic failure of the concrete catwalk which could become a public hazard."⁴ The bid had been issued on November 28, 2018 as ITB No. 12208-493.⁴

2023. In the memo recommending the design contract, staff reported that City inspectors had "determined the section of the seawall on the New River between the FEC Railway and Andrews Avenue requires immediate replacement."¹

2025 and 2026. The City's March 2025 FIND pre-application stated that the catwalk ribbed slab "has lost all its reinforcement due to corrosion and can no longer sustain the original design load it was intended to support and may be on the verge of collapse," and that "the seawall as a whole has become a public hazard."⁵ The March 2026 application repeated the reinforcement and collapse language and added that the catwalk "can no longer carry its intended load, therefore it is a public safety hazard."⁶ Commission memos in February and March 2026 stated that the seawall and catwalk have been determined to be structurally deficient "per the Florida Department of Transportation Bridge Management Inventory System."^{15,23}

2.2 The August 2026 failure

On August 12, 2026, CBS News Miami reported that a walkway along the New River had collapsed and that the City had installed barricades on the damaged section, which runs from Andrews Avenue west to the train bridge. The City's assistant director of public works told the station that the old seawall allows soil beneath the pavers to escape into the river, creating holes and cavities, and that the wall is ranked second in the City's seawall replacement plan.⁷ The exact date of the collapse is not stated in the sources reviewed; this report therefore dates it to the period on or before August 12, 2026.

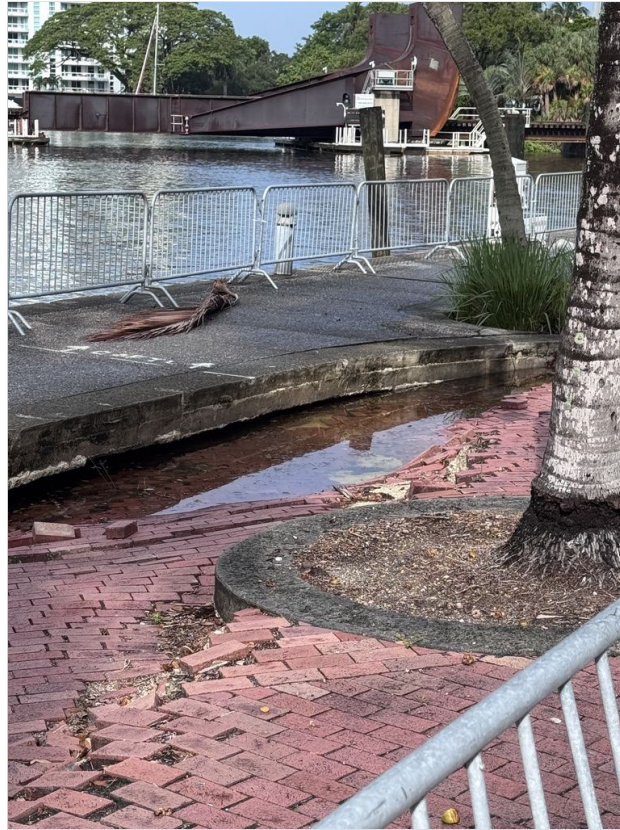


Figure 1: The barricaded Riverwalk North walkway west of Andrews Avenue, showing displaced pavers and standing water behind the seawall cap. Photo: Nathan Stevenson, September 11, 2026.

3. Chronology

Table 1 lists the documented events in order. Dates are those shown in the cited record.

Table 1. Timeline of documented events

Date	Event	Source
Aug. 20, 2013	Commission approves Work Order 3 (\$77,818 plus \$7,800 engineering) to reinforce the seawall; walk had "settled and buckled."	²
Oct. 18, 2016	Commission approves condition survey inspection of Riverwalk North (up to \$9,000).	²⁵
Mar. 7, 2017	City declares emergency for undermined seawall east of Andrews Avenue; \$83,404 emergency design purchase follows.	^{3,26}
Nov. 28 - Dec. 7, 2018	ITB 12208-493 issued; two bids received.	⁴
Mar. 19, 2019	Commission rejects all bids at about twice the estimate; catwalk called "structurally deficient."	^{4,27}
Aug. 11 - Oct. 12, 2022	RFQ 12716-626 for design consultant issued; six proposals received.	^{1,28}
Dec. 5, 2023	HBC Engineering design agreement approved, \$682,534.41; staff say section "requires immediate replacement."	^{1,29}

