

# **DRAFT PLAN FOR RANKING AND COMMENT RESULTS FROM MEETING # 9, MARCH 17, 2004**

## **Get Your Feet Wet The Plan to Discover Biscayne Bay**

**Biscayne Bay Advisory Team Meeting  
March 17, 2004, #9**

**Miami Children's Museum**

### **I. Value Assessment**

#### Core Values

##### *Environmental Sustainability*

To the greatest extent possible, action steps will be compatible to the natural environment and promote stewardship.

##### *Wildlife*

Appreciation of the flora and fauna of the Bay will be integrated into access experiences.

##### *Equitable*

Access points will be distributed throughout Miami-Dade County to offer the general public a balanced system of physical and visual opportunities and experiences regardless of ability or income.

##### *Quality of Life*

Access will be considered as a critical measure of this community's quality of life. While the concept of quality of life tends to be overused and not easily quantified, it speaks to the essence of what makes a city or neighborhood a good place to live, work and play. Instead of access being considered at the end of planning and development processes, it should be considered as an integral component in the early stages of community development and redevelopment.

*Visually aesthetic*

Access points will be maintained to welcome positive and responsible use and to offer beautiful vistas from the land to the water, and vice versa.

*Economic Value*

The ecology is the economy. Without a healthy Bay, the revenue generated by tourism, marine-related industries, recreation and the desire to live, work and play here would suffer irreparable harm. Access will complement the economic vitality of the Bay.

*Unimpacted Viewsheds*

Every effort will be made to ensure that existing viewsheds, especially those from the water to the land, are maintained and not impacted by development.

**RANKING RESULTS**

| 5 | 4  | 3 | 2 | 1 |
|---|----|---|---|---|
| 2 | 11 | 5 | 1 | 1 |

**Team comments after ranking:**

1. Unimpacted viewsheds- change “water to land” to “land to water”
2. Maintain natural shoreline
3. Unimpacted viewsheds; do away with “every effort should be made” and say “every effort will be made”
4. Economic value: ecology is the economy doesn’t sound right; get proper language from a biologist

## II. Goals and Objectives Assessment

### Goal 1

#### *Develop a Comprehensive Environmental Education and Public Awareness Program*

- 1.1 Public Awareness** – Creating a broad-based, grassroots constituency that utilizes the Bay and is concerned about its future begins with awareness of the Bay’s resources and where one can go to enjoy them.
  - 1.1.1** Develop a hierarchical signage system within three to five years.
  - 1.1.2** Develop a cross-cultural communication strategy for the Bay within three years.
  - 1.1.3** Reactivate an annual State of the Bay publication immediately.
  - 1.1.4** Create a university-led forum for research-based information dissemination within two to three years .
  - 1.1.5** Engage the Convention and Visitors Bureau in promoting the Bay and ecotourism adventures immediately.
  - 1.1.6** Expand the [www.discoverbiscaynebay.org](http://www.discoverbiscaynebay.org) website to include an interactive public access component within one year.

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| <b>1</b> | <b>10</b> | <b>5</b> | <b>1</b> | <b>1</b> |

**Team comments after ranking**

**NONE**

### Goal 1

#### *Develop a Comprehensive Environmental Education and Public Awareness Program*

- 1.2 Education** – As awareness of the Bay strengthens, gaining a deeper understanding of the importance of the Bay’s habitat and how to use them responsibly will ultimately lead to a public – residents and visitors alike – that appreciates and cares for the Bay.
  - 1.2.1** Continue to inventory existing Bay education programs, identify the gaps in environmental and user education and determine the best ways to fill those gaps within two to three years.
  - 1.2.2** Expand Bay education by identifying new programs for implementation within three to five years.

- 1.2.3 Work with Miami-Dade County Public Schools and private institutions to develop a Bay-centered sciences and social sciences curriculum within three to five years.
- 1.2.4 Produce easy-to-use, cross cultural and organizational informational pieces, species guides and interpretive materials for public distribution within three to five years.
- 1.2.5 Explore new partnerships for Bay exhibits, such as the Smithsonian Institution, the Children’s Museum, the Museum of Science within five to seven years.
- 1.2.6 Create a mascot to be the spokes-“person” for Biscayne Bay within three years.

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| <b>5</b> | <b>9</b> | <b>5</b> | <b>0</b> | <b>0</b> |

**Team comments after ranking**

NONE

*Goal 1*

*Develop a Comprehensive Environmental Education and Public Awareness Program*

- 1.3 **Appreciation** – Greater understanding of the Bay leads to stronger connection between the Bay and the community’s identity.
  - 1.3.1 Utilize existing and expanded ecotourism programs to provide opportunities for a 10 percent increase in on-the-water experiences within three years.
  - 1.3.2 Create a multi-media, you-are-there type of exhibit within five years that features sailing, fishing, canoeing, kayaking, boating, snorkeling and other activities for showing at major community cultural events, such as Youth Fair, International Boat Show, Miami River Days, Calle Ocho.

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| <b>1</b> | <b>15</b> | <b>2</b> | <b>1</b> | <b>0</b> |

**Team comments after ranking**

NONE

*Goal 1*

*Develop a Comprehensive Environmental Education and Public Awareness Program*

1.4 **Advocacy** – Building upon awareness, education and appreciation efforts, a natural growth occurs in public participation in preservation of the Bay.

1.4.1 Engage existing community organizations in Bay-oriented events within three years.

1.4.2 Increase public participation in Bay cleanups by 10 percent within five years. Form an access group to advocate for Bay access to local, state and federal politicians with three to five years.

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| <b>2</b> | <b>12</b> | <b>4</b> | <b>1</b> | <b>0</b> |

**Team comments after ranking**

**NONE**

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**Goal 2**

***Create an Ethic for Respect for Wildlife and Environmental Sustainability***

**2.1 Wildlife and Habitat Conservation** – Loss of animal life, such as sea turtles, manatees, fish and shellfish populations, poses a threat not only to the ecological health of the Bay but also the economic health of the region. Often times, we see preservation and restoration of critical habitats as important only to humans and not to the animals with which we share this space. Healthy populations of wildlife and habitat need to be increased to enhance access experiences, such as ecotourism adventures and bird watching – two of the top ten recreational pursuits in this country. The access plan must provide opportunities to increase public access without sacrificing environmental values or resources.

**2.1.1** Utilize existing agency resources and policies to monitor existing habitats and populations immediately. As information becomes available and on an ongoing basis, revise existing wildlife habitat safeguards to enhance fish and other wildlife populations.

- 2.1.2** Within two years, increase staff to appropriate levels to be able to enforce existing agency safeguards that protect and promote protections of wildlife and habitat.
- 2.1.3** Within five years, identify those cutting-edge management tools and techniques proven to provide for increased access while also preserving wildlife and environmentally sensitive natural areas.
- 2.1.4** Within two to three years, explore the creation of coastal management zones, in which critical habitats can undergo restoration and rehabilitation or serve to regenerate wildlife populations.

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| <b>4</b> | <b>10</b> | <b>5</b> | <b>0</b> | <b>0</b> |

**Team comments after ranking**

**NONE**

*Goal 2*

*Create an Ethic for Respect for Wildlife and Environmental Sustainability*

- 2.2** **Pollution Reduction** – More access means more people and the potential for more harm to the environment because of careless behavior. Understanding the sources of pollution and negative behaviors will help to target educational, enforcement and management efforts to eliminate as many sources of pollution as possible. A healthy, clean Bay means a Bay we can swim in, fish in and enjoy for generations to come.
  - 2.2.1** Within two years, determine key sources of pollution to the Bay, such as trash and litter, stormwater run off, sewage and dredging. Within five years thereafter, develop a targeted campaigns to address these sources.
  - 2.2.2** Identify other types of pollution, such as noise, air and visual.
  - 2.2.3** Within five years, ensure that all types of existing Bay access facilities and sites include the necessary infrastructure to reduce pollution streams (i.e. pump-out stations, solid waste containers, restrooms, etc.). Create a process whereby this infrastructure is required for all new access sites and facilities as well as applies to commercial slips for boats 100-foot or longer.
  - 2.2.4** Explore ways to encourage the use of four-stroke engines on powered vessels.
  - 2.2.5** Continue to retrofit sources of stormwater pollution with appropriate upgrades with emphasis on Bay coastal areas and residential islands, over the next ten years.

