

Miami River Corridor Urban Infill Plan
3rd Annual Update

Adopted by the Miami River Commission on March 6, 2006

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Introduction

The Miami River Commission (MRC) adopted the *Miami River Corridor Urban Infill Plan* as a strategic plan to revitalize the River on September 9, 2002. In June 2003, the Plan won an “Award of Excellence” from the Florida Chapter of the American Society of Landscape Architects, and in July 2005 the 1,000 Friends of Florida recognized the Plan with the “Community Steward Award”. The Plan contains specific “Implementation Steps”, and requires an annual update.

This 3rd Annual Update classifies 60 of the 71 *Miami River Corridor Urban Infill Plan*'s Implementation Steps as “Completed” or “Ongoing with Significant Progress”. The following 26 implementation steps were brought to fruition during 2005:

- “Encourage developments to include alternate sources of energy and water conservation, i.e. solar panels and low-flow showerheads.”
- “Request that the City of Miami prepare a comprehensive Parks Master Plan for all City of Miami parks including a detailed needs assessment, design guidelines, and a signage and way-finding program.”
- “Request that the local government and Marine Industry explore the creation of a state-of-the-art Customs Inspections Station, centralized freight warehouse and consolidation facility in the Upper River.”
- “Request the City of Miami and Miami-Dade County to support catalytic development projects in the Miami River Corridor including, but not limited to, the Scottish Rite Temple, Mahi Shrine and the Florida Yacht Basin.”
- “Request that the MRC assist the private sector with permit facilitation and proper development practices by providing staff assistance and the creation of an “Urban Design Center.”
- “Request that all public buildings in the Miami River Corridor be subject to the same design review(s) in place for private development.”
- “Direct utility providers to incorporate undergrounding of utilities for new projects. When this is not feasible, utility poles should be consolidated and located at the back of the public right-of-way and “swags” crossing streets and intersections should be buried.”
- “Request MPO, City of Miami, Miami-Dade County and FDOT to conduct a North and South River Drive Corridor Study to address the impact of developments, “on-road” Miami River Greenway sections, Miami River Corridor Urban Infill Plan transportation recommendations, marine industrial site access, dedicated transit loop route, improved signage, noise barriers/buffers, and all plans and projects for transportation impacting North and South River Drive.”
- “Request the City of Miami to establish urban design standards for pedestrians on streets within the Miami River Corridor to encourage a walkable community.”
- “Request local government cooperation to enhance watercraft transportation by maintaining existing and providing for new boat slips.”
- “Request the City of Miami and Miami-Dade County and FDOT to pursue multi-modal transportation funding for the Miami River Corridor.”

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- “Request the City of Miami, Miami-Dade County and FDOT to study a realignment of North River Drive, between I-95 and the First Street Bridge, to create a deeper continuous site for development along the River.”
 - “Request the City of Miami and Miami-Dade County to initiate roadway-engineering analysis along North River Drive from NW 5th Avenue to modify or possibly abandon this portion of North River Drive for vehicular use, in lieu of an expanded greenway or new development.”
 - “Request the City of Miami, Miami-Dade County and FDOT to initiate roadway engineering analysis along South River Drive at the 5th Street Bridge to develop an intersection configuration that addresses the needs of the shipping industry and the local neighborhoods.”
 - “Request the City of Miami, Miami-Dade County and FDOT to initiate roadway engineering analysis along NW 12th Avenue from NW 7th Street to the Miami River to improve access to properties on the east side of NW 12th Avenue.”
 - “Request the City of Miami, Miami-Dade County and FDOT to initiate roadway-engineering analysis along South River Drive from 27th Avenue to 20th Street to allow for a waterfront greenway and associated development.”
 - “Request the City of Miami to develop a comprehensive traffic-calming plan for the Miami River Corridor.”
 - “Request MPO and MDTA prepare a feasibility study for a transit connector from the Orange Bowl for the Jackson Memorial Medical Campus.”
 - “Request that all transportation agencies adopt a minimum height of 26 feet clearance for bascule bridges and 75 feet for fixed bridges.”
 - “Request local government cooperation to enhance watercraft transportation including the creation of water taxi and waterbus service.”
 - “Assist the City of Miami, Miami-Dade County and MPO in implementing their adopted “Downtown Transportation Master Plan” as it relates to the Miami River Urban Infill Corridor.”
 - “Request the City of Miami Planning Department to pursue Neighborhood Conservation Designations for the Spring Garden, Lummus Park, Highland Park, Durham Park, Grove Park, River Park, Lawrence Subdivision and East Little Havana Neighborhoods”
 - “Recommend preservation of all remaining marine industrial (SD-4) zoning and industrial land use within the Miami River Corridor”
 - “Request the MRC to provide additional information to the City and County regarding the two new Governance recommendations in the Infill Plan, specifically, the Miami Riverfront Trust and the Miami River Improvement Board, so the City and County in the future will be able to determine the feasibility of implementing the recommendations.”
 - “Request that the City of Miami and Miami-Dade County update the text language of their comprehensive plan that address the Port of Miami River, consistent with this Plan, if deemed applicable upon the completion of a Comparative Economic Analysis and Market Study of the Marine Industry in the Miami River Corridor”- Miami-Dade County is currently updating the text language of their comprehensive plan that addresses the Port of Miami River, consistent with the Plan, via their EAR process. The City of Miami’s referenced draft Economic Analysis was received by the City administration in November 2004. The April 2005 “Biscayne Bay Economic Study”. conducted by Hazen & Sawyer, found the Miami River’s marine industry “generated \$406 million in income, 6,700 jobs and \$44 million in tax revenues”.

In only three years since its adoption, the public and private sectors have used the *Miami River Corridor Urban Infill Plan* in planning over 12,000 residential units (including 14 Major Use Special Permits) along the river's shores. Approximately 76% (29 of 38) of the Infill Plan's identified opportunity sites have either broken ground or are in permitting stages. In addition, the Plan's recommended improvements to the natural environment, including dredging, clean-up vessels, increased tree canopy and green spaces have come to fruition. In order to continue soliciting input from local residents, stakeholders, the public and private sectors, during November & December 2005, and January 2006 the MRC presented a draft of this Annual Update at several public hearings.

The Miami River Commission will continue to work with the City of Miami and its planning consultants, through the public input process, to fold the goals and policies of the *Miami River Corridor Urban Infill Plan* into the "Miami 21" plan and zoning code rewrite. The "Miami 21" consultant's scope of services outlines the potential for designating a waterfront special district, and this opportunity should be considered for the Miami River urban infill corridor.

The MRC thanks all of our public and private sector partners, which have made the current revitalization of the Miami River Urban Infill Corridor a reality.

Part I. Completed Implementation Steps

a. Dredging

- **“Request the Army Corps of Engineers to expeditiously begin the Maintenance Dredging of the Miami River Federal Navigable Channel”**



On April 9, 2004 the Army Corps' of Engineers signed a contract with Weston Solutions and Bean Environmental to maintenance dredge the Miami River, and dredging officially commenced on October 27, 2004. To date, the project is 40% complete, ahead of schedule and beneath budget.

The dredging project will significantly improve South Florida's economy and our natural environment. Although River's require periodic maintenance, the Miami River's designated 15-foot deep federal navigable channel has never been maintenance dredged. Over the decades of neglect, nearly 1 million tons of contaminated sediments have filled the river bottom, prohibiting vessels from loading cargo to full capacity and forcing them to traverse only at high tide. Restoring the federal navigable channel, and the additional "bank to bank" dredging, will allow vessels to fill cargo to full capacity, and traverse regardless of tide, making more efficient shipping terminals. This in turn will enhance productivity and lead to greater commerce and employment, among other benefits.

Furthermore, removing the 900,000 tons of contaminated sediment will significantly improve the natural environment of both the Miami River and Biscayne Bay. Currently, vessels and rainfall cause the contaminated sediments to stir into the river's water column and flow into the Bay. Over the past decade, over 40,000 tons of contaminated sediments have migrated from the Miami River into Biscayne Bay in that fashion, and dredging is the only way to remove the contaminated sediments from our waterways. In addition, the removal of the 750,000 cubic yards of materials increases flood conveyance capacity, as newly installed forward pump systems transfer water from historically flooded areas into the Miami River.

The Miami River Commission recognizes and thanks the partnership which made this long awaited project a reality, including Congresswoman Ros-Lehtinen, Senator's Graham, Nelson and Martinez, the entire Dade Congressional Delegation, the Army Corps of Engineers, Governor Bush and the Florida Legislature, Miami-Dade County, the City of Miami, the Florida Inland Navigational District, the South Florida Water Management District, and the late Congressman Claude Pepper, whom sponsored a resolution in 1972, which launched the process to maintenance dredge the Miami River.

a. Dredging (continued)

- “Establish public and political support for funding additional dredging needs including the tributaries and the portion of the Miami River outside the Federal Navigable Channel” – In July 2004 Miami-Dade County and the City of Miami approved an Interlocal Agreement pledging to cost share the additional “bank to bank” dredging located outside the federal navigable channel. The Florida Inland Navigational District has awarded \$4 million for dredging outside the federal navigable channel, and during the 2005 Legislative session the State of Florida appropriated \$2 million for that purpose.