Date	Event	Source
Mar. 19, 2024	Commission authorizes \$3 million FIND application (total project estimated at \$9 million).	11,30
Apr. 9, 2024	Notice to Proceed issued to HBC; completion due Dec. 5, 2024.	9
Nov. 13, 2024 - Mar. 10, 2025	Change Orders 2, 3, and 4 add 30, 45, and 120 days; completion moves to Jun. 18, 2025.	9
Mar. 18, 2025	Commission authorizes \$4 million FIND application.	31
Jun. 5, 2025	Marine operators raise floating-dock concerns at the Marine Advisory Board.	32
Jun. 18, 2025	HBC agreement expires.	33
Oct. 2025	FIND awards \$1,032,636 of the \$4 million requested, reduced for lack of permits.	15
Nov. 4, 2025	First retroactive agreement and Change Order 5 approved (+\$545,201.33, 250 days).	34
Feb. 3, 2026	Commission authorizes FIND project agreement for \$1,032,636.	35,36
Mar. 3, 2026	Commission authorizes \$2,967,364 FIND application.	37,38
Apr. 9, 2026	First retroactive agreement expires.	33
Jun. 2, 2026	Second retroactive agreement approved (240 days, to Dec. 5, 2026).	39
Jul. 3, 2026	Christopher Cooper becomes Acting City Manager.	40,41
By Aug. 12, 2026	Walkway collapse reported; section barricaded.	7
By Aug. 28, 2026	City removes and stores part of the 9/11 Monument base.	8
Sep. 11, 2026	25th-anniversary Never Forget event held in the Flow Breezeway rather than at the monument.	22,42
Sep. 14, 2026	FY 2027-2031 Capital Improvement Plan adopted.	21
Sep. 24, 2026	FIND lists \$2,967,364 award for "Riverwalk North Replacement Part 2."	16
Sep. 28, 2026	City tells Local 10 the fix will cost \$12 million; construction expected summer 2027.	13
Dec. 5, 2026	Current design completion date under the second retroactive agreement.	33

4. The Design Contract

4.1 Award

The City issued RFQ 12716-626 on August 11, 2022, received six proposals on October 12, 2022, and ranked HBC Engineering Company first after presentations on March 14, 2023. On December 5, 2023, the Commission approved an agreement with HBC for \$682,534.41, plus \$60,000 for in-house project management, on a motion by Commissioner Warren Sturman seconded by Commissioner Steven Glassman.^{1,29}

4.2 Extensions, lapses, and retroactive agreements

A Notice to Proceed was issued on April 9, 2024, with final completion due December 5, 2024. Change Order 1 reconciled a conflict between the contract (240 days) and the task order (375 days) at no cost. Change Orders 2 and 3 added 30 and 45 days because of delays in coordination with Florida Power & Light and City decisions on a "Living Seashores" test project. Change Order 4 added 120 days to assess additional pump-out stations requested by Marine Facilities, setting completion at June 18, 2025.^{9,43}

The agreement expired on June 18, 2025.³³ On November 4, 2025, the Commission approved a retroactive agreement and Change Order 5, adding \$545,201.33 and 250 days for stakeholder-requested changes, including relocation of the floating dock, raising all pedestrian areas and the 9/11 Monument, permit revisions, and the living seawall. The motion was made by Commissioner Ben Sorensen and seconded by Commissioner Glassman.^{9,34} The Legistar record shows the approval on November 4, 2025, while the June 2026 memo and the second retroactive agreement give November 19, 2025 as the date the first retroactive agreement was approved or entered into; the later date appears to reflect execution.^{10,33,34}

The November 2025 memo stated that the extension would run to February 23, 2026. The June 2026 memo states instead that the first retroactive agreement "established April 9, 2026, as the completion date," and that the second agreement corrects "a timeline calculation discrepancy." That agreement expired on April 9, 2026. On June 2, 2026, the Commission approved a second retroactive agreement, retroactive to April 9, 2026, adding 240 days and setting substantial completion at December 5, 2026, again on a motion by Commissioner Sorensen seconded by Commissioner Glassman.^{9,10,33,39}