- 2.2.6** Over the next ten years, continue to upgrade coastal areas from septic tank to sewage systems.
- 2.2.7** Within four years, develop and implement programs to encourage beneficial environmental practices in shoreline maintenance, retrofit and development.

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| <b>4</b> | <b>8</b> | <b>6</b> | <b>1</b> | <b>0</b> |

**Team comments after ranking**

**NONE**

*Goal 2*

*Create an Ethic for Respect for Wildlife and Environmental Sustainability*

**2.3 Restoration** – The Bay must be made accessible to those entities that have the means and ability to environmentally restore the Bay. A restored Bay provides experiences that cannot otherwise be offered, and sustains existing uses.

- 2.3.1 Comprehensively identify opportunities within and along the Bay for environmental restoration and preservation. Complete this inventory within two years. Determine critical projects and complete them within 10 years.
- 2.3.2 Within one year, define activities that have adverse impacts on the environmental quality of the Bay and within five years, determine the best course of action to eliminate or minimize these uses.
- 2.3.3 Identify and implement within the next ten years, restoration projects that provide natural means of enhancing water quality, such as seagrass propagation, mangrove, coral reef and sponge habitat restoration.
- 2.3.4 Immediately begin the process of obtaining approvals for sustainable materials and construction methods that promote environmentally friendly infrastructure, such as composting toilets and elevated walking trails that allow for light filtering to encourage seagrass growth. Within three to five years, develop policies for adoption by the County and Bay municipalities to mandate the use of eco-friendly materials and construction methods.
- 2.3.5 Immediately begin a process for understanding the impacts of Port of Miami expansion on the health and vitality of the Bay ecosystem as well as the impacts to existing publicly accessible areas.

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| <b>7</b> | <b>7</b> | <b>4</b> | <b>1</b> | <b>0</b> |

**Team comments after ranking**

NONE



**Goal3**  
***Ensure Responsible and Balanced Access***

- 3.1 Places and Facilities** – It is not enough to calculate the number of acres and the linear feet of shoreline in public ownership to understand access. Public access is deeper than that – it is the type, balance, distribution, quality, management, affordability and connectedness of the infrastructure, facilities and places that help determine whether or not the waterfront is accessible. It is not only the purview of public agencies to provide access to the waterfront. The private sector bears responsibility in the provision of walkways and visual corridors for admittance to the shoreline; restaurants for waterside dining; educational and cultural institutions for learning and appreciation; retail and entertainment for play.
- 3.1.1** Develop an integrated shoreline walking/biking trail in the downtown area and in the northern part of the Bay that will increase visual and physical access to Biscayne Bay within the next three to seven years.
- 3.1.2** Create and implement a wayfinding plan with appropriate directional signage and allied maps to lead people from highways to streets to access points within the next three to five years. Include the North Dade and South Dade Greenway Plans.
- 3.1.3** Determine whether the current number of boat ramps, wet slips and dry storage facilities meet current and future demand for boating within the next two years.
- 3.1.4** Improve street ends to take advantage of physical and visual access points to the Bay within the next five years.
- 3.1.5** Determine locations for the creation of paddling launch and pull-off sites throughout the county within the next three years.
- 3.1.6** Determine appropriate places for additional restroom facilities to accommodate the level of use in currently underserved areas within the next two years.



- 3.1.7** Identify sites for potential fishing platforms and piers within the next three years.
- 3.1.8** Utilize environmentally sensitive construction materials, waste disposal processes and alternative energies for facility development.
- 3.1.9** Work with private landholders, such as schools and utilities, to open up lands along the shoreline for public enjoyment, environmental education and wildlife viewing within the next two to five years.
- 3.1.10** On an ongoing basis, work with federal, state, county and local agencies to identify lands for conservation to provide buffer or to expand existing parks and create new parks.
- 3.1.11** Work with public agencies, such as the South Florida Water Management District, to utilize canal rights-of-way and other lands to provide public access to Biscayne Bay within the next two to five years.
- 3.1.12** Work with organizations, such as the Stiltsville Trust, to encourage public access to their sites within the next two years.
- 3.1.13** Develop maps and web-based information to provide locations and information about access sites within the next year.
- 3.1.14** Within three years, all public and private marinas should comply with the State of Florida's Clean Marina/Clean Boatyard Program to achieve designation by completing a checklist of environmentally friendly and safety requirements.
- 3.1.15** Explore revisions to county and municipal codes to support trailered boat storage at homes or in community lots.

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**Team comments after ranking**

1. See private property development comments earlier in this transcript
2. 3.1; private sector should not bear the responsibility for everyone

*Goal3*

*Ensure Responsible and Balanced Access*

**3.2 Activities** – In addition to providing the land and places for enjoyment and appreciation of Biscayne Bay, it is equally necessary to provide the infrastructure to support a diverse menu of activities. Often times, efforts to protect sensitive areas put pressure on existing nodes of activity or pit competing interests (e.g. marina vs. fishing pier) against one another. Activities must strike a balance between passive pursuits, such as paddling and wildlife viewing, and

active recreational opportunities, such as boating and consumptive fishing, that cause greater impact to environmental resources. The provision of these activities should maximize public access while minimizing user conflicts and environmental degradation. Distributed throughout the entire Bay shoreline, these activities should be maintained and enjoyed in a manner that is safe not only for those participating but also for bystanders. Public access needs to be affordable and open to people of all abilities.

- 3.2.1 On an ongoing basis, work with federal, state and local park and recreation agencies to identify specific activities and the infrastructure to support them for inclusion in master plans, master plan updates and new park master plans. Assist with funding identification to fast-track park development. Key sites include Biscayne National Park, Chapman Field Park, R. Hardy Matheson Preserve, Bicentennial and Bayfront parks, Virginia Key Beach Park.
- 3.2.2 Within one year, continue to work with the Environmental Educators Alliance to further identify gaps in environmental education by defining target audiences, communication tools, messages and messengers.
- 3.2.3 Create an activities map/brochure and companion web site within one year that pinpoint all existing and planned sites for the enjoyment of Bay-related activities, including, but not limited to, swimming, diving, fishing, paddling, boating, wildlife viewing, walking/biking, dining, stargazing, etc. Include information concerning costs, operators, and access to persons with disabilities.
- 3.2.4 Work with recreation providers on an ongoing basis to encourage the growth of eco-tourism type activities (those that combine recreation and environmental education and appreciation), such as multi-day paddling and camping excursions.
- 3.2.5 Work with recreation agencies and non-governmental organizations over the next two to three years to identify gaps in audiences and skills necessary to safely enjoy Bay-related activities, such as swimming, boating, sailing and other water sports.
- 3.2.6 Work with private landholders, such as schools and utilities, on an ongoing basis to determine appropriate and secure activities for enjoyment on their land. Develop coordinated relationships with landholders and recreation providers to develop lease agreements for the provision of identified activities.
- 3.2.7 Within the next two to three years, engage Sea Grant Florida or another non-governmental organization to conduct a boating use study to characterize boat traffic patterns and to determine how best to use vessel registration data as a planning and management tool for facility siting, boating education and environmental resource

management in relationship with the requirements of the Manatee Protection Plan.

- 3.2.8 At all marinas, boatyards and boat ramps, immediately encourage the implementation of Clean Boater programs.

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| <b>3</b> | <b>9</b> | <b>3</b> | <b>2</b> | <b>2</b> |

**Team comments after ranking**

- 1. 3.2.7-Don't use "Seagrant" because it is pushing one agency, and the correct name is "Florida Seagrant"
- 2. "Conduct" boating use study is incorrect- use "update" because the study was done already
- 3. Boater registration data is not the proper tool for facility siting
- 4. How does this relate to the Manatee Protection Plan?