The South Florida Water Management District has agreed to dredge the Tamiami Canal within the Miami River Urban Infill Corridor, from the salinity dam to the River’s channel. The SFWMD provided \$1 million to the City of Miami, to cost share dredging in Wagner Creek Phases IV and V. In addition the City of Miami has placed the Seybold and Lawrence Canals on their “list of projects to be dredged”.

- “Establish a project communication network for the dredging of the Federal Navigable Channel to keep stakeholders informed of the project progress” – The Army Corps of Engineers, Miami-Dade County, City of Miami, Miami River Commission and dredging contractors Weston / Bean are conducting a series of individual community meetings about the Miami River Dredging project. The Miami River Commission continues to host monthly publicly noticed Miami River Dredging Subcommittee meetings, and the minutes are available at www.miamirivercommission.org. In addition, a new website, ourmiamiriver.com, focuses solely on the progress of the Miami River Maintenance dredging project.

b. Greenways



- “Request the City of Miami and Miami-Dade County continue to move forward with the implementation of the Miami River Greenway, as outlined in the *Miami River Greenway Action Plan*” – The Miami River Greenway is under construction with nearly \$30 million appropriated thus far by the public and private sectors, including Congress - \$2.6 million in the FY '06 Transportation Bill, FDOT - \$7.16 million, Miami-Dade County General Obligation Bond issue - \$7.5 million, City of Miami Neighborhood Improvement Bond Issue - \$7.16 million, TPL’s Knight Foundation Grant – \$2.5 million, and private developments - \$3 million.

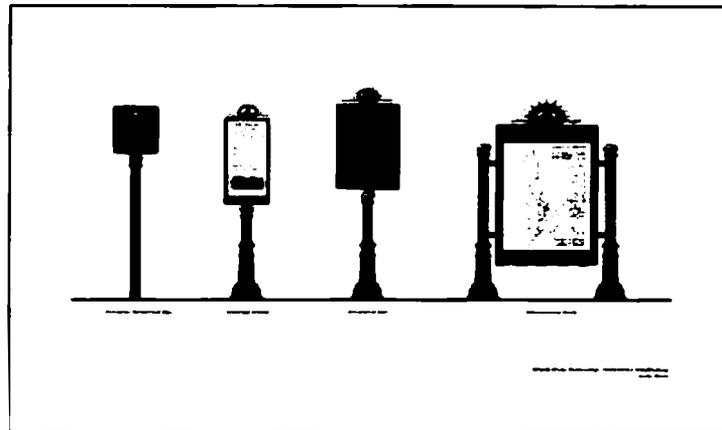
b. Greenways (continued)

- “Request that the City of Miami encourages private development to provide Greenway segments west of NW 5 ST, preferably at the waterfront...” – Private developments are including publicly accessible riverwalks to the west of the 5th Street bridge in their plans for the following projects: Royal Atlantic, Terrazas River Park Village, Hurricane Cove, AguaClara, River Run South, Brisas del Rio, Nautica, Miami Rivertown, Coastal, River Oaks, and 1690 North River Drive.



Publicly accessible Riverwalk at Royal Atlantic Design

- “Request the City of Miami and TPL to create a comprehensive greenways signage and way finding program” – TPL utilized a portion of their Knight Foundation grant to contract Yazzi, a graphic design firm, which has completed the specifications for the Greenways signage and way finding program. The City and TPL requested the MRC to advertise a Request for Proposals for the first phase of Greenway Historical markers, using the design specs created by Yazzi, and \$25,000 in Villagers grant funding awarded to the MRC.



- “Request the MRC to provide additional information to the City and County regarding the two new Governance recommendations in the Infill Plan, specifically, the Miami Riverfront Trust and the Miami River Improvement Board, so the City and County in the future will be able to determine the feasibility of implementing the recommendations.” – MRC provided additional information. which was discussed at the January 2006 Greenways Retreat.

c. River Environment

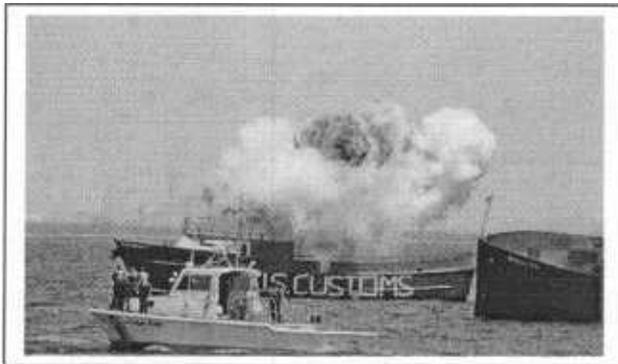
- “Request that local governments and agencies re-activate the Miami River Clean-Up Vessel.” The Scavenger 2000 de-pollution vessel original contract (MRC from SFWMD \$25,000, FEFC \$75,000, City of Miami \$100,000) was extended by the City of Miami. The Scavenger 2000 is currently removing floatable debris, bacteria & viruses including e-coli, at a rate of 10,000 gallons per minute, and oxygenating the water at a rate of 100,000 liters per hour, 8 hours per week. Over 5,055 cubic feet of debris & 245 hazards to navigation have been removed and 337,616,000 gallons of Miami River water have been decontaminated thus far. Miami-Dade County appropriated \$100,000 in their Fiscal Year 2005-2006 budget for Scavenger 2000 services on the **Miami River**.



- “Encourage developments to include alternate sources of energy and water conservation, i.e. solar panels and low-flow showerheads.” – The MRC adopted the *Miami River Corridor Energy Efficiency and Water Conservation Report* in 2005. The report outlines various energy efficient and water conservation appliances and techniques, and will be presented during the MRC’s planned 2006 “Miami River Development Summit”.

d. Neighborhood Improvements

- “Request that the federal, state and local government provide continued funding for ‘Operation Riverwalk’”. – Governor Bush’s “Operation Riverwalk” completed a successful three-year program focused on illegal drug traffic seizures and creating new economic development. Over 2,000 pounds of cocaine were seized, and 12 vessels found with illegal drugs were sank to create artificial reefs.



- “Request that the City of Miami prepare a comprehensive Parks Master Plan for all City of Miami parks including a detailed needs assessment, design guidelines, and a signage and way-finding program.” The city of Miami contracted Goody Clancy to conduct the recommended Parks Master Plan. The MRC participated in the Plan’s public hearings, forwarding the Infill Plan Parks recommendations.

e. Investment in the River

- “Request the City and County to expand the Enterprise Zone within the Urban Infill boundary as permitted by 2002 State legislation, and utilize available Enterprise Zone economic development incentives to create new and expanding businesses, generating new jobs.” – The Florida Legislature expanded the Enterprise Zone within the MRC targeted Miami River Corridor Urban Infill Boundary. The City Commission adopted a local Enterprise Zone incentive ordinance, including Ad-valorem waivers for new and expanding businesses. There are 16 new riverfront restaurants in permitting, adjacent to the riverwalk.
- “Request the City of Miami and Miami-Dade County to support catalytic development projects in the Miami River Corridor including, but not limited to, the Scottish Rite Temple, Mahi Shrine and the Florida Yacht Basin.” – The City commission approved catalytic development projects including but not limited to 1,000 residential units in “Miami Rivertown”, located at the former Mahi-Shrine site, and 3,000 units in “Riverfront East & West”.
- “Request that the local government and Marine Industry explore the creation of a state-of-the-art Customs Inspections Station, centralized freight warehouse and consolidation facility in the Upper River.” – The Marine Industry, Miami-Dade Transit, and the Miami-Dade Expressway Authority are exploring the creation of a Customs Inspections Station in the public rights-of-way beneath and adjacent to the proposed Earlington Heights Metrorail Extension and the ST. Road 112 Interconnector fixed bridges.
- Request that the FDOT and Miami-Dade County Public Works invite the participation of City of Miami Planning and Zoning Department, Miami-Dade County Planning and Zoning Department and the public in the design of bridges relative to the aesthetics and pedestrian amenities.” – The Metropolitan Planning Organization’s Bicycle Pedestrian Advisory Committee (BPAC) and Transportation Aesthetics Review Committee (TARC) invite the participation of City of Miami, Miami-Dade County, and the public to their monthly publicly noticed meetings, regarding the design of bridges and roadways relative to aesthetics (TARC) and pedestrian amenities (BPAC).