Table 2. HBC Engineering design agreement: value and completion date

Action	Date	Days added	Cost	Completion date
Original agreement (NTP Apr. 9, 2024)	Dec. 5, 2023	-	\$682,534.41	Dec. 5, 2024
Change Order 1	Aug. 29, 2024	0	\$0	Dec. 5, 2024
Change Order 2	Nov. 13, 2024	30	\$0	Jan. 4, 2025
Change Order 3	Jan. 2, 2025	45	\$0	Feb. 18, 2025
Change Order 4	Mar. 10, 2025	120	\$0	Jun. 18, 2025 (lapsed)
First retroactive agreement and CO 5	Nov. 4, 2025	250	\$545,201.33	Apr. 9, 2026 (lapsed)
Second retroactive agreement	Jun. 2, 2026	240	\$0	Dec. 5, 2026
Total consultant fees			\$1,227,735.74	

Sources for Table 2:^{1,9,10,23,33}. The total is the sum of the original award and Change Order 5; the City's separate \$60,000 in-house project management allowance is not included.

4.3 An inconsistency in the design description

The 2023, 2025, and 2026 HBC memos describe "the construction of a new seawall along the waterfront of the existing seawall," that is, on the river side.^{1,9,10} The February 2026 FIND agreement memo describes instead the "design of a new seawall landward of the existing structure."¹⁵ The public record reviewed does not resolve which alignment is in the current design. The answer matters for permitting,

for the footprint of the walkway, and for the floating-dock concerns raised by marine operators in June 2025, when City engineers presented a raised wall of roughly 500 feet with a floating dock in the existing dock footprint.³²

5. Schedule and Cost Estimates

Each FIND application requires a project timeline. Read together with the City's 2026 statements to the press, they show the expected end of construction moving later with each filing, while the estimated cost has risen.

Table 3. Schedule and cost as stated by the City

Filing	Design complete	Construction start	Construction end	Cost stated
FIND application, Mar. 2024	Nov. 10, 2024	Jan. 31, 2025	Jan. 31, 2026	\$9,000,000 total
FIND application, Mar. 2025	June 2025	October 2025 (NTP)	October 2026	\$8,000,000 total
FIND application, Mar. 2026	June 2026	December 2026 (NTP)	December 2027	\$5,934,728 for Part 2*
City to CBS News Miami, Aug. 2026	January	Summer 2027	At least one year later	-
City to Local 10, Sep. 2026	January	Summer 2027	-	\$12 million

Sources for Table 3:^{6,7,11,12,13,44}. *Part 2 follows Part 1, which FIND funded at \$1,032,636 with an equal match, so the two parts together total about \$8.0 million. The press reports do not state the year of the January design date; given the timing, it is presumably January 2027, which would fall after the December 5, 2026 contract deadline.

In summary, the projected finish moved from January 2026 (2024 filing) to October 2026 (2025 filing) to December 2027 (2026 filing), and the September 2026 statement implies completion no earlier than summer 2028. The cost figure rose from about \$8 million in the 2025 and 2026 filings to \$12 million in September 2026. The record reviewed does not contain the basis for the \$12 million estimate.

6. Funding

6.1 The Capital Improvement Plan

The project is carried in the City's capital plan as P11722, "Riverwalk Seawall Partial Restoration North-side." The Final FY 2027-2031 Capital Improvement Plan, adopted on September 14, 2026, shows an unspent balance of \$2,937,104 and an available balance of \$2,359,569 as of May 31, 2026, no new funding in FY 2027, FY 2028, FY 2029, or FY 2031, and \$7,983,841 in FY 2030, for a five-year total of \$10,920,945.^{14,21} The adoption resolution was moved by Commissioner Glassman; no seconder is recorded in Legistar.²¹

The two FIND awards each require a local match equal to the grant, or \$4,000,000 in City funds in total.^{15,23} That sum exceeds the project's unspent balance at the end of May 2026. A construction start in summer 2027, which falls in FY 2027, therefore appears to depend on funds that the adopted plan does not show until FY 2030. The record reviewed does not explain how the City intends to close that gap.