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**Goal 4**

***Promote Economic Vitality and Principles of Balanced Growth***

**4.1 Shoreline Development and Smart Growth** – The very resource that draws people to Miami-Dade County also lures major residential and commercial developers seeking top dollar for water-view houses, condominiums and office buildings. The result is a miles-long canyon of high rises along the Bay shoreline, and an urban design that favors interior spaces, streets and the automobile. Countless examples of design feature parking garages on the waterfront, gated communities where public gathering places once thrived, and public rights-of-way co-opted by adjacent private development. Regulations put in place to ensure public access to the waterfront and to protect viewing corridors have been haphazardly applied. In a time when community redevelopment of blighted communities gains momentum, we must ensure that we do not recreate the very situations we are trying to remedy.

**4.1.1** Within the next year, revisit the ordinance and administration of Miami-Dade County's Shoreline Development Review Committee to determine its efficacy and efficiency. From this study, develop recommended changes to these regulations for implementation to strengthen their ability to protect the Bay shoreline, including follow-up procedures for

compliance and penalties for non-performance. These regulations should be broadened to include all waterfront municipalities.

- 4.1.2** The time has arrived for environmental activists, urban design professionals, business and civic interests and developers to sit down at the table and hold peace talks to find a balance among respectful urban design and development, the environment and the public’s need to access the waterfront. Planning and organizing for this kind of summit should begin within a year.
- 4.1.3** Utilizing the State’s Evaluation and Appraisal Reporting (EAR) process, Miami-Dade County and local government comprehensive development master plans should be amended to require dedicated public access for all shoreline development.
- 4.1.4** Within the next two years, the State’s growth management laws should be strengthened to provide a conservation-first approach to land use and development.
- 4.1.5** Promote viewscapes by “staging” shoreline development to minimize building heights closest to the shoreline.
- 4.1.6** Within the next 10 years, implement an integrated shoreline walking/biking trail in three critical areas: 1) around Maule Lake in the northern part of Biscayne Bay; 2) in the downtown core south to Coconut Grove in conjunction with the Miami River Greenway Action Plan; 3) and around Watson Island.
- 4.1.7** Open up access in coastal wetlands through the provision of elevated boardwalks that are environmentally compatible and provide overlooks over mangroves to provide views of the Bay and of wildlife and habitat (i.e. proposed Chapman Field Park Master Site Plan)

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| <b>4</b> | <b>6</b> | <b>6</b> | <b>1</b> | <b>2</b> |

**Team comments after ranking**

1. 4.1.1- those regulations already include municipalities (Amy, Craig was going to provide you with language here)
2. 4.1.7- “open access.... Coastal wetlands”; in some places this is not appropriate, too sensitive; Add “outside CDMP mangrove protected areas”
3. 4.1.4- don’t subjugate everything to conservation if you want to develop; don’t make this into a Biscayne Bay environmental plan, it is an ACCESS plan; need to increase public access; the more you restrict the higher the prices to access go

4. You can't make environmental restrictions so stringent that private development can't happen
5. Just use "environmental" ethic so we don't make the same mistake again
6. It is not only private enterprise that brings public access to the Bay; we need public development to provide public access
7. Biscayne Bay Aquatic Preserve- the law is to consider the environment first
8. Coordinate between public and private sector is what will bring access to the public
9. Zoning is the problem (look at the River); limit project size by zoning
10. Marine dependent goal: maximize points of development on the Bay to help private developers in this Section

#### *Goal 4*

#### *Promote Economic Vitality and Principles of Balanced Growth*

**4.2 Public and Submerged Lands** – Often times, public policy decisions tout municipal tax bases and economic development as preferential to conservation of public spaces that provide economic, social, personal and environmental benefits. Miami-Dade County has a history of its public lands, especially parks, languishing in disrepair and neglect because of budget woes, only to be offered up for private use and commercial redevelopment. Submerged lands, at one time held in the public trust for water access and enjoyment, are leased for private uses – not necessarily water-dependent – without requirements for public access or mitigation for their loss or environmental degradation.

- 4.2.1 Within the next four years, identify and/or create a dedicated funding source for acquisition of additional public lands to buffer or expand existing parks and open spaces or create new ones. Perhaps identify a pool of funds for this purpose in the proposed \$2 billion Miami-Dade County general obligation bond that will go before voters in November 2004.
- 4.2.2 Immediately require public access for all public lands and submerged lands as a condition of private leases and lease renewals.
- 4.2.3 Within the next 10 years, preserve and enhance public boating facilities, in coordination with the requirements of the Manatee Protection Plan.
- 4.2.4 In conjunction with an existing economic study being conducted by Hazen and Sawyer, determine the value of public waterfront lands and their associated facilities/activities, and their financial impact on property values, economic development and tourism.
- 4.2.5 Maintain public ownership of existing parks and submerged lands.

- 4.2.6 By 2006, expand the protections through referendum of Article 6 of the Miami-Dade County Charter, which protects public parks and natural areas from commercialization, to include all municipalities not currently covered by its requirements.

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| <b>1</b> | <b>12</b> | <b>5</b> | <b>0</b> | <b>1</b> |

**Team comments after ranking**

**NONE**

*Goal 4*

*Promote Economic Vitality and Principles of Balanced Growth*

- 4.3 **Marine-Dependent** – Gentrification of marinas, boat ramps, fueling stations and commercial boatyards and shipping enterprises to private residential development results in the loss not only of our working waterfronts but also our ties to our maritime history and character, recreational opportunities and our boating infrastructure; thus increasing user conflicts, accidents, and long-term economic decline.
  - 4.3.1 Maintain existing marinas, wet slips and dry storage facilities, moorings and ramps until a study can be conducted to determine the full extent of the community’s boating infrastructure needs. Utilizing the guidance of the Manatee Protection Plan, push for the implementation of growth at marinas identified for expansion and improvement.
  - 4.3.2 Create a “bluebelt” for water-dependent uses through the provision of tax and other financial incentives.
  - 4.3.3 Within three years, improve the conditions of existing boat ramps.
  - 4.3.4 Create zoning overlays to require water-dependent uses and public access to the Bay.
  - 4.3.5 Address noise impacts to encourage the compatibility of working waterfronts with new residential development. Study what other communities have done to mitigate for conflicts.
  - 4.3.6 Assist with the Bay economic impact study currently being conducted by Hazen and Sawyer.
  - 4.3.7 Encourage water-dependent uses along the Miami River and preserve smaller shallow draft vessel trade.

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| <b>2</b> | <b>6</b> | <b>9</b> | <b>1</b> | <b>0</b> |

**Team comments after ranking**

**NONE**

*Goal 4*

*Promote Economic Vitality and Principles of Balanced Growth*

4.4 **Port of Miami** – The proposed expansion of the Port of Miami may involve dredging of the Bay bottom into the boundaries of the Biscayne Bay Aquatic Preserve. This action may exert impacts on environmental resources and marine life habitat as well as diminish areas where the public can currently access the Bay.

4.4.1 Immediately encourage public input in the planning stages of the new Port master plan and through the environmental impact studies (EIS), specifically calling for protection of physical and visual public access, especially for smaller vessels and view corridors.

4.4.2 Through the EIS, identify the long-term impacts blasting or dredging will have on the Biscayne Bay Aquatic Preserve, specifically the effect on fish and other marine life.