f. Transportation

- “Request that FDOT, Miami-Dade County and MPO analyze the viability of a tunnel as an alternative to a bridge for future high volume river crossings.” – The *Downtown Transportation Master Plan* prioritizes a downtown River Tunnel, and was adopted by the MPO and City Commission in May 2003. In addition, the MRC contracted economists, which conducted a comparative cost analysis of bridges and tunnels for the NW 12th Ave. and NW 27th Ave. Bridges. The study found that over a 70-year life cycle, tunnels at these locations would be \$1.46 million less expensive than bridges. The study was forwarded to the FDOT, MPO, City and County.

f. Transportation (continued)

- “Request MPO and MDTA extend the hours of operation for all Metro Mover Stations in the Miami River Corridor until midnight.” – Metro Mover commenced operation until midnight in June 2003.
- “Request MPO and MDTA establish a dedicated revenue source to leverage federal funds to develop a comprehensive transit system that serves the river community.” The ½ penny sales tax for transportation approved at referendum, and will be used to leverage federal funds. Portion of the new dedicated transportation tax revenue will be used for Miami River Corridor projects, including the adopted Downtown Transportation Master Plan Tunnel, extended operations of River corridor Metro stations, and increased bus services.

g. Governance

- “Request that the Miami River Commission (MRC) adopt the *Miami River Corridor Urban Infill Plan* (UIP) as their Strategic Plan.” - The MRC adopted the UIP on September 9, 2002. In June 2003, the Plan won an “Award of Excellence” from the Florida Chapter of the American Society of Landscape Architects, and in July 2005 the 1,000 Friends of Florida recognized the Plan with the “Community Steward Award”. The Plan has been successfully used by the public and private sectors.
- “Initiate changes to MRC governance necessary to implement the Infill Plan as MRC’s Strategic Plan.” – MRC Urban Infill Working Group made governance changes, including the creation of the 5-year integrated budget, annual UIP update and the Development Technical Review Form.
- “Request State Legislation to remove MRC sunset clause and appropriate amendments to the MRC enabling legislation in the 2003 State Legislature session.” – Florida Legislature unanimously repealed MRC sunset provision.

II. ONGOING IMPLEMENTATION STEPS WITH SIGNIFICANT PROGRESS

a. River Environment

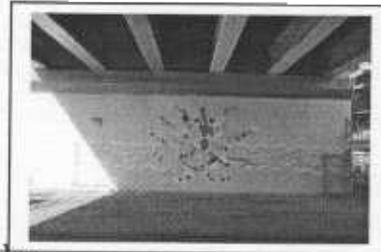
- “Continue the implementation of the 33 recommendations of the Miami River Commission’s Water Quality Improvement Report.” – In 2005 the City of Miami installed the recommended solid waste interceptors. Completed storm sewer retrofitting projects in Little Havana, Downtown and Allapattah. Conducted Upper Wagner Creek Isolation Survey, and repaired detected faults. Applied environmental messages to river area storm drains.

- “Request that the MRC pursue additional funding for ongoing environmental education programs.” - MRC awarded \$20,000 from County Community Based Organization Grant program in FY '05 – '06 to continue providing free environmental education boat tours to thousands of students annually.



- “Request that the local and state governments continue programs that remove derelict vessels from the Miami River.” – Although the Miami River was derelict ridden, currently there are no derelict vessels on the River. Officer Frank de la Torre, Florida Fish and Wildlife, DERM, the City of Miami and FIND have been instrumental in removing the derelict vessels.

- “Request that local and state governments partner to create beautification projects beneath all bridges within the Miami River Corridor.” – The East Little Havana Riverside Garden was created beneath Flagler Bridge. In January 2003 several columns beneath I-395, adjacent to the new Overtown Youth Center, were painted with pastels. In November 2003 the City Commission approved the Athalie Range Park extension in Overtown, beneath I-95. In November 2004 landscaping and an alligator mural were placed beneath the 17 Ave flyover during “Hands-on-Miami Day”. Dec 2005 a sunset mural was painted beneath the 27 Ave Bridge.



a. River Environment (continued)

- “Seek continued protection of manatees in the Miami River through monitoring of the Miami-Dade County Manatee Protection Plan.” The Miami-Dade County *Manatee Protection Plan* remains in effect and the manatee population has been rising.

- “Increase the tree canopy by planting shade trees where feasible within the Urban Infill Boundary and recommend that shade trees be required for future developments within the Infill boundary.” – Provided Miami River residents with free trees at the “Adopt-a Tree” events held in Curtis Park. in November 2003 and the Orange Bowl in October 2004. In addition, 100 new trees were planted in Rights of Way along N. River Drive and Wagner Creek, and new trees have been planted in 2005 by the City of Miami while constructing sections of the Miami River Greenway, and TPL in the East Little Havana Greenprint project.



- “Provide **additional** green space where feasible within the Urban Infill boundary.” MRC partnered with Hands on **Miami**, Allapattah and East Little Havana NET Offices, in creating two pocket parks on Wagner Creek, the East Little Havana Riverside Garden and a new riverfront pocket Park in the Grove Park neighborhood on South River Drive and NW 16 Ave. The “Point Park” Zoning and Land Use were amended to Parks and Recreation on June 27, 2002.



a. River Environment (continued)

- “Request the South Florida Water Management District to include the 300 foot section of the Tamiami Canal, immediately east of the swing bridge, in their planned dredging of secondary canals.” – The SFWMD has secured full funding for the project, with a FEMA cost share, and have pending permit applications.

b. Neighborhood Improvements

- “Request the MRC to support the City of Miami Mayor’s Office “Clean-Up Miami Campaign”. – MRC participated in, and partially administered, the following volunteer clean-up projects within the Miami River Corridor, in partnership with Hands on Miami volunteers and the City of Miami, Miami-Dade County, and FIU: Miami Circle 2002, Sewell, Jose Marti and Curtis Park in 2002, 2003, 2004, and 2005, Overtown January 2003, 2004 & 2006, Wagner Creek pocket parks May 2003 and October 2004, Fern-Isle Park June 2004, Melrose clean-up October 2004, East Little Havana Riverside Garden in 2005, and North River Drive in 2005



b. Neighborhood Improvements (continued)

- “Request the City of Miami, Miami-Dade County and private sector to develop mixed income housing throughout the Miami River Corridor.” – There are over 12,000 new residential units being built or in final permitting along the Miami River. The housing is a mix of affordable projects (River Park Apartments, Jubilee on the River, AguaClara, River Run South, Tuscan Place and Brisa del Sol) and market rate projects (NEO Lofts, NEO Vertika, One Miami, Brickell on the River, Terrazas River Park Village, Latitude on the River, Dupont Plaza, Royal Atlantic, Reflections on the River, The Ivy, Wind, River House Lofts, etc.).



Brickell on the River



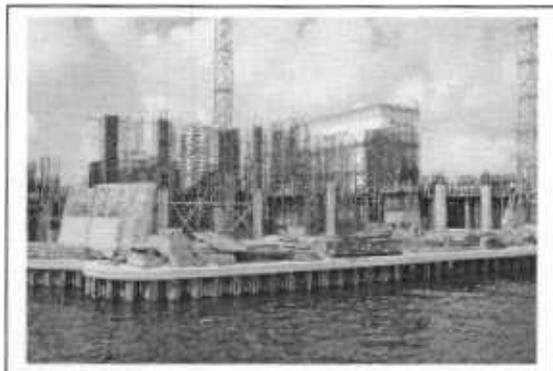
One Miami



Neo Vertika



Dupont



Latitude on the River



Tuscan Place

- “Request that the MRC assist the private sector with permit facilitation and proper development practices by providing staff assistance and the creation of an “Urban Design Center.” – MRC staff assisting private sector, and submitted the *Miami River Urban Design Center Feasibility Study* to Miami Dade County.

c. Investment in the River

- “Request the City of Miami, Miami-Dade County and the MRC to undertake a Comparative Economic Analysis and Market Study of the Marine Industry in the Miami River Corridor, to address new redevelopment strategies, and tools.” - The April 2005 “Biscayne Bay Economic Study”, conducted by Hazen and Sawyer, concluded the Miami River’s marine industry “generated \$406 million in income, 6,700 jobs and \$44 million in tax revenues”. *Recent Growth, Current Activity and Economic Impacts of Mega Yachts in South Florida*, by Thomas J. Murray, independent Resource Economist, concluded the grand total direct and indirect economic output generated every time a mega-yacht is serviced at a South Florida boat-yard is over \$385,000. The City of Miami’s contracted consultants submitted their Miami River Economic Analysis to the City administration in November 2004.
- “Request that all public buildings in the Miami River Corridor be subject to the same design review(s) in place for private development.”
- “Direct utility providers to incorporate undergrounding of utilities for new projects. When this is not feasible, utility poles should be consolidated and located at the back of the public right-of-way and “swags” crossing streets and intersections should be buried.” – Rep Barreiro sponsored cost-benefit analysis and Rep Robaina sponsored bill to underground.