6.2 Florida Inland Navigation District

The City applied to FIND's Waterways Assistance Program for \$3,000,000 in 2024 and for \$4,000,000 in 2025.^{30,31} The outcome of the 2024 application is not stated in the records reviewed. In October 2025, FIND awarded \$1,032,636; the City reported that the amount was reduced from the \$4,000,000 requested "due to the absence of all required environmental permits by the deadline."¹⁵ The award funds part of the upland work, including the elevated paver walkway, handrails, and landscaping.¹⁵ The Commission authorized the project agreement on February 3, 2026, and a FIND commissioner presented the check on February 17, 2026.^{35,45}

On March 3, 2026, the Commission authorized a second application for \$2,967,364.³⁷ FIND's award list dated September 24, 2026 shows that amount awarded in full for "Riverwalk North Replacement Part 2," with a total project cost of \$5,934,725.¹⁶ As of October 6, 2026, no agreement for this award had appeared on a Commission agenda.²⁰

On permits, the City reported that the Broward County Environmental Resource License was approved on October 3, 2025, the Florida Department of Environmental Protection permit on December 23, 2025, and that the U.S. Army Corps of Engineers permit was pending, with approval anticipated within about sixty days of the February 2026 memo.^{15,23} The current status of the Corps permit is not shown in the public record reviewed.

Table 4. Funding sources

Source	Amount	Status	Match
City CIP P11722, unspent balance (May 31, 2026)	\$2,937,104	Appropriated	-
City CIP P11722, FY 2027 - FY 2029	\$0	Adopted plan	-
City CIP P11722, FY 2030	\$7,983,841	Programmed, not yet appropriated	-
FIND BR-FL-25-172 (2025 cycle)	\$1,032,636	Agreement authorized Feb. 3, 2026	50% (\$1,032,636)
FIND "Part 2" (2026 cycle)	\$2,967,364	Awarded Sep. 24, 2026; agreement pending	50% (\$2,967,364)
Resilient Florida (DEP)	\$0	Not in 2024-25, 2025-26, or 2026-27 plans	-

Sources for Table 4:^{14,15,16,17,18,19,23,35}.

6.3 Other programs

Resilient Florida. The City's projects in the statewide plans for 2024-25, 2025-26, and 2026-27 include the Southeast Isles and Victoria Park stormwater projects, Fire Station 13, a living seawall at Victoria Park, and the Sebastian and Seville seawalls, but not the Riverwalk North seawall.^{17,18,19} Whether the City ever applied for this project is not shown in the record reviewed. The 2026 application window for implementation projects ran from July 1 to September 1, 2026.⁴⁶

FEMA BRIC. The application deadline for the Fiscal Years 2024-25 Building Resilient Infrastructure and Communities funding opportunity was July 23, 2026.⁴⁷

Resilient Broward. Broward County's new grant program accepts applications through October 30, 2026, but funds only stormwater conveyance projects, namely pump stations, water control structures, and culverts, at up to a 25 percent cost share. It is therefore not a fit for this seawall.⁴⁸

7. Decision Record

Table 5 lists formal actions on this seawall and directly related matters, with the movers and seconders recorded in Legistar. Where Legistar records no seconder, the table says so. Only documented actions are included.

Table 5. Commission actions of record

Date	File	Action	Result	Moved / Seconded
Aug. 20, 2013	13-1042	Work Order 3, seawall reinforcement, \$77,818	Approved	Roberts / DuBose
Oct. 18, 2016	16-0974	Condition survey inspection, up to \$9,000	Approved	Trantalis / McKinzie
Oct. 17, 2017	17-1016	Report of \$83,404 emergency design purchase	Informational; no vote	-
Mar. 19, 2019	19-0070	Reject all bids, ITB 12208-493	Approved	McKinzie / Sorensen
Dec. 5, 2023	23-0852	HBC design agreement, \$682,534.41	Approved	Sturman / Glassman
Jan. 9, 2024	24-0038	Waive competitive solicitation, Las Olas Marina seawall, \$2,872,583 (Res. 24-13)	Adopted	Beasley-Pittman / none recorded
Mar. 19, 2024	24-0284	FIND application, \$3,000,000 (Res. 24-61)	Adopted	Glassman / none recorded
Mar. 18, 2025	25-0345	FIND application, \$4,000,000 (Res. 25-47)	Adopted	Beasley-Pittman / Glassman
Apr. 1, 2025	25-0438	Walk-on resolution, FIND application, \$4,000,000	Adopted	Glassman / none recorded
Nov. 4, 2025	25-0772	First retroactive agreement and CO 5, \$545,201.33	Approved	Sorensen / Glassman
Feb. 3, 2026	26-0029	FIND project agreement, \$1,032,636 (Res. 26-26)	Adopted	Sorensen / none recorded
Mar. 3, 2026	26-0225	FIND application, \$2,967,364 (Res. 26-39)	Adopted	Sorensen / none recorded