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| <b>2</b> | <b>6</b> | <b>6</b> | <b>5</b> | <b>0</b> |

**Team comments after ranking**

1. Language not strong enough in 4.4, not “may” but “will”
2. Not in planning stage of Port Expansion, it will start in a month
3. May need clarifying language regarding Port Phase II
4. 4.4.1 language-needs to mention physical attributes, tie in to natural resource feature
5. look at the Port regionally
6. Physical access may be restricted due to public safety (post 9/11)

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**Goal 5**

***Establish a System of Coordinated Governance and Sound Public Policy***

- 5.1 Interagency Coordination-** A lack of jurisdictional coordination with respect to policy, planning and regulation.
  - 5.1.1** Develop a process or mechanism utilizing a team of representatives from relevant jurisdictions to review and assess future shoreline policies, plans and development proposals within three to five years.
  - 5.1.2** For all public works projects within the Biscayne Bay area likely to trigger Environmental Impact Statements, require public involvement of all stakeholders and locally elected officials prior to the decision to proceed with an EIS.

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| <b>2</b> | <b>9</b> | <b>6</b> | <b>1</b> | <b>1</b> |

**Team comments after ranking**

**NONE**

*Goal 5*

*Establish a System of Coordinated Governance and Sound Public Policy*

- 5.2 Land Use** – A lack of consistent policies creates an imbalance of development with public access and environmental protection. Little commitment has been directed toward enforcement of existing land use policies designed to provide for public access. The County and cities grant land use changes then cry about having no waterfront and about the loss of boat slips and marinas.
  - 5.2.1** Strengthen and expand Miami-Dade County Shoreline Development Review Regulations in urban areas and expand the County’s permitting jurisdiction into south Miami-Dade County to protect the viewscape west of Biscayne National Park.
  - 5.2.2** Local comprehensive plans and development regulations for each municipality and the County must be amended within five years to follow the recommendations of the Biscayne Bay Public Access Plan.
  - 5.2.3** Prohibit additional conversion of publicly owned Bayfront into access-restricted private development and access-restricted public/private partnerships.



- 5.2.4 Create an increase of accessible shoreline from access-restricted development by five percent (5%) within each municipality and the unincorporated areas of the County.
- 5.2.5 Prohibit pre-emption of State-owned sovereign submerged lands for construction of new private marinas, including multi-family residential marinas, to protect historical public access to and use of the submerged lands. Require public access as a condition of existing submerged lands lease renewals.
- 5.2.6 Amend local government comprehensive plans and development regulations to require future waterfront townhouse, multi-family and commercial developments to provide public access to the shoreline through walking paths and unimpeded view corridors.
- 5.2.7 Limit initial lease terms for publicly owned submerged lands to no more than ten years.
- 5.2.8 Determine appropriate points for Port expansion based on environmental and economic feasibility and without negative impacts to natural resources of Aquatic Preserve. Modify Port master plan accordingly.

|          |          |          |          |          |
|----------|----------|----------|----------|----------|
| <b>5</b> | <b>4</b> | <b>3</b> | <b>2</b> | <b>1</b> |
| <b>6</b> | <b>7</b> | <b>3</b> | <b>3</b> | <b>1</b> |

**Team comments after ranking**

- 1. 5.2.3 and 5.3.4- remove “prohibit”
- 2. 5.2.5- “require public access....” This would make it so that private yacht clubs, etc. would be required to provide access to the public, it will not work, you can’t dictate to private enterprise who they allow access
- 3. Personal property rights infringement here
- 4. State owned lands should provide the public with access
- 5. This should be for future use, don’t go back; if there is private use on public land should be required to have public access
- 6. 5.2.5-maybe use “encourage” rather than “require”
- 7. 5.2.3-“prohibit” should stay in; 5.2.5-keep “prohibit” but you can change to “encourage” rather than “require”
- 8. 5.2.7-lease terms- should these lands be leased and if so what are the proper limits
- 9. 5.2.8- move to Page 19
- 10. 5.2.5- should not be retroactive, only for future
- 11. Private property owner needs a certain amount of security that the existing use won’t be changed; term limits on leases need to be longer than 10 years

*Goal 5*

*Establish a System of Coordinated Governance and Sound Public Policy*

**5.3 Policymaking-** Uninformed decision-making by political bodies and communities coupled with a lack of political will in the past to fully implement access safeguards erode the public’s confidence in the policymakers’ ability to protect public access to and upon Biscayne Bay.

5.3.1 Develop a process to achieve 100 percent formal adoption of the recommendations and principles of the Biscayne Bay Access Plan within three years, and implementation by building and zoning departments within five years.

5.3.2 Develop mechanism to inform neighborhood associations and business organizations of the Biscayne Bay Access Plan to engage their support for implementation.

|          |          |          |          |          |
|----------|----------|----------|----------|----------|
| <b>5</b> | <b>4</b> | <b>3</b> | <b>2</b> | <b>1</b> |
| <b>2</b> | <b>8</b> | <b>8</b> | <b>0</b> | <b>1</b> |

**Team comments after ranking**

**NONE**

*Goal 5*

*Establish a System of Coordinated Governance and Sound Public Policy*

**5.4 Permitting Process** – Intensive residential and commercial development caused by macroeconomic trends inflating land values coupled with a cumbersome permitting process has created an environment too expensive for water-dependent development to survive and thrive. The loss of these features and uses minimize public access to the shoreline. Some regulatory measures, while intent on protecting the environment and natural resources, produce the undesirable result of prohibiting public access.

5.4.1 Develop consistent, streamlined and effective permitting processes that incorporate public access as a measure of approval within four years.

- 5.4.2 Within two years, lengthen the response time for agencies reviewing permit applications and commenting on completion summaries from 30 to 60 days.
- 5.4.3 Within two years, amend permitting measures to decrease the duration of development permits from 25 years down to 10 years maximum.
- 5.4.4 Create a fee schedule for when variances are allowed within four years that is proportionally based on encroachment into Bay setbacks and/or view corridors. Proceeds will be applied to Biscayne Bay access projects, including land acquisition, education and enhancement projects.
- 5.4.5 Decrease by 80 percent within the next five years the number of county and city zoning setback and access variances approved along the waterfront.
- 5.4.6 Within two years, develop a communication mechanism whereby the regulatory and permitting arms of multiple agencies are not in conflict with one another (e.g. permitting development in the middle of a planned flow-way.)

|          |          |          |          |          |
|----------|----------|----------|----------|----------|
| <b>5</b> | <b>4</b> | <b>3</b> | <b>2</b> | <b>1</b> |
| <b>2</b> | <b>7</b> | <b>6</b> | <b>4</b> | <b>0</b> |

**Team comments after ranking**

- 1. #2 and 3 on the list are not consistent with the upper paragraph, more cumbersome than what exists now
- 2. #5 is a weak tie back and unrealistic
- 3. 5.4.4- don't like "fee schedule", possible change to "penalty schedule", change the language
- 4. 5.4.2- permitting process needs language for agency coordination/interagency agreements
- 5. Permit process is cumbersome, "streamlining" has only made it worse, take that word out
- 6. 5.4.3- the years need to be adjusted ; this is too little, make folks keep to time limits
- 7. There should be a time limit for starting, then it sunsets and you would need to apply again
- 8. Permitting-don't leave loopholes for extensions

*Goal 5*

*Establish a System of Coordinated Governance and Sound Public Policy*

- 5.5 **Enforcement Coordination** – Lack of funding, political commitment and disconnects among multiple agencies create a shortage of human, financial and time resources to adequately review, follow up and enforce existing regulations.
  - 5.5.1 Create a dedicated funding source to support a multi-jurisdictional team to effectively review shoreline development decisions, compliance and enforcement.
  - 5.5.2 Create a system of fines and/or non-compliance designation that affects future permit applications to address violations of permit requirements.

|          |          |          |          |          |
|----------|----------|----------|----------|----------|
| <b>5</b> | <b>4</b> | <b>3</b> | <b>2</b> | <b>1</b> |
| <b>4</b> | <b>8</b> | <b>6</b> | <b>2</b> | <b>0</b> |

**Team comments after ranking**

NONE



*Goal6*

*Develop an Integrated System of Transportation Alternatives*

- 6.1 **Water-borne** – Plans have long been under consideration to use underutilized waterways, canals, rivers, streams as alternate modes of transit for commuters and to employ water taxis for conveyance to attractions and activity centers.
  - 6.1.1 Encourage a wide variety of commercial and public operators (water taxis and tours) to provide access to and across the Bay to spoil islands, Stiltsville and attractions, such as the Children’s Museum on Watson Island and Miami Beach. Within one year, initiate a market study to determine the economic feasibility of implementing a water taxi service in center Biscayne Bay that complies with the requirements of the Manatee Protection Plan, manatee speed zones and other environmental safeguards.
  - 6.1.2 Within one year, utilize the Metropolitan Planning Organization’s Feasibility Of Utilizing Miami-Dade County Waterways for Urban

Commuter Travel as a starting point for prioritizing the most reasonable routes, determining the environmental impacts of such a system and how to avoid, minimize and mitigate for them. Determine parking infrastructure needs.