d. Planning and Zoning

“Request the City of Miami Planning Department to pursue appropriate zoning amendments, if deemed applicable upon completion of a Comparative Economic Analysis and Market Study of the Marine Industry.” – The following Urban Infill Plan recommended zoning amendments have occurred:

- 613 & 601 NW 7 ST RD, R-3 to Parks and recreation, (Point Park), 6/27/02
- 690 SW 1 Ave, Industrial to Restricted Commercial (Lower River, East of I-95), 5/23/02
- 610 SW 1st Ave, Industrial to Restricted Commercial (Lower River, East of I-95), 3/27/03
- 615 SW 2 Ave, Industrial to Restricted Commercial (Lower River, East of I-95), 3/27/03
- 501 NW 7 Ave, Special exception to allow a multifamily residential structure of high density equal to R-4, 1/6/03 (Lower River)
- 1001 NW 7 ST, Ind. to Restricted Comm., 2/26/04 (Middle River)
- 201 SW 6 ST, Industrial to SD-7 (Lower River East of I-95)
- 90 SW 3 ST, Office to Restricted Commercial, 10/04 (Lower river)
- 1400-1500 NW North River DR, Office to Commercial, 7/05
- 517, 555 & 605 NW South River DR, Ind. to Commercial, 1/05
- Lummus Park Historic District Designation - 2005
- “Request the Miami-Dade County Department of Planning and Zoning pursue a Water Industrial Overlay District” The Miami-Dade County Planning Department drafted the Urban Infill Plan’s recommended Marine Industrial Zoning Overlay ordinance for unincorporated Miami-Dade County. County Commissioner Bruno Barreiro has agreed to sponsor the legislation, which is expected to be considered by the Board of County Commissioners in early 2006.

Planning and Zoning (continued)

- “Request the City of Miami Planning Department to pursue Neighborhood Conservation Designations for the Spring Garden, Lummus Park, Highland Park, Durham Park, Grove Park, River Park, Lawrence Subdivision and East Little Havana Neighborhoods” – The City of Miami is addressing in Miami 21.
- “Recommend preservation of all remaining marine industrial (SD-4) zoning and industrial land use within the Miami River Corridor” – MRC is forwarding the April 2005 “Biscayne Bay Economic Study”, conducted by Hazen and Sawyer, concluded the Miami River’s marine industry “generated \$406 million in income, 6,700 jobs and \$44 million in tax revenues”. In addition, *Recent Growth, Current Activity and Economic Impacts of Mega Yachts in South Florida*, by Thomas J. Murray, independent Resource Economist, concluded the grand total direct and indirect economic output generated every time a mega-yacht is serviced at a South Florida boat-yard is over \$385,000. Therefore, MRC continues to recommend preservation of marine industrial businesses on the Miami River.

e. Transportation

- “Request that the City and County identify infrastructure, needs and available funding for the Miami River Corridor and incorporate them into the future Capital Improvement Plans.” – Significant Capital Improvement Projects within the Miami River Corridor are funded in Miami Dade County’s 2004 Bond Issue, City’s Homeland Defense and Neighborhood Improvement Bond Issue, portions of the County’s Transportation ½ penny sales tax, and FDOT Transportation Improvement Program. These allocations are outlined in the Miami River Commission’s “5-Year Integrated Budget”.
- “Request Miami-Dade County to replace the 1941 swing bridge on the Delaware Parkway (South River Drive) over the Tamiami Canal” – The Tamiami Canal Swing Bridge PD&E commenced in 2005. On November 2, 2004 Miami-Dade residents overwhelmingly approved the County’s General Obligation Bond Issue, which included \$19 million to replace the bridge.
- “Request local government cooperation to enhance watercraft transportation including the creation of water taxi and waterbus service.” – The MPO concluded the Phase II Waterborne Transportation Study, and found a Miami River Water bus route to be feasible.
- “Request local government cooperation to enhance watercraft transportation by maintaining existing and providing for new boat slips.” – In 2005 Miami-Dade County passed a resolution requesting establishment of a Miami River “Boat Slip Bank” policy so that slips may be relocated from one site to another on the River, rather than incurring a net loss of slips.
- “Request MPO, City of Miami, Miami-Dade County and FDOT to conduct a North and South River Drive Corridor Study to address the impact of developments, “on-road” Miami River Greenway sections, Miami River Corridor Urban Infill Plan transportation recommendations, marine industrial site access, dedicated transit loop route, improved signage, noise barriers/buffers, and all plans and projects for transportation impacting North and South River Drive.” The MPO approved a \$100,000 scope of services to hire a transportation firm to prepare the MRC recommended “Miami River Corridor Multi-Modal

Transportation Plan”, in partnership with the FDOT, City, County, MDX, MRMG and MRC. The Plan has a \$25,000 MRC cost share, and will directly address the Miami River Corridor Urban Infill Plan’s following transportation related implementation steps:

- “Request the City of Miami and Miami-Dade County and FDOT to pursue multi-modal transportation funding for the Miami River Corridor.”
- “Request the City of Miami, Miami-Dade County and FDOT to study a realignment of North River Drive, between I-95 and the First Street Bridge, to create a deeper continuous site for development along the River.”
- “Request the City of Miami and Miami-Dade County to initiate roadway-engineering analysis along North River Drive from NW 5th Avenue to modify or possibly abandon this portion of North River Drive for vehicular use, in lieu of an expanded greenway or new development.”
- “Request the City of Miami, Miami-Dade County and FDOT to initiate roadway engineering analysis along South River Drive at the 5th Street Bridge to develop an intersection configuration that addresses the needs of the shipping industry and the local neighborhoods.”
- “Request the City of Miami, Miami-Dade County and FDOT to initiate roadway engineering analysis along NW 12th Avenue from NW 7th Street to the Miami River to improve access to properties on the east side of NW 12th Avenue.”
- “Request the City of Miami, Miami-Dade County and FDOT to initiate roadway-engineering analysis along South River Drive from 27th Avenue to 20th Street to allow for a waterfront greenway and associated development.”
- “Request the City of Miami to develop a comprehensive traffic-calming plan for the Miami River Corridor.”
- “Request MPO and MDTA prepare a feasibility study for a transit connector from the Orange Bowl for the Jackson Memorial Medical Campus.”
- “Request that all transportation agencies adopt a minimum height of 26 feet clearance for bascule bridges and 75 feet for fixed bridges.”
- “Assist the City of Miami, Miami-Dade County and MPO in implementing their adopted “Downtown Transportation Master Plan” as it relates to the Miami River Urban Infill Corridor.”
- “Request the City of Miami to establish urban design standards for pedestrians on streets within the Miami River Corridor to encourage a walkable community.”

d. Governance

- | “Request that the City of Miami and Miami-Dade County update the text language of their comprehensive plan that address the Port of Miami River, consistent with this Plan, if deemed applicable upon the completion of a Comparative Economic Analysis and Market Study of the Marine Industry in the Miami River Corridor”- Miami-Dade County approved updating the text language of their comprehensive plan that addresses the Port of Miami River, consistent with this Plan, via their EAR process. The City of Miami’s referenced draft Economic Analysis was received by the City administration in November 2004. The April 2005 “Biscayne Bay Economic Study”, conducted by Hazen & Sawyer, found the Miami River’s marine industry “generated \$406 million in income, 6,700 jobs and \$44 million in tax revenues”.

Part III. Incomplete Implementation Steps

a. Greenways

- “Conduct a Miami River Park Master Plan to integrate existing and proposed public spaces with the Miami River Greenway System”-To be addressed as part of the City of Miami’s “Parks Master Plan” and during the “Miami 21” public workshop process (1st Annual Update).
“Establish a dedicated funding source for construction and ongoing Greenway maintenance”- MRC, Trust for Public Land, City & County studying BID, Trust, and TIF models; addressed during the Jan. 2006 Greenways Retreat.

b. Neighborhood Improvements

- “Request that the City of Miami and Miami-Dade County establish formal Crime Prevention through Environment Design (CPTED) regulations and review process for all projects within the Miami River Corridor”- Need to discuss with Chief Timoney, Deputy Chief Frank Fernandez and Planning Director.
- “Request the City of Miami and Miami-Dade County to require suitable separation and buffers between new residential development and Marine Industrial uses”-MRC continues to encourage City and County adoption of the Urban Infill Plan to preserve marine industries. To be addressed in “Miami 21.”
- “Request CSX to properly maintain the railroad right-of-way within the Urban Infill boundary”

c. Investment in the River

- “Request the City of Miami and Miami-Dade County to create a Tax Increment Finance District within the Miami River Corridor to fund priority items”-To be addressed and discussed at the MRC scheduled October/November retreat as a possible funding source for the future maintenance of the Miami River Greenway.
- “Request the Marine Industry, local and state governments to partner and create a marine training and education facility on or near the Miami River”-Opening discussions.
- “Request the City of Miami to utilize funds in the Bayfront and Riverfront Lands Acquisition Trust Fund for property acquisition along the Miami River, in consultation with the City of Miami parks Advisory Board.
- “Request that Miami-Dade Water & Sewer Department develop façade and landscape improvements for Pump Station Number One”-Discussions with County (1st Annual Update).
- “Request Miami-Dade County to enter into discussions with CSX railroad to provide a landscape easement in Melrose between the railroad right-of-way and North River Drive”- Preparing package for County.

e. Planning and Zoning

- “Request the Miami-Dade County Department of Planning & Zoning to pursue a Water Related Industrial Overlay District in Melrose Neighborhood as described in the Urban Infill Plan”- County drafted the new Marine Industrial Overlay District for consideration in early 2006, to be followed by the referenced Melrose / Water Related ordinance.