Date	File	Action	Result	Moved / Seconded
Jun. 2, 2026	26-0540	Second retroactive agreement, 240 days	Approved	Sorensen / Glassman
Sep. 14, 2026	26-0670	FY 2027-2031 CIP (Res. 26-183)	Adopted	Glassman / none recorded

Sources for Table 5:^{21,24,25,27,29,30,31,34,35,37,39,49,50,51}. Vote tallies are not recorded in the Legistar data reviewed and are not reported here.

A review of the agenda-item titles for all fifteen City Commission, conference, workshop, special, and Community Redevelopment Agency meetings held from August 18 through October 6, 2026 found no item addressing the Riverwalk North seawall, apart from the capital plan adoption noted above.²⁰ This review covered agenda titles only; it did not cover public comment or remarks by commissioners, which may have touched on the seawall. The Commission's next regular meetings are scheduled for October 20, November 6, November 17, December 2, and December 15, 2026; the November and December dates reflect a rescheduling adopted on September 2, 2026.^{52,53} Agendas are normally published the Thursday evening before each meeting.⁵⁴

8. The Riverwalk 9/11 Monument

The Riverwalk 9/11 Monument displays a segment of PATH track recovered from beneath the World Trade Center, supported on granite pillars. It was designed by EDSA and dedicated by the City on September 11, 2020.²² State Representative Chip LaMarca served on the Riverwalk Trust board from 2014 to 2018 and co-chaired its 9/11 Monument Committee in 2018.⁵⁵

In a statement to CBS News Miami on August 28, 2026, the City said it was aware of deterioration of the pavers around the monument related to seawall conditions, that "a section of the memorial's base was proactively removed to protect it from potential damage and is being safely stored by the City," and that the memorial will be elevated and the removed base reinstalled as part of the seawall project.⁸ The City has not published a date for reinstallation; under the current schedule, that work would follow a construction start in summer 2027.¹³

For the 25th anniversary on September 11, 2026, the City held its annual ceremony at the Fort Lauderdale Fire and Safety Museum, where it has historically been held.^{8,22} The Thank You First Responder Organization, which usually holds its remembrance at the monument and in 2025 received City approval to hold its event there, moved its Never Forget event to the Flow Breezeway at 221 SW 1st Avenue, adjacent to the monument; organizers told CBS they considered the grounds too unsafe.^{8,22,42,56} Representative LaMarca was the announced keynote speaker.⁴²



Figure 2: Overhead view of the Riverwalk 9/11 Monument, with displaced pavers and barricades along the edge of its base. Photo: Nathan Stevenson, 2026.

9. Procurement and Legal Context

9.1 Emergency procurement

Section 255.20, Florida Statutes, generally requires local governments to award construction projects estimated at more than \$300,000 competitively, but it exempts projects to replace, reconstruct, or repair existing public works damaged by a sudden unexpected turn of events, such as a flood or accident, where the damage creates an immediate danger to public health or safety, other loss requiring emergency action, or an interruption of an essential governmental service.⁵⁷ The City's own code also permits emergency purchases. In 2017 the City relied on Section 2-190(b)(2) of its Code of Ordinances, as then numbered, for the emergency design work on this same seawall.²⁶ Whether the August 2026 collapse meets the statutory test is a determination for the City; this report does not presume the answer.

9.2 Local and regional examples

Las Olas Marina, Fort Lauderdale (January 2024). The Commission waived the City's competitive solicitation requirements and approved a development agreement for the developer of the Las Olas Marina project to replace the City-owned portion of the seawall, estimated at \$2,872,583, after the developer re-

ported that conditions were worse than anticipated.^{50,58} This was a procurement waiver rather than an emergency declaration, but it shows that the Commission has used alternative procurement for seawall work.

Bayfront Park, Miami (pending). The Bayfront Park Management Trust, an agency of the City of Miami, has scheduled a public hearing for October 14, 2026 on a resolution confirming an emergency finding under sections 287.055(3)(a)1. and 255.20(1)(c)1., Florida Statutes, and waiving competitive bidding for shoring, repair, and related work.⁵⁹ The City of Miami also issued an emergency procurement solicitation in October 2025 for design services to replace unsafe waterfront structures at Bayfront Park.⁶⁰ The Trust has not yet acted on the October 2026 resolution.