- 6.1.3** Incorporate access for persons with disabilities into all water-borne commuter travel programs.
- 6.1.4** Explore intermodal transportation opportunities with the Port of Miami, the Miami River Commission and public marinas and boat ramps.
- 6.1.5** Explore public boating services to spoil islands.

|          |          |          |          |          |
|----------|----------|----------|----------|----------|
| <b>5</b> | <b>4</b> | <b>3</b> | <b>2</b> | <b>1</b> |
| <b>6</b> | <b>5</b> | <b>6</b> | <b>3</b> | <b>0</b> |

**Team comments after ranking**

- 1. 6.1.1-elevate this language into 6.1 (Cynthia to Amy)
- 2. List of things should include landmark legislation ; Biscayne Bay Aquatic Preserve
- 3. 6.1.4- consider security reasons as well

*Goal6*

*Develop an Integrated System of Transportation Alternatives*

**6.2 Trails and Non-motorized Transportation** – Three significant plans point the way to increase non-motorized transportation to the Bay shoreline as well as upon the Bay.

- 6.2.1 Within one year, work with the Metropolitan Planning Organization and its alternative transportation studies to identify high, medium and low priority greenway and water transportation projects that increase public access to the waterfront. Identify existing and needed funding.
- 6.2.2 Within two years, create, identify funding for and implement a signage program to mark existing greenways.
- 6.2.3 Within two years, create and identify funding for a countywide greenways map.
- 6.2.4 Within one year, utilize the Miami-Dade County Park and Recreation Department’s *Paddle Miami-Dade Plan* as the starting point for the planning, mapping and “truthing” of a comprehensive blueways paddling trail throughout Biscayne Bay and its tributaries.
- 6.2.5 Incorporate the National Park Service and the South Florida Water Management District in green- and blueways planning efforts to better coordinate the use of canals, canal banks and federal lands as part of

comprehensive trail systems. Link Miami-Dade County efforts with the Florida Keys canoe/kayak trail master plan.

|          |           |          |          |          |
|----------|-----------|----------|----------|----------|
| <b>5</b> | <b>4</b>  | <b>3</b> | <b>2</b> | <b>1</b> |
| <b>3</b> | <b>13</b> | <b>4</b> | <b>0</b> | <b>0</b> |

**Team comments after ranking**

**NONE**

*Goal6*

*Develop an Integrated System of Transportation Alternatives*

**6.3 Vehicular Transportation** – For as much time as we spend in cars and buses, we must maximize opportunities to experience the Bay and to utilize public transportation as a means of reaching the shore.

- 6.3.1 Reference the Florida Department of Transportation’s (FDOT) Liveable Communities Initiatives Program and the Metropolitan Planning Organization’s Aesthetic Review Committee to review roadway design standards for bridges.
- 6.3.2 Within three years, work with the Florida Department of Transportation to identify opportunities for better public access along the Julia Tuttle Causeway.
- 6.3.3 Within one year, begin working with Miami-Dade County Transit to identify bus routes that could be used to convey passengers to Bay access points.
- 6.3.4 In conjunction with improving street ends for better visual and physical access to Biscayne Bay and working with the immediate neighbors, identify areas to limit and areas to improve on-street parking.
- 6.3.5 Concurrent with the park redesign of Bicentennial Park, reopen the adjacent Metro Mover stop.
- 6.3.6 Partner with tourism development organizations to create maps and signage to identify all major access points within one year.
- 6.3.7 Identify parking infrastructure needs to support vehicular access to Bay.

|          |          |          |          |          |
|----------|----------|----------|----------|----------|
| <b>5</b> | <b>4</b> | <b>3</b> | <b>2</b> | <b>1</b> |
| <b>7</b> | <b>8</b> | <b>3</b> | <b>1</b> | <b>0</b> |

**Team comments after ranking**

NONE

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**Goal 7  
Ensure Safety and Enforcement**

- 7.1 Safety** – Safety upon our waters is integral to enjoyment and support for improved access. Boating education should be a high priority of local and state governments. As residents and visitors of an aquatic environment, learning to swim is key to avoiding tragic circumstances.
- 7.1.1** Within one year begin efforts to work with state officials to develop, adopt and institute a uniform boater certification program that will be required before boat owners and renters are allowed to operate a vessel.
- 7.1.2** Increase the number of boaters educated in safety skills by 25 percent annually until 100 percent boater education is achieved.
- 7.1.3** Within one year, coordinate local boating education efforts to include the federal and state guidelines of the Clean Boater Program.
- 7.1.4** Within five years, create a Boater’s Information Center that serves as an information clearinghouse and increases the amount of information available to boaters with specific information concerning Biscayne Bay.
- 7.1.5** Increase the number of community-based education and training programs and facilities to reach 40 percent of the boating public within 10 years.
- 7.1.6** Work with local park and recreation agencies to increase the number of learn-to-swim programs and to increase the number of participants by 50 percent within 10 years.

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|----------|----------|----------|----------|----------|
| <b>5</b> | <b>4</b> | <b>3</b> | <b>2</b> | <b>1</b> |
| <b>6</b> | <b>6</b> | <b>6</b> | <b>2</b> | <b>0</b> |

**Team comments after ranking**

NONE

*Goal 7  
Ensure Safety and Enforcement*

**7.2 Security and Law Enforcement** – Both on land and water, it is unclear whether there are enough personnel and efforts made to ensure that public access is safe and secure. Pressures related to Homeland Security and to immigration have redirected financial and human resources away from patrolling and law enforcement against violations of navigation rules, speed zones and pollution. Unlighted, understaffed and, in some cases, poorly designed public spaces invite negative behaviors, so much so that most parks close at sundown and most signage involves a menu of “don’ts.”

**7.2.1** Within the next two years, survey existing law enforcement agencies and organizations to determine the number of personnel and the amount of resources dedicated to marine patrol and park protection. Determine where multi-agency coordination could improve for more effective law enforcement, and identify deficits in funding, equipment and personnel. Work toward securing funding to address these needs within three to five years.

**7.2.2** Integrate law enforcement with safety and environmental education programs within five years.

**7.2.3** Establish a Sea Watch (similar to Neighborhood Crime Watch) Program at all waterfront parks and marinas within two years.

**7.2.4** Within three years, identify security lighting, access control and design needs at all public baywalks, parks and open spaces. Work with agencies to incorporate these needs into their capital improvement programs.

**7.2.5** Employ standards of Crime Prevention Through Environmental Design (CPTED) in all new planning and development efforts of public spaces.

**7.2.6** Within five to seven years, work with community-based organizations, neighborhood associations, special taxing districts and business improvement districts to develop bicycle patrol programs that provide another level of security in public access areas.