Governance

- “Request the City of Miami and Miami-Dade County adopt the *Miami River Corridor Urban Infill Plan*, and submit the required comprehensive land use map amendments pursuant to the State Statute” - In December 2002, the City Commission unanimously adopted three resolutions implementing parts of the Plan. The City deferred consideration of the remaining sections of the Plan, until completion of a Miami River Economic Analysis. The City of Miami’s referenced draft Economic Analysis was received by the City administration in November 2004. The April 2005 “Biscayne Bay Economic Study”, conducted by Hazen & Sawyer, found the Miami River’s marine industry “generated \$406 million in income, 6,700 jobs and \$44 million in tax revenues”. The Board of County Commissioners is deferring considering the Plan, until the City Commission completes its consideration of the remaining sections of the plan, since the Economic Analysis have been completed.

Part IV. Amendments

The Miami River Corridor Urban Infill Plan's Annual Update provides the opportunity for amendments to be proposed, which would be voted on by the MRC. The following amendment was proposed during the November 16 and November 21 public workshops, and adopted by the MRC on March 6, 2006, as a part of this "3rd Annual Update":

- To support catalytic marine industrial redevelopment projects, including but not limited to the potential Merrill-Stevens expansion, Palmer Lake, Fisherman's Wharf in Lummus Landing, the "Tug Boat Basin", and the upper river area adjacent to and beneath the proposed Miami-Dade Transit and Miami Dade Expressway Authority fixed bridges. Please see the attached color exhibit outlining these areas.

Part V. Updated Miami River Corridor Urban Infill Plan “Vision for the River – Urban Infill Sites”

The *Miami River Corridor Urban Infill Plan*, “Vision for the River – Urban Infill Sites”, pages 41-43, identify opportunity sites within the Miami River Corridor, approximately 76% of which (29 of 38) have either commenced or are in permitting. The following updates the status of the identified opportunity sites:

a. “Lower River” Opportunity Sites

1. “One Miami” – The One Miami project broke ground in July 2003.

Location: North bank of Miami River and Biscayne Bay (directly at mouth of river)

205 South Biscayne Blvd

Developer: Related Group of Florida

Architect: Arquitectonica, Bernardo Fort-Brescia

Size/Description: Twin 45 story residential towers, with 896 one, two and three bedroom residences w/parking. Connected to a new \$4.1 million dollar Riverwalk north shore trailhead.



2. “One Riverview Square” - Broke ground in October 2002, and opened in October 2004.

Location: North Bank of River just east of Miami Avenue Bridge

Developer: Miami River Associates & Panther Real Estate Partner

Size/Description: 8 stories, total floor space 166,227 S.F., first floor retail, restaurant connecting to new Riverwalk section; remaining floors office and Immigration Courthouse



3. “Development Opportunity” – Major Use Special Permit Applications for the “Riverfront East and West” (Wind and Ivy) broke ground in 2005.

Location: North bank of River just west of Miami Avenue Bridge

Developer: The Epoch Corporation, NEO Concepts and Key International

Architect: Luis Revuelta, Revuelta Leon

Size/Description: 2,886 residential units, 255,800 Sq. feet office, 80,722 sq. feet retail, publicly accessible riverwalk.



a. "Lower River" Opportunity Sites

4. "Charter School" – The recommended Downtown Charter School, located at 400 NW 2nd Ave, opened in September 2002



5. "Downtown Proposed Historic District" – Being placed on the National Register of Historic Places.

6. "Flagler Street -Two Way" – The construction documents for the project are complete, funding is allocated (City CIP \$6.5 million for streetscape, FDOT \$2 million, County \$1.25 million) and construction commenced.

7. "Brickell Key" – The Courts at Brickell Key opened in January 2003 and the "Carbonelle" is currently under construction.
Location: Brickell Key
Developer: Swire Properties
Size/Description: "Carbonelle" is 40 stories, 284 units



8. "Brickell Shipyards" – The Miami River Corridor Urban Infill Plan's recommended zoning change from Marine Industrial to SD-7 was approved by the City Commission on March 27, 2003 and July 2003. "Latitude on the River" broke ground on September 2004 and is expected to open December 2006.
Developer: Miami Riverfront Partners, LLC, Kevin Reilly, EA Fish and Suffolk Construction
Location: 615 SW 2nd Ave
Architect: Arquitectonica, Bernardo Fort-Brescia
Size / Description: Mixed-Use project consisting of a 42 story, 455 residential unit building, 22 story office building, 6,150 sq. foot café, 3,800 Sq foot bank/retail space and a 5,000 sq. foot retail space on the first floor. Buildings are setback 50-feet from the river, with a publicly accessible riverwalk.



8. “Brickell Shipyards” (continued)
“Neo Vertika” broke ground.
Developer: NEO Concepts
Location: 690 SW 1 Ave
Architect: Luis Revuelta, Revuelta, Leon
Size / Description: mixed use / residential, 36 stories,
443 units, 24,000 square feet retail/restaurant
connecting to publicly accessible riverwalk



9. “Brickell Park” – Per the Infill Plan recommendation, this public park site is being preserved.

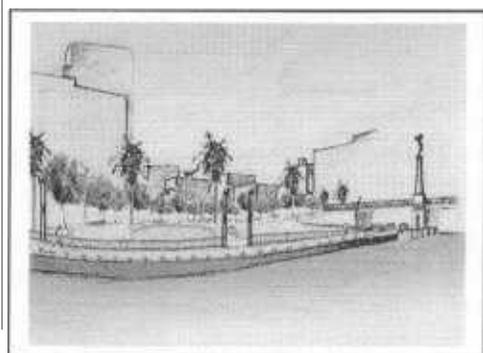
10. “Brickell on the River” – Phase I of this approved Major Use Special Permit broke ground in August 2003 and is expected to open in January 2006. Phase II broke ground in 2005.
Location: 25 SE 5th Street, south bank of river
Developer: Michael Bedzow, Groupe Pacific
Architect: Stan Cohen, Cohen & Cohen
Size/Description: Twin Residential Towers, 42 stories each, 712 units, connected to a new 50-foot wide Riverwalk section with Caf e’s and fountains.



11. “Mary Brickell Village” - The Millennium Partners opened the “Brickell Tennis Club” on a non-riverfront portion of this large area.



12. “Miami Circle Greenway Connection” – The Florida Department of State’s Division of Historical Resources has funding to repair the site’s seawall and create the publicly accessible riverwalk. The seawall permits should be issued, followed by Riverwalk design and construction. The National Park Service is completing a feasibility study to incorporate the site into the National Park system.



13. "Lummas Park – Proposed Conservation District" – City of Miami approved the Lummas Park Historic District in 2004.

14. "Lummas Landing" – The Riverwalk in Lummas Park broke ground in July 2003 and is Expected for completion in 2006.



15. "Scottish Rite Temple – Adaptive Reuse" – No change.

16. "Flagler Streetscape Extension" – MRC will address in new FDOT PD&E.

17. "East Little Havana Proposed Conservation District" – Miami 21 will consider.

18. "5th ST Bridge" – The Florida Department of Transportation (FDOT) allocated \$43,727,000 in Transportation Improvement Project # 4128081, to replace the NW 5 ST Bridge in 2007. The FDOT expedited bridge replacement in 2005 after two additional collisions left the Bridge inoperable.

19. "Ada Merritt School" This historic school site was rebuilt and re-opened to students in August 2003.

b. Middle River Sites

20. "Miami News" – The Major Use Special Permit, was approved on February 26, 2004, and broke ground.

Project Name: Royal Atlantic

Location: 1001 NW 7 ST

Developer: Edwin Verdezoto, Royal Atlantic Developers

Architect: Larry Cohan, Britto Cohan

Size Description: Residential/mixed use project consisting of a grand total of 576 residential units in two phases.

Phase I is a 26 story building, with the garage facaded along the river with townhomes and 3,500 square feet of retail along NW 7 ST. Phase II is 280 residential units in a 24-story building with the parking garage facaded along the river with town homes and 4,500 square feet of retail along NW 7 ST. The project provides a 50-foot setback from the Miami River, a publicly accessible 20 foot-wide riverwalk, and a public riverfront greenspace area.