Indian Creek Drive, Miami Beach (2017). Miami Beach certified a public emergency and waived competitive bidding to advance design of its Indian Creek Drive flood mitigation project, which included seawall work.⁶¹ A later inspector general review, as reported by the Miami Herald, concluded that the city had improperly relied on emergency declarations and recommended limits on their use for large construction contracts.⁶² The example cuts both ways: emergency procurement can save time, but it requires a well-documented emergency and close oversight.

9.3 Liability

On June 30, 2026, the Governor vetoed HB 145, which would have raised Florida's sovereign immunity damage caps from \$200,000 per person and \$300,000 per incident to \$350,000 and \$500,000. The existing caps therefore remain in effect.^{63,64} Separately, the Florida Supreme Court has held that when a governmental entity has created a known dangerous condition that is not readily apparent, it has an operational-level duty to warn the public of, or protect the public from, that danger.⁶⁵ The City has barricaded the collapsed section.⁷ The adequacy of those measures over an interim period that may last until summer 2027 or later is a question this report raises but does not answer.

10. Officials and Representation

Table 6. Officials relevant to the site

Office	Officeholder	Verification note
City Commission District 4	Vice Mayor Ben Sorensen	City records place the project in District 4. ^{10,66,67}
Acting City Manager	Christopher Cooper (since Jul. 3, 2026)	Appointed Jul. 2, 2026. ^{40,68}
Broward County Commission District 8	Vice Mayor Robert McKinzie	Officeholder verified; county page describes district as including part of downtown. ⁶⁹
Florida Senate District 32	Sen. Rosalind Osgood	Officeholder verified; the site's district assignment was not independently re-verified. ⁷⁰
Florida House District 100	Rep. Chip LaMarca	First elected 2018; under the eight-year limit his House service ends in November 2026. Site assignment not re-verified. ^{55,71}

Office	Officeholder	Verification note
Florida House District 99	Rep. Daryl Campbell	Officeholder verified; the earlier edition placed the site near the HD 99 / HD 100 boundary, which was not re-verified. ⁷²
U.S. House	Unverified	A new congressional map signed in May 2026 redrew Broward districts, and Rep. Moskowitz is running in the new District 25. The district containing the site after January 2027 was not verified. ^{73,74}

The November 2025 and June 2026 project memos were issued by City Manager Rickelle Williams, whose separation took effect on July 3, 2026.^{10,41} The project has therefore passed to a new administration since the second retroactive agreement was approved.

11. Findings and Recommendations

11.1 Findings

1. The City has documented progressive deterioration of this seawall and catwalk since at least 2013, including a structural-deficiency finding in 2019 and a determination in December 2023 that the section required immediate replacement.^{1,2,4}
2. In March 2025 and again in March 2026, the City represented to a state grant agency that the catwalk had lost all its reinforcement and might be on the verge of collapse. A portion of the walkway collapsed and was barricaded by August 12, 2026.^{5,6,7}
3. The design contract has lapsed twice and been revived twice by retroactive agreement. Its value has risen by about 80 percent, to \$1,227,735.74, and its completion date has moved two years, to December 5, 2026.^{10,33}
4. The projected end of construction has moved from January 2026 to December 2027 in the City's own filings, and the most recent statement implies completion no earlier than summer 2028. The cost estimate has risen from about \$8 million to \$12 million.^{6,11,12,13}
5. The adopted capital plan provides no new funds for the project until FY 2030, while the City's stated construction start falls in FY 2027 and the two FIND awards require \$4 million in local match.^{14,16}
6. The project has not appeared in any Resilient Florida statewide plan for 2024 through 2027.^{17,18,19}
7. City records describe the new wall's alignment inconsistently, as waterward in three memos and landward in one.^{1,15}
8. Part of the base of the 9/11 Monument has been removed and stored, and no reinstallation date has been published.⁸
9. No Commission agenda item addressed the seawall between August 18 and October 6, 2026, apart from adoption of the capital plan.²⁰

11.2 Recommendations

The following six requests are directed to the City Commission and the Acting City Manager, except for the sixth, which is also directed to the state and federal delegation.