**7.2.7** Within two to five years, work with the Florida Fish and Wildlife Conservation Commission and/or other agency of jurisdiction to identify and dispose of derelict vessels to improve navigation in congested areas, and avoid environmental and safety hazards.

|          |          |          |          |          |
|----------|----------|----------|----------|----------|
| <b>5</b> | <b>4</b> | <b>3</b> | <b>2</b> | <b>1</b> |
| <b>4</b> | <b>9</b> | <b>6</b> | <b>1</b> | <b>0</b> |

**Team comments after ranking**



**NONE**

## **Pilot Project: Integrated Shoreline Walking/Biking Trail**

**Access Improvement:** Physical and Visual

**Project Focus:** North and Center Bay

### **Project Description:**

Countless images from across America and throughout the world show cities embracing their waterfronts with broad, grand walkways that invite appreciation and wonder: El Malecon in Havana, the Chicago Loop around Lake Michigan, the refurbished Battery Park in New York City overlooking the harbor and the Statue of Liberty, Providence's waterfront renaissance and Lake Ontario's Waterfront Trail are but a few.

Bits and pieces of a shoreline trail exist in downtown Miami, Miami Shores, the Brickell area and Coconut Grove. Yet, security concerns, blocked and gated sections, crumbling seawalls, private residential development without setbacks, and environmental permitting challenges have erected barriers to the full integration of a shoreline trail. Renewed interest, however, has re-invigorated the public's support and call for pedestrian and bicycle access to the shoreline at the same time the political will seeks to bring it into being. This effort also will involve the reclamation of public rights-of-way and street-ends for improvements to enhance physical and visual access to the Bay.

Because of South Bay's uninterrupted mangrove shoreline, the focus of an integrated shoreline walking/biking trail falls on the Center Bay and the North Bay.

### Center Bay

For more than 25 years, City leaders and community activists have discussed the creation of a Downtown Baywalk. Sections of it have been constructed over the years, but these interrupted sections look like a dashed line along the Bay shore in search of a destiny. The City's Waterfront Advisory Board, Parks Advisory Committee and Bayfront Park Management Trust joined forces earlier this year with Commissioner Johnny Winton to initiate the planning and design of the Downtown Baywalk. Commissioner Winton has appointed a Baywalk Steering Committee to give oversight and momentum to this project.

The Bay Access Plan recommends the Downtown Baywalk include four phases:

- Phase I                      Downtown from Margaret Pace Park to the Miami River (Note: Insert Aerial Photo with phases delineated)
- Phase II                    From the Miami River South to Coconut Grove
- Phase III                  Watson Island
- Phase IV                  Street Ends from NW 19<sup>th</sup> Street to NW 36<sup>th</sup> Street (Note: Insert Photos)

**Pilot Project: Integrated Shoreline Walking/Biking Trail**

| <b>Strategic Action 1: Require Public Access as a Condition of Private Leases on Publicly Owned Submerged Lands</b>   |   |             |                |
|---|---|-------------|----------------|
| <b>What</b>   | <b>Who</b>  | <b>When</b> | <b>Funding</b> |
| Identify Uplands and Submerged Lands in Public Ownership with Private Leases and the Public Agencies Responsible for Managing Leases  | Cities, county and Florida Dept. of Environmental Protection (FDEP) | S           | S              |
| Review Existing Leases for Renewal Timelines  |   | S           | S              |
| Rank sites that pose as strong candidates for the facilitation of public access along the shoreline   |   | S           | S              |
| Convene state, county and local legal staff to determine agency authority and leverage concerning existing lease renewals   |   | S           | S              |
| Establish guidelines for lease renewal to include public access provision   |   | S           | S              |
| As leases come up for renewal, renegotiate for public access  |   | M-L         | M-L            |
| Require new/proposed waterfront developments requesting leases on publicly owned submerged lands to provide for/facilitate public pedestrian and visual access to shoreline and/or to connect to existing or planned walkways. Make every effort to minimize variances or allow for mitigation for not providing public access. |   | S-L         | S-L            |
| In cases where lessee seeks to expand   |   | S-L         | S-L            |

|   |  |  |  |
|---|--|--|--|
| development or change condition(s) of lease before existing term expires, review, and if necessary, enforce required public access as a condition of approval of lease term |  |  |  |
|---|--|--|--|

**Pilot Project: Integrated Shoreline Walking/Biking Trail**

| <b>Strategic Action 2: Implement Downtown Baywalk Plan, Design and Development</b>  |  |             |                            |
|---|--|-------------|----------------------------|
| <b>What</b>   | <b>Who</b>   | <b>When</b> | <b>Funding</b>             |
| Convene Baywalk Steering Committee  | Commission   | S           | City Bond Funds            |
| Identify proposed pathway of Downtown Baywalk – All phases  | Steering Committee, City Staff                                 | S           | City Bond Funds            |
| Identify existing conditions  | Steering Committee, City Staff                                 | S           | City Bond Funds            |
| Research comparable shoreline trails  | TPL with Steering Committee, City Staff                        | S           | Foundation Grant Funds     |
| Identify required design features and elements  | Steering Committee, City Staff                                 | S           | City Bond Funds            |
| Identify environmental impacts, permitting issues, and design constraints related to Baywalk development (including identifying best practices in coastal construction materials)   | City Staff, Co. Dept. of Environmental Resource Mngmnt. (DERM) | S           | City Bond Funds            |
| Conduct public meetings and outreach to solicit support and input on Baywalk proposal   | Commission, City Staff, Steering Committee                     | S           | City Bond Funds            |
| Develop Scope of Services for Request for Proposal (RFP) to Design and Build Baywalk – Integrate with Bicentennial Park Master Plan, Parcel B Master Plan and street ends to be connected through on-road/off-Bay sidewalks, trails | Steering Committee, City Staff, County staff                   | S           | City and County Bond Funds |

|  |            |   |   |
|--|------------|---|---|
| and paths                                    |            |   |   |
| Issue RFP and Select Design/Build Consultant | City Staff | S | N/A   |
| Develop Baywalk                              | City       | M | City and County Bond Funds, Coastal Zone Management (CZM), Office of Greenways and Trails (OGT) |

## Pilot Project: Integrated Shoreline Walking/Biking Trail

### North Bay

North Bay presents the most challenging area to improve physical and visual access to Biscayne Bay because of the density of development. The Oleta River Corridor and the perimeter of Maule Lake offer two of the best opportunities to open up better access, but little in-depth study has been done of the privately-owned Maule Lake area to understand its environmental conditions, wildlife habitats, upland ownership and linkages to other access points. Much of the Oleta River's shore is in private ownership or dotted with protected mangrove habitat. Maule Lake is under tremendous development pressure, gentrifying its marine-related industries and amenities. Both areas are critical to the fulfillment of the North Dade Greenways Master Plan.

| <b>Strategic Action 1: Conduct Analysis of Maule Lake's Shoreline and Public Rights-of-Way to Determine Feasibility of Integrated Shoreline Trail</b> |   |             |   |
|---|---|-------------|---|
| <b>What</b>   | <b>Who</b>  | <b>When</b> | <b>Funding</b>  |
| Identify stakeholders   | City of North Miami Beach (NMB), City of Aventura, FDEP | S           | Coastal Zone Management Funds (CZM), Office of Greenways and Trails (OGT) |
| Identify existing conditions, upland and submerged lands ownership, easements, planned/permitted development  | NMB, Aventura   | S           | CZM, OGT  |
| Review all existing and applicable shoreline development guidelines and compliance  | NMB, Aventura, FDEP                                     | S           | CZM, OGT  |
| Determination applicability of Biscayne Bay Aquatic Preserve Act  | FDEP  | S           | CZM, OGT  |
| Conduct an environmental and biological assessment  | NMB, Aventura, FDEP, DERM                               | S           | CZM, OGT  |
| Determine feasibility and identify key areas for shoreline walkway  | NMB, Aventura, FDEP                                     | S           | CZM, OGT  |

## **Pilot Project: Comprehensive, Integrated Canoe/Kayak Trail**

**Access Improvement:** Physical, visual and educational

**Project Focus:** North, Center and South Bay

### **Project Description:**

In 2002, the Miami-Dade County Park and Recreation Department tasked the graduate-level Urban and Regional Studio program at Florida International University's School of Architecture/Landscape Architecture Department to create a countywide blueways master plan, entitled Paddle Miami-Dade.