21. "Spring Garden Proposed Conservation District" – Per the required Neighborhood Conservation District (NCD) designation process, the Spring Garden Civic Association submitted a resolution in support of creating the proposed NCD to the City Planning Department Director in January 2003. Miami 21 will consider.

22. "Highland Park – Potential Conservation District" – Miami 21 will consider.

23. "River Front Access Opportunity Park" – The Miami-Dade County approved General Obligation Bond Issue contains \$7.5 million for the Miami River Greenway. This county owned property at the Robert King High housing facility would be an ideal location for a new publicly accessible riverwalk.

24. "Mahi Shrine Site" – "Miami Rivertown" Major Use Special Permit was approved by the City Commission in 2005.

25. "Re-development Opportunity" – No change.

26. "Orange Bowl" – The City of Miami has been using the Homeland Defense Neighborhood Improvement Bond's \$16,000,000 line item (CIP Project #324002) to improve the Orange Bowl. A new Marlins Ballpark is being consider adjacent to the Orange Bowl.

27. "Grove Park – Potential Conservation District" – Grove Park Neighborhood Homeowners Association considering NCD and Historic Designation support resolutions. Will be considered in Miami 21.

28. "Infill Housing Opportunity" - Residential development broke ground in September 2004.



29. "Improved boat access and land access at Sewell Park" – MRC meeting with Kiack groups "Blazing Paddles" & "Paradise Paddlers" to discuss the potential of kiack access.

c. Upper River Sites:

30. "Florida Yacht Basin" – "Brisas del Rio" submitted Major Use Special Permit Application in September 2004.

31. "Temporary Dredge Drying Site" – Army Corps of Engineers responded to Melrose resident concerns by denying open air drying of the sediments. The Miami River Maintenance Dredging Project officially commenced October 27, 2004, and is only using the southern 1/3 of the site.

32. "Extend Commercial Zoning" – No Change.

33. "Proposed Water Related Industrial Overlay District" – Miami-Dade County first pursuing the "Proposed Upper River Waterfront Industrial Overlay District" (#35).

34. "Aesthetic Improvements" – Conducted volunteer clean-up on October 23, 2004. Need to work with CSX railway and County to provide regular maintenance and potential landscaping.

35. "Proposed Upper River Waterfront Industrial Overlay District" – Miami-Dade County P&Z Dept. drafted County Waterfront Industrial Overlay District ordinance for consideration by the Board of County Commissioners in early 2006.

36. "MIC Core and Car Rental Facility" – The MIC broke ground.

37. "Potential Associated MIC development" – No change.

38. "Recreation Around Lake" – Being cleaned by MIC developers.

Part VI. Miami River Greenway Update

The following sections of the Miami River Greenway have been completed or broke ground since the MRC's adoption of the *Miami River Corridor Urban Infill Plan*:

- “One Miami” publicly accessible Riverwalk is under construction
- “Brickell on the River” publicly accessible Riverwalk is under construction



- “Neo Vertika” publicly accessible Riverwalk is under construction
- “Latitude on the River” publicly accessible Riverwalk is under construction
- “One Riverview Square” developed the Riverwalk from Metro-Mover to Miami Ave Bridge, connecting with riverwalk to the east from Bijan’s Seafood Restaurant to the Hyatt Regency Hotel.
- Miami River Center’s riverwalk was connected to the FPL riverwalk beneath the new 2nd Ave Bridge.
- North Shore, “Lummus Landing” riverwalk broke ground in July 2003.

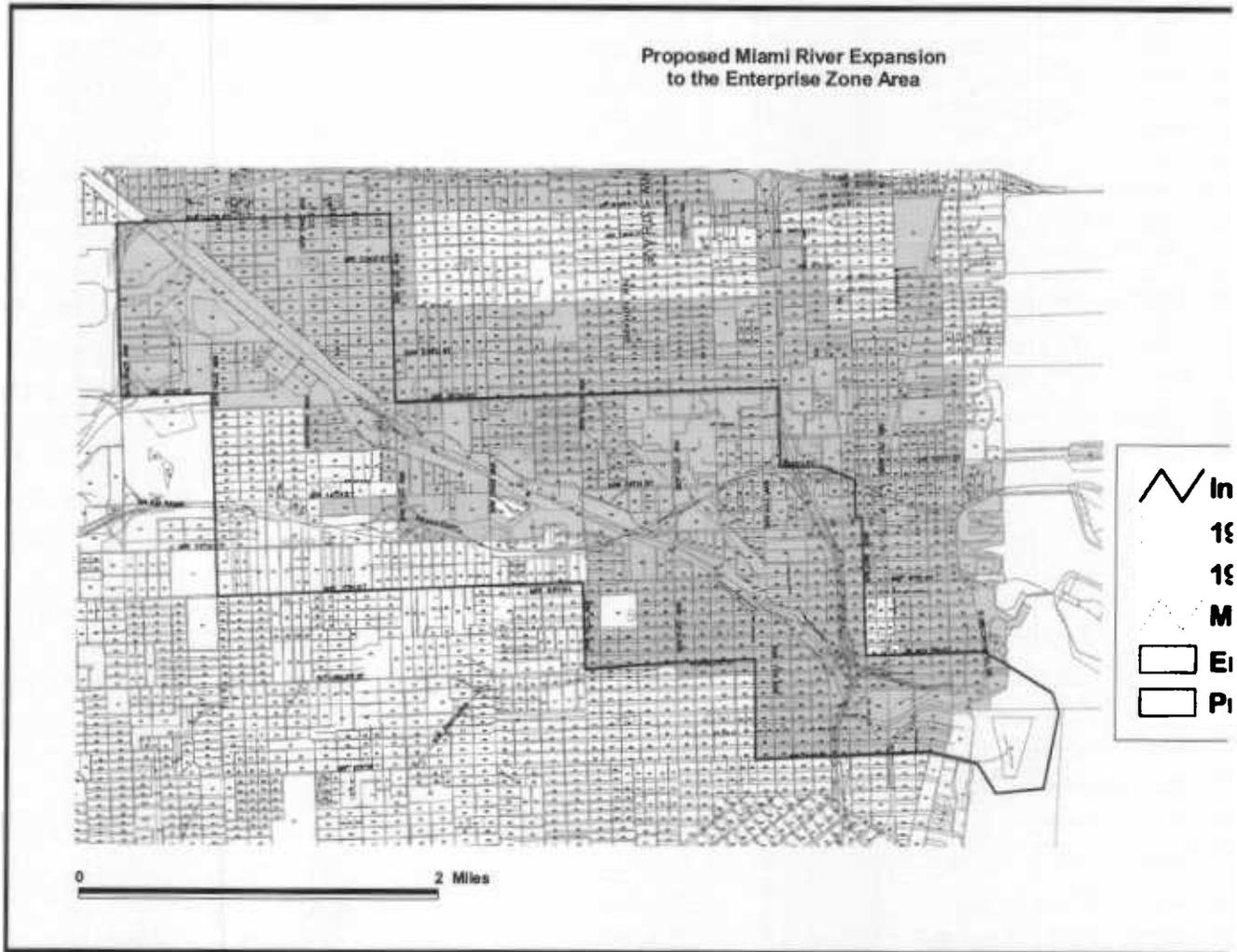


- South Shore, beneath I-95 FDOT completed a new seawall, and this riverwalk section is scheduled to break ground in March 2005.
- On-Road Greenway Sections along North and South River Drives