1. **Interim stabilization.** At its October 20 or November 6, 2026 meeting, the Commission should consider a resolution directing the City Manager to have the engineer of record assess interim stabilization of the failed section within 30 days and, if the assessment supports it, to use emergency procurement under Section 255.20 and the City Code.
2. **Accelerate funding.** The Commission should consider a budget amendment moving the \$7,983,841 now programmed for FY 2030 into FY 2027, and staff should bring the \$2,967,364 FIND agreement and its match to the Commission no later than December 2, 2026.
3. **No further design extensions.** The City should hold HBC to the December 5, 2026 completion date, publish a construction schedule, and advertise the construction bid in early 2027.

4. **A written plan for the 9/11 Monument.** The City should publish how the removed base is being stored, how the monument will be honored in the interim, and a target date for reinstallation.
5. **Transparency.** The City should publish the inspection reports underlying its structural findings (including the 2016 survey and the FDOT Bridge Management Inventory System determination), any engineering assessment made after the collapse, the status of the Corps of Engineers permit, the basis for the \$12 million estimate, and monthly progress updates.
6. **State and federal request.** The City should seek a 2027 state appropriation through the Broward legislative delegation, including Senator Osgood and the members elected to House Districts 99 and 100 in November 2026, before the regular session convenes on March 2, 2027, and should raise the project with the member of Congress who will represent the site from January 2027.^{70,75,76}

12. Open Questions

The public record reviewed does not answer the following questions. Each could be resolved by the City with existing information.

- What is the current status of the U.S. Army Corps of Engineers permit, which was described as pending in February and March 2026?^{15,23}
- How would a construction start in summer 2027 be funded, given that the adopted plan shows no new funds until FY 2030?
- What do the underlying inspection reports say, including the 2016 condition survey and the FDOT Bridge Management Inventory System findings?
- Will the new wall be built waterward or landward of the existing wall?
- Has any engineering assessment been made since the August 2026 collapse, and what did it recommend for the interim period?
- When will the removed portion of the 9/11 Monument base be reinstalled?
- Did the City ever apply to the Resilient Florida program for this project, and if not, why not?
- What was the outcome of the City's 2024 FIND application for \$3,000,000?

13. Methodology and Limitations

This edition was rebuilt in October 2026 after the working files of the earlier edition were lost. Every factual statement was checked against a primary source where one was available: City Commission agenda memos, exhibits, resolutions, and contracts obtained through the City's Legistar system and its public web API; the adopted FY 2027-2031 Capital Improvement Plan; FIND applications and award lists; state plans and program pages; statutes and case law; and published news reports. Quotations are reproduced as they appear in the source, including original spelling. Each statement carries an endnote with a URL.

The review has limits. Legistar records do not include vote tallies in the data reviewed, and some motions show no seconder. The review of 2026 meetings covered agenda titles, not public comment or video. The City's inspection reports, the HBC design documents, and the Corps of Engineers permit file were not available. District assignments for state and federal offices were not independently re-verified with official address lookups. Photographs were taken by Nathan Stevenson; the aerial images are undated within 2026, and no people are identified.

Compared with the earlier edition, several items were corrected or removed. The FIND votes covered by the South Florida Tribune took place on February 3 and March 3, 2026; February 6 and March 7 are the articles' publication dates.^{36,38} The "lost all its reinforcement" language first appears in the March 2025 pre-application, not only in 2026.⁵ The City's own 9/11 ceremony was held at the Fire and Safety Museum; it was the Thank You First Responder event that moved to the Flow Breezeway.^{8,42} The earlier statement that the failing stretch lies in front of The Wharf was not re-verified and has been removed. The claim that Florida's 23rd Congressional District becomes the 20th in January 2027 is not supported by the May 2026 map and has been removed.⁷³ Because Representative LaMarca's House service ends in November 2026, the state funding request is now directed to the delegation that will sit in the 2027 session.^{55,71} The Bayfront Park matter is presented as a pending action rather than a completed precedent, and the Las Olas Marina action is described as a procurement waiver rather than an emergency.^{58,59}

This report was prepared by Save the Riverwalk, a community campaign, and it reflects that perspective in its recommendations. The findings themselves are limited to what the cited records show. Corrections are welcome at savenewriverwall@mail.grokbots.com.

Appendix A. Sources

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