This plan, which was accepted by the department, identifies existing launch/pull-off sites for canoeists and kayakers, and it recommends new ones throughout the county's canals, rivers, streams and Bay for the installation of infrastructure, such as trailheads, parking and platforms/ramps. This study examines navigability and user conflicts, proposing a system of primitive and urban non-motorized paddling trails categorized by level of difficulty including termination points for less-experienced paddlers.

Local paddling outfitters, eco-tourism professionals and clubs have conducted numerous tours and excursions throughout the Bay and offer a wealth of practical knowledge of trails and navigability. They, coupled with the Paddle Miami-Dade plan, serve as a starting point for an in-depth planning, design and implementation effort. At a time when the Florida Key and the National Parks Service are jointly developing a comprehensive blueways trail system for Monroe County, the opportunity exists to enjoin that planning effort to expand into Miami-Dade County.

| <b>Strategic Action: Develop Comprehensive, Countywide Blueways Trail</b>   |  |             |   |
|---|--|-------------|---|
| <b>What</b>   | <b>Who</b>   | <b>When</b> | <b>Funding</b>  |
| Audit existing planning effort in Florida Keys to study methodology, timing, stakeholders and natural linkage   | The Trust for Public Land (TPL), South Florida Water Management District (SFWMD), Interested Parties | S           | Foundation Grant  |
| Establish Blueway Steering Committee of key stakeholders, including local, state, federal park agencies, outfitters, Department of Environmental Resource Management Water Management District representatives, Metropolitan Planning Organization, environmental agencies and non-governmental organizations | SFWMD  | S           | Foundation Grant, Coastal Zone Management (CZM) funds, Office of Greenways and Trails (OGT)           |
| Conduct in-depth review of recommendation of Paddle Miami-Dade Plan and Identify Key Areas for Additional Study   | Steering Committee   | S           | Foundation Grant, Coastal Zone Management (CZM) funds, Florida Inland Navigation District (FIND), OGT |
| Identify areas for trailheads, launch/pull-off sites, parking   | Steering Committee   | S           | Foundation Grant, CZM, OGT  |
| Develop scope of service and appropriate agency to issue RFP for facility planning and design services, including signage and maps  | Steering Committee   | S           | Foundation Grant, CZM, FIND, OGT  |
| Conduct public meetings for consultant recommendations  | Steering Committee   | S           | Foundation Grant, CZM, FIND, OGT  |
| “Truth” through paddling and  | Outfitters and   | S           | Volunteers  |



|   |                 |     |                |
|---|-----------------|-----|----------------|
| mapping the proposed trail system in conjunction with consultant planning | Paddling Clubs  |     |                |
| Develop trail system and signage and corresponding maps                   | Public Agencies | M-L | FIND, TBD, OGT |

## **Pilot Project: Comprehensive Bay Communication Strategy**

**Access Improvement:** Educational

**Project Focus:** North, Center and South Bay

### **Project Description:**

Starting with awareness and moving the general public to appreciation and advocacy for environmentally sustainable public access to the Bay will require a multifaceted communication strategy, involving signage, maps, an interactive Bay-focused web site, environmental educators, marketing and other Bay messengers.

## **Pilot Project: Comprehensive Bay Communication Strategy**

| <b>Strategic Action:</b> Strengthen and Expand Scope of Environmental Education Providers (EEP)   |  |             |   |
|---|--|-------------|---|
| <b>What</b>   | <b>Who</b>   | <b>When</b> | <b>Funding</b>  |
| Expand membership in EEP group to reach all environmental educators, public agencies and non-governmental organizations, conservation organizations           | Environmental Education Providers (EEP), Biscayne Bay Aquatic Preserve (BBAP), South Florida Water Management District (SFWMD) | S           | N/A   |
| Refine communication among members to involve fax trees and e-mail announcements  | EEP, BBAP, SFWMD   | S           | N/A   |
| Revisit scope of purpose for EEP to build upon work begun by Biscayne Bay Environmental Education Alliance to assess accomplishments and determine next steps | EEP, Citizens for a Better South Florida (CFABSF) and SFWMD  | S           | Florida Department of Environmental Protection, FDEP, SFWMD |
| Develop a comprehensive listing of all educational materials, maps and programs   | EEP, BBAP, CFABSF, SFWMD   | S           | FDEP, SFWMD   |
| Develop a schedule for update of educational materials and maps   | CFABSF, BBAP, SFWMD, EEP   | S           | FDEP, SFWMD   |
| Determine gaps in environmental education service delivery and funding  | CFABSF, SFWMD, EEP   | S           | FDEP, SFWMD   |
| Identify specific target audiences, messages, messengers and communication tools  | CFABSF, BBAP, SFWMD, EEP   | S           | FDEP, SFWMD   |
| Work with Dade County Public Schools to develop a Bay-oriented, age-appropriate curriculum for elementary, middle and high school students                    | EEP, BBAP, CFABSF, Miami-Dade County Public Schools (MDCPS)  | S           | FDEP, SFWMD, MDCPS  |

**Pilot Project: Comprehensive Bay Communication Strategy**

| <b>Strategic Action:</b> Develop a Biscayne Bay Marketing Strategy   |   |             |                          |
|--|---|-------------|--------------------------|
| <b>What</b>  | <b>Who</b>  | <b>When</b> | <b>Funding</b>           |
| Survey current Bay-related promotional events, materials, reports, programs, displays, banners, etc.   | TBD   | S           | TBD                      |
| Survey media response to and reporting on Bay-related issues   | TBD   | S           | TBD                      |
| Survey Bay-related promotion by Tourist Development Council (TDC), Convention and Visitors Bureau (CVB)  | TBD   | S           | TBD                      |
| Utilize survey results and information from Environmental Educators Alliance (EEP) regarding target audience, messages, messengers and communication tools as basis for marketing plan | TBD   | S           | TBD                      |
| Identify a Bay logo and mascot   | TBD   | S           | TBD                      |
| Identify dedicated funding for annual publication of the State of the Bay report   | Biscayne Bay Aquatic Preserve (BBAP), Dept. of Enviro. Resource Mngmt. (DERM) | S           | TBD                      |
| Create a traveling exhibit about the Bay for use at community fairs  | BBAP, DERM, SFWMD, EEP, Museums   | S-M         | TBD                      |
| Create a Bay video   | TBD   | S-M         | Cultural Affairs Council |

|  |     |   |     |
|--|-----|---|-----|
| Work through state procedures for a Biscayne Bay License Plate | TBD | M | TBD |
|--|-----|---|-----|

**Pilot Project: Comprehensive Bay Communication Strategy**

|  |   |             |  |
|--|---|-------------|--|
| <b>Strategic Action:</b> Create and Implement an Integrated and Hierarchical Signage Program                 |   |             |  |
| <b>What</b>  | <b>Who</b>                                    | <b>When</b> | <b>Funding</b>   |
| Convene a signage committee comprised of Bay stakeholders (build upon previous work by SFWMD)                | The Trust for Public Land (TPL), Stakeholders | S           | Foundation Grant, South Florida Water Management District (SFWMD), TBD |
| Inventory and map existing directional, informational and interpretive signage                               | TPL, Stakeholder Committee                    | S           | Foundation Grant, SFWMD, TBD   |
| Identify deficiencies in existing signage  | TPL, Stakeholder Committee                    | S           | Foundation Grant, SFWMD, TBD   |
| Research comparable signage programs   | TPL, Stakeholder Committee                    | S           | Foundation Grant, SFWMD, TBD   |
| Define guidelines for proposed signage program for implementation in public works projects                   | TPL, Stakeholder Committee                    | S           | Foundation Grant, SFWMD, TBD   |
| Follow procedures for approval of signage program at appropriate agency departments and levels of government | TBD, TPL                                      | S           | Foundation Grant, SFWMD, TBD   |
| Work with agencies to implement signage program  | TPL, Stakeholder Committee                    | M           | Foundation Grant, SFWMD, TBD   |