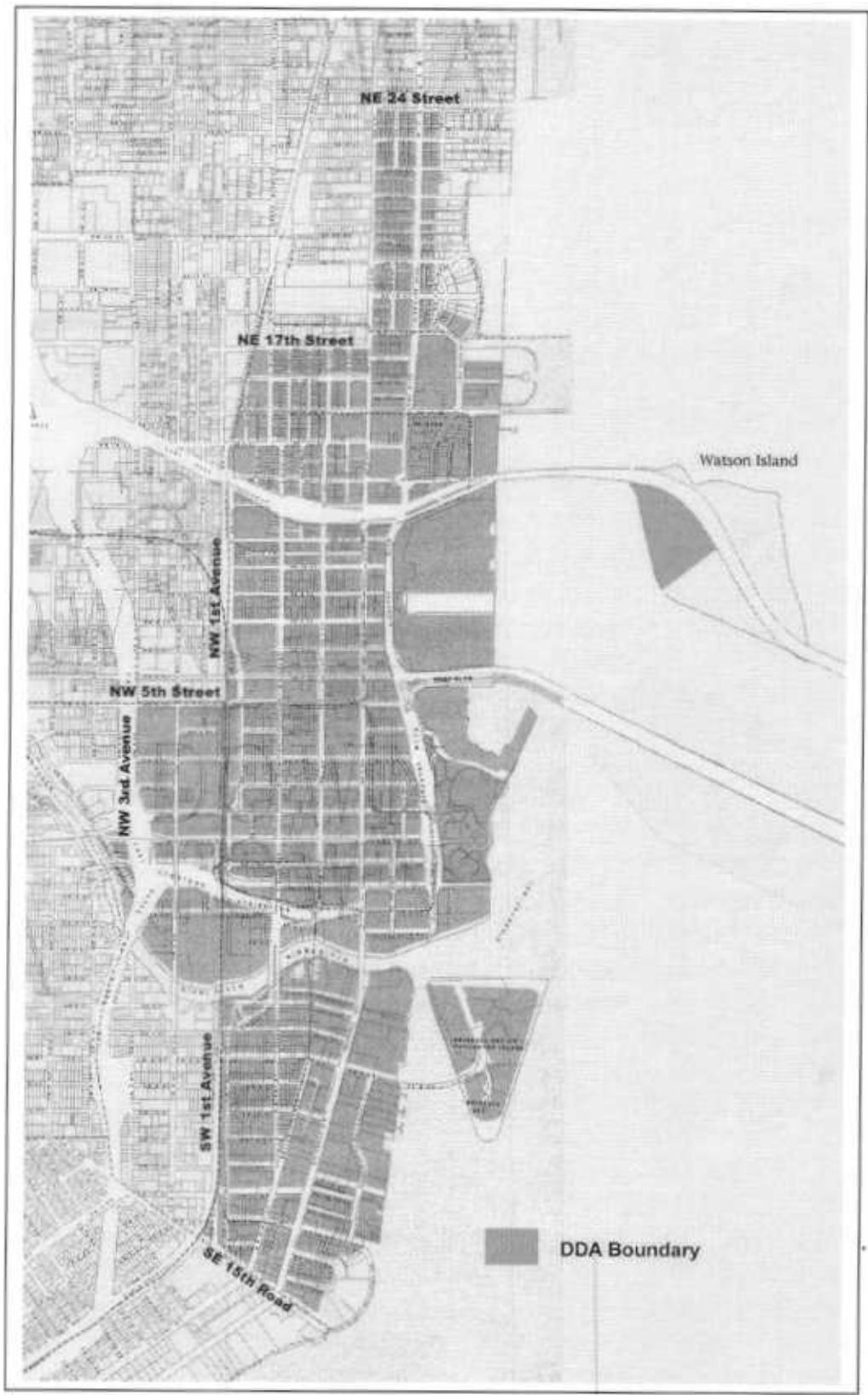
Brett Bibeau, MRC Managing Director, authored the “East Allapattah Grenway” and “East Little Havana” grant applications on behalf of the City of Miami. The FDOT awarded the City of Miami \$2,000,000 for the applications. In addition, the Trust for Public Land hired consultants to create construction documents for the Greenway along both shores from I-95 to the NW 5 ST Bridge. The City of Miami hired Kimley- Horn and Associates to create refined Riverwalk design guidelines.

Part VII. Exhibit Updates

a. Expanded Enterprise Zone Boundary Map - (*Miami River Corridor Urban Infill Plan Page 135*). Per the recommendation of the Infill Plan, the Florida Legislature expanded the Enterprise Zone, therefore all shaded areas on the following map are currently a designated Enterprise zone.



b. Expanded Downtown Development Authority boundary map (Miami River Corridor Urban Infill Plan page 134)



c. Miami River Basin Water Quality Improvement Report "Action Item"
Update (Miami River Corridor Urban Infill Plan pages 26-28)

On February 4, 2002, the Miami River Commission approved the *Miami River Basin Water Quality Improvement Report*. Over the past year, participating governmental agencies of the Stormwater Subcommittee have been conducting quarterly evaluations of their individual responsibilities as outlined in the Action Plan. Here are some of the highlights

STORMWATER

- **Retrofit drainage in remaining areas of Miami River starting with Pinenhurst neighborhoods:** The funding contract has been executed and the City is in the process of negotiating the final design phase of the project.
- **Little Havana Storm Sewer Rebuilding:** The construction is complete.
- **Allapattah Storm Sewer:** Phase I is complete.
- **Downtown Storm Sewer Rebuilding:** Phase I is complete (SW 15th Road). The design for Phase II is 90% complete (North Bayshore Drive).
- **Wagner Creek Dredging, Phase V:** The project has been declared an emergency. The City is awaiting approved permits from DERM, ISACE, and FDEP.
- **Wagner Creek Dredging, Phase V:** The City is awaiting approved permits.
- **Install solid waste interceptors at all Miami River outfalls:** Solid waste interceptors were installed on City owned F3 inlets along Wagner Creek.
- **Collect, compile, analyze and report of solid waste data from catch basins:** City of Miami Public Works continues to clean Miami River Catch Basins.
- **Report of on-site stormwater treatment alternatives and BMP's:** Under research by the City of Miami Public Works Department.

WASTEWATER

- **Report on alternatives to find and eliminate leaking or improper laterals:** MRC contracted CDM, which completed the Upper Wagner Creek Isolation Survey. The survey consisted of a physical survey beneath manholes, which discovered several minor leaking laterals, which have since been repaired.
- **Eliminate septic tanks with the highest potential risk:** A new collection system was installed on the south side of the River west of 7th Avenue to the salinity dam. As wastewater was hooked up to the new collection system, the old septic tanks were disconnected. Recommending use of County bond funding to eliminate final septic tanks in the Melrose portion of unincorporated Dade County.
- **Conduct "dye flood" study:** WASD is continuing with testing along Wagner Creek, using SWIM funding appropriated to DERM in 1998.
- **Maintain transmission capacity in Miami River Watershed:** All pump stations within the Miami River Watershed have been certified for adequate capacity and can meet or exceed a two-year storm event. All pump stations have a minimum of two pumps where one pump is considered operational anyway.

**c. Miami River Basin Water Quality Improvement Plan Action Item
Update (continued)**

ENFORCEMENT, COMPLIANCE & EDUCATION

- *Set priorities and monitor "high risk NPDES stormwater facilities":* City of Miami Public Works hired consultant to monitor "high risk NPDES stormwater facilities".
- *Conduct periodic NPDES permit compliance inspections to include public and private facilities:* Inspections are conducted twice per year at Wagner Creek Industrial Facilities. Daily inspections are conducted at work sites. All pump stations have been cleaned. Two notices of violation were issued and both sites came into compliance by cleaning the system.
- *Implement active inspection of sanitary sewer connections and stormwater drainage during construction:* The City of Miami is regularly inspecting new construction as part of the permitting process. The City of Miami Building Department inspects the private side and the Public Works Department inspects the public side. DERM inspects the storm sewer system hook-ups.
- *Achieve compliance with all permits that may affect water quality:* FDEP's Waste Management Program developed a list of all permitted facilities in the Miami River Basin. They found 17 large quantity generators of hazardous waste as well as 1,008 locations that have had compliance and enforcement inspections over the past 5 years. Certain facilities from each of these lists will be scheduled for inspections each quarter.
- *Continue surveillance and inspections:* Completed the Upper Wagner Creek Isolation Survey.
- *Provide Environmental Education:* Miami-Dade County awarded a \$20,000 grant for the MRC to continue providing free environmental educational Miami River boat tours to students and community organizations. In March 2005 the MRC, MRMG, and the East Little Havana NET organized the 9th Annual Miami RiverDay Festival, featuring over 20 environmental educational booths. MRC and FAU installed environmental messages adjacent to 75 Miami River storm drains.
- *Point Park Environmental Center:* The City of Miami has obtained partial funding for this project from a Community Development Block Grant. All park permits have been issued, and the shoreline repair will commence in early 2006.

MONITORING & RESEARCH

- *Continue monthly monitoring for water quality of Wagner Creek, Miami River and adjoining Biscayne Bay:* DERM continues to collect monthly water quality samples in the Miami River and its tributaries.
- *Complete special studies required under NPDES:* The City of Miami Public Works Department is in the planning stages of scheduling training and certifying selected City staff for stormwater, erosion and sedimentation control inspections. This department will also require consulting engineering designers to implement necessary BMP's in the construction drawings for public works projects.
- *Extend the stormwater bacterial survey farther upstream:* Under research by the City of Miami Public Works Department NPDES program.
- *Research to determine the source of Escherichia coli bacteria in Wagner Creek:* Completed the Upper Wagner Creek Isolation Survey.

c. Miami River Basin Water Quality Improvement Plan Action Item Update (continued)

- *Generate “user-friendly” water quality reports for the Miami River and Wagner Creek:* Maps and graphs have been integrated into DERM’s quarterly reports over the past year. Now that water quality targets have been developed, maps and graphs will become a regular portion of the quarterly reports. These items can be viewed on the MRC website.
- *Finalize water quality targets for key parameters:* DERM, SFWMD and FDEP developed water quality concentration targets for 10 key parameters in the Miami River. Now working on creating Total Maximum Daily Load standards for Wagner Creek, followed by the Miami River.

MANAGEMENT

- *Enhance the authority and leadership role of the Stormwater Subcommittee:* Diligent efforts have continued to lead to improvements of the stormwater system.
- *Identify specific action tasks and responsible parties:* The *Miami River Basin Water Quality Improvement Report* has a matrix, which outlines specific action tasks and the corresponding lead agency.

- *Integrate stormwater management goals and Upper Wagner Creek tasks and objectives into the activities of related Miami River committees:* An implemented step of the Urban Infill Plan is to operate a clean-up vessel on the River. The newly built sections of the Greenway will stop stormwater runoff due to their design parameters.
- *Establish standardized water quality tracking for key characteristics:* Representative stations and parameters have

Parameters (units)	County or State Class III Marine Standard (whichever is stricter)	Median Biscayne Bay Concentration (TARGET)	Median Upper Miami River Concentration (TARGET)
Management Objective	Never Exceed	Prevent degradation of Bay	Prevent degradation of River
Total Ammonia Nitrogen (mg/l)	0.5 (County)	0.06	0.3
Total Nitrate/Nitrite (mg/l)		0.02	0.11
Total Phosphorous (mg/l)	0.1 (State)	0.006	0.02
Turbidity (NTU)	29 above background (County)	2.5	1.8
Cadmium (ug/l)	9.3 (State)	0.1	0.1
Copper (ug/l)	2.9 (State)	0.6	2.0
Lead (ug/l)	0.35 (State)	0.3	0.52
Zinc (ug/l)	86.0 (State)	3	3.0
Total Coliform (cfu/100ml)	1000 (County)	40	1900
Fecal Coliform (cfu/100ml)	800 (State)	10	500

- *Standardize reporting format and publish results regularly:* Quarterly reports are submitted by the governmental agencies and the results are posted on the MRC website at: www.miamirivercommission.org.
- *Conduct an annual evaluation and “report card”:* The *Miami River Basin Progress Report* serves as the quarterly evaluation on the status of each action item.

LAND PLANNING

- *Report on “green” overlay with current and expected level of commitment:* On September 2, 2002, the Miami River Commission approved the Miami River Corridor Urban Infill Plan as our adopted strategic plan.

d. Park Recommendations Update

The *Miami River Corridor Urban Infill Plan* (pages 122-123) inventoried Miami River Corridor park facilities, and made recommendations for park improvements. The following is the status of the recommended park improvements:

Brickell Park – Recommendations**Status**

- | | |
|---|---|
| 1) Use the approved City of Miami CIP Brickell Park \$43,600 line item | No Change |
| 2) Link existing Miami River Greenway around Brickell Key, then heading north along the Bay, through Brickell Park, connect to existing Greenway in front of the Sheraton Biscayne Bay, then expand the Greenway along the 'Miami Circle' site. | Feasible in connection with the Icon project. |
| 3) Regularly maintain the shoreline | City Parks Dept. provides |

"Miami Circle" – Recommendations**Status**

- | | |
|--|---|
| Provide public access to the historic site via the Miami River Greenway, with historical signage | FL. Dept. of State, Div. of Historical Resources will repair seawall and build riverwalk in 2006. |
|--|---|

Jose Marti Park**351 SW 4th Street - Recommendations****Status**

- | | |
|--|---|
| 1) Utilize the approved Bond Issue Jose Marti Park \$5,000,000 line item and the approved City CIP Jose Marti Park \$1,202,148 line item | \$800,000 from the Bond Issue's \$1,350,000 and an additional \$800,000 from the \$1,107,961 City CIP line item was used for the newly opened community center. |
| 2) Expand Greenway and beautify beneath I-95 | Completed new sea wall |
| 3) Install barbeques | No change |
| 4) Develop planned Community Center | The Community Center opened in 2005 |
| 5) Open Gazebo on daily basis | Planning to replace the rolling fence |
| 6) Repair Congressman Claude Pepper Memorial | Memorial replaced with art piece in May 2003. Art piece destroyed in September 2004, yet pedestal remains |

d. Park Recommendations Update (continued)

East Little Havana Riverside Garden

On South River Drive beneath the

Flagler Bridge-Recommendations

Status

- | | |
|---|---|
| 1) Install environmental education and plant identification signage | Plants and mural damaged in Hurricanes, need repair |
| 2) Provide recreational boat access along riverfront | Awaiting Dredging Project |
| 3) Coordinate school and community group activities | Coordinated volunteer clean-ups. |

Lummus Park

404 NW Third Street - Recommendations

Status

- | | |
|---|---|
| 1) Provide public access to the large and currently closed riverfront section of the park via developing the Miami River Greenway, with waterfront recreational boat slips. | “Lummus Landing” project broke ground in July 2003 |
| 2) Coordinate student tours of historic Fort Dallas and Wagner Homestead | Coordinating with new “Friends of Lummus Park” and Troy Academy |
| 3) Coordinate use by students in new adjacent downtown Charter school | Charter School students began using Park in Oct. 2002 |

Point Park

601 NW 7 Street Road Recommendations

Status

- | | |
|--|--|
| 1) Develop plans for Point Park including connecting to Miami River Greenway, renovating adjacent historic Seybold Home into an Environmental Educational Center, replanting original habitats in park such as wetlands, mangroves, etc, provide recreational boat access along river front. | Zoning and Land use amended to Parks and Recreation in 2002. All permits issued and shoreline repair scheduled to start in early 2006. |
|--|--|



d. Park Recommendations Update (continued)

Sewell Park

<u>1801 NW South River Drive Recommendations</u>	<u>Status</u>
1) Use the approved City CIP Sewell Park \$6,211 line item	\$4,780 balance remains in CIP line item and \$300,000 in City Bond
2) Repair fence	New Fence Installed in 2004
3) Improve lighting	No change
4) Renovate restroom facilities, and open them 7 days per week	Restrooms demolished in 2004; new restrooms being permitted
5) Provide 1 maintenance worker 40 hours per week	City Provided
6) Provide historical signage in park	Historical signage designed
7) Provide recreational boat use from the historic ship	met with kayak Org.
8) Clean Lawrence canal and provide recreational kayak access to the historic caves	Lawrence Canal has been cleaned and meeting with kayak organizations

Fern Isle Park

<u>1100 NW 22nd Avenue Recommendations</u>	<u>Status</u>
Utilize the Approved Homeland Defense and Neighborhood Improvement Bond Issue, "Fern Isle Clean-up and Renovation - \$9,000,000" line item and the approved City CIP Fern Isle Park \$125,718 Line item budget to remove the 30 foot tall piles of debris in park and provide public access along waterfront by removing chain link fences, and replace with Greenway	City Bond Issue has \$9,000,000 clean-up and \$300,000 imp. line items. Phase I debris removal project completed. \$8,015 balance remains in CIP line item.

Curtis Park

<u>1901 NW 24th Ave Recommendations</u>	<u>Status</u>
1) Utilize the approved \$184,905 and \$6,463 City CIP Curtis Park line items	\$6,463 CIP Line item was utilized, \$90,000 from Bond \$1,350,000 used for track resurfacing and \$131,096 of CIP used
2) Open Pool year round (like Jose Marti Park Pool) not only summers	No Change

d. Park Recommendations Update (continued)

Miami River Rapids Park

2810 NW South River Drive- Recommendations	Status
1) Remove fence along historic rapids	No Change
2) Develop Greenway along rapids	No Change
3) Clean rapids	Volunteer Clean-Up on November 1, 2003
4) Install historical signage along Greenway	Historical Signage designed

Gibson Park

401 NW 12 th Street Recommendations	Status
1) Use the approved City of Miami CIP budget Gibson Park \$761,588 line item	\$597,565 of \$761,588 CIP line item utilized On playing field imp. And New bleachers. \$200,000 of \$1,350,000 bond line item allocated for professional services
2) Pressure Clean Tennis Court surface or repaint	Completed
3) Remove the cargo container, and turned over cement block	Removed in March 2003

VIII. Conclusion

In partnership with the public and private sectors, the third year of implementing the adopted *Miami River Corridor Urban Infill Plan* has been a success. The long awaited Miami River Maintenance Dredging project, which is the centerpiece of the Plan and top priority of the Miami River Commission, is 40% complete. In addition, significant progress has been made on developing the Miami River Greenway and retrofitting the antiquated storm water and sanitary sewer systems. Eleven Major Use Special Permit projects have been approved along the Miami River, and over 12,000 residential units are either under construction or in final building permit stages. Over 80% (60 of 71) of the *Miami River Corridor Urban Infill Plan's* Implementation Steps have been brought to fruition. In addition, over 76% of the Plan's identified opportunity sites have either broken ground, or are in permitting stages. The Miami River Commission looks forward to continue working in partnership with the City of Miami, Miami-Dade County, State of Florida, Federal Government, river residents, business owners and developers to bring the remaining *Miami River Corridor Urban Infill Plan* implementation steps to fruition.