**Pilot Project: Comprehensive Bay Communication Strategy**

| <b>Strategic Action:</b> Assist with the Evolution of the <a href="http://www.discoverbiscaynebay.org">www.discoverbiscaynebay.org</a> Web Site Toward a Public Access Format |   |             |   |
|---|---|-------------|---|
| <b>What</b>   | <b>Who</b>  | <b>When</b> | <b>Funding</b>  |
| Utilize appendix of Access Plan as basis for information to include on web site   | TPL, FAU<br>Catanese Center for Urban and Environmental Solutions | S           | South Florida Water Management District (SFWMD),<br>TBD |
| Create web page templates for basis of interactive public access web site   | TPL, FAU<br>Catanese Center for Urban and Environmental Solutions | S           | SFWMD, TBD  |
| Implement access portion of web site with applicable links  | TPL, FAU<br>Catanese Center for Urban and Environmental Solutions | S           | SFWMD,<br>Foundation Grant,<br>TBD                      |

**Pilot Project: Visual and Physical Access Safeguards**

**Access Improvement:** Physical and Visual Access

**Project Focus:** North, Center and South Bay

**Project Description:**

Shoreline Development

It has been almost 20 years since passage of the ordinance that established the County’s Shoreline Development regulations and Shoreline Development Review Committee. In that time, the Shoreline Development Review Committee, the County and municipalities have granted a number of variances that have resulted in diminished physical and visual access to Biscayne Bay. With only one staff member dedicated only part-time to the activities associated with the administration of this ordinance, which does not provide for continued funding, evaluation of compliance or enforcement, the time has arrived for a review of the efficiency and efficacy of these guidelines to make solid recommendations for strengthening their ability to safeguard the public’s interest.

**Pilot Project: Visual and Physical Access Safeguards**

| <b>Strategic Action:</b> Revise Shoreline Development Measures to Better Safeguard Physical and Visual Access   |     |      |         |
|---|-----|------|---------|
| What  | Who | When | Funding |
| Request an audit and recommendations for corrective actions by the County’s Inspector General into the efficiency and efficacy of the existing County’s Shoreline Development Regulations, specifically to determine: | TBD | S    | TBD     |
| <ul style="list-style-type: none"> <li>▪ Number and types of developments granted variances and on what basis</li> </ul>  |     |      |         |
| <ul style="list-style-type: none"> <li>▪ Permit conditions and requirements for approved permits</li> </ul>   |     |      |         |
| <ul style="list-style-type: none"> <li>▪ Survey of compliance with permit requirements</li> </ul>   |     |      |         |

|   |     |     |     |
|---|-----|-----|-----|
| <ul style="list-style-type: none"> <li>▪ Notices of Violation issues compared with those not complying</li> </ul>   |     |     |     |
| <ul style="list-style-type: none"> <li>▪ Types of violations</li> </ul>   |     |     |     |
| <ul style="list-style-type: none"> <li>▪ Administrative procedures and staffing levels</li> </ul>   |     |     |     |
| <ul style="list-style-type: none"> <li>▪ Identify use of mitigation strategies and determine parity with access losses</li> </ul>   |     |     |     |
| <ul style="list-style-type: none"> <li>▪ Appropriate guidelines for representation on stakeholder group to revise the existing Shoreline Development ordinance and administrative procedures</li> </ul>   |     |     |     |
| Utilize Inspector General's report to convene a broad-based stakeholder group, including representatives from each coastal municipality, to draft recommended changes to ordinance to fully enforce its provisions, reduce opportunities for non-compliance and develop procedures for adoption as local policy | TBD | S-M | TBD |



## Pilot Project: Visual and Physical Access Safeguards

### Article 6

In 1992, voters overwhelmingly approved Article 6 of the Miami-Dade County Charter, the Parks, Aquatic Preserves and Preservation Lands Amendment. Article 6 stipulated that lands acquired for parks should be protected from commercial exploitation. Article 6 also provided measures to limit the size of buildings in ocean and bayfront parks so as not to obstruct access and/or the views of the water. Any alterations from these provisions would require a two-thirds voter approval. Two of the five cities that opted out of the original vote include Miami and Coral Gables, both of which hold significant waterfront lands for public park purposes.

| <b>Strategic Action:</b> Determine Support and Feasibility of Passage of Article 6 in the cities of Miami and Coral Gables                       |   |             |                |
|--|---|-------------|----------------|
| <b>What</b>  | <b>Who</b>  | <b>When</b> | <b>Funding</b> |
| Discuss putting question of adoption of Article 6 on the next general election ballot  | Coalition of non-governmental groups, parks and environmental advocates | S           | N/A            |
| If City leaders support measure, follow appropriate procedures for formally approving item for referendum  | Coalition working with City staff                                       | S           | N/A            |
| If City leaders oppose, determine feasibility of petition campaign for inclusion of Article 6 question on next available general election ballot | Coalition   | S           | N/A            |

### **Pilot Project: Land Protection Strategy**

**Access Improvement:** Physical and Visual Access

**Project Focus:** North and South Bay

**Project Description:**

A land protection strategy is needed to

- increase the amount of land in public ownership to provide for more opportunities to reach Biscayne Bay
- protect critical, unencumbered viewsheds
- buffer existing public lands from encroaching development
- fulfill the needs of watershed protection plans to minimize impacts to the environmental resources of the Bay.

This Pilot Project will focus on two areas:

- **South Bay** – specifically related to Biscayne National Park and the South Miami-Dade County watershed; and,
- **North Bay** – specifically related to the preservation of Maule Lake and the Oleta River corridor.

This Pilot Project does not preclude land protection in the Center Bay area, and recommends that as coastal properties are available for purchase, their viability for public ownership or protection through conservation easement be explored to increase public access to Biscayne Bay.

### **Pilot Project: Land Protection Strategy**

| <b>Strategic Action:</b> Conduct a Biscayne National Park Adjacent Lands Protection Strategy (In Progress) |  |             |   |
|--|--|-------------|---|
| <b>What</b>  | <b>Who</b>   | <b>When</b> | <b>Funding</b>                                |
| Set Study Boundaries   | Trust for Public Land (TPL), Biscayne National Park (BISC), Tropical Audubon Society (TAS) | S           | National Park Service (NPS), Foundation Grant |
| Identify and Convene Interested Parties  | Trust for Public Land (TPL), Biscayne  | S           | NPS, Foundation                               |

|   |   |       |       |
|---|---|-------|-------|
|   | National Park (BISC),<br>Tropical Audubon<br>Society (TAS)  |       | Grant |
| Establish Criteria for<br>Property Conservation   | Trust for Public Land<br>(TPL), Biscayne<br>National Park (BISC),<br>Tropical Audubon<br>Society (TAS),<br>Interested Parties | S     | NPS   |
| Identify Existing<br>Conservation Programs<br>and Funding<br>Mechanisms   | Trust for Public Land<br>(TPL), Biscayne<br>National Park (BISC),<br>Tropical Audubon<br>Society (TAS)                        | S     | NPS   |
| Map Existing<br>Conditions<br>(ownerships, structures,<br>protected lands,<br>agricultural lands)                 | Trust for Public Land<br>(TPL)  | S     | NPS   |
| Utilize GIS supported<br>modeling software to<br>identify parcels for<br>conservation                             | Trust for Public Land<br>(TPL)  | S     | NPS   |
| From mapping<br>information, rank<br>properties in priority,<br>and identify most likely<br>protection strategies | Trust for Public Land<br>(TPL)  | S     | NPS   |
| Prepare Final<br>Recommendation and<br>Comprehensive Map  | Trust for Public Land<br>(TPL)  | S     | NPS   |
| Initiate Protection<br>Strategy   | TPL, BISC and<br>Interested Parties   | S-M-L | TBD   |

**Pilot Project: Land Protection Strategy**

| <b>Strategic Action:</b> Develop Use Agreement(s) between Florida Power and Light (FPL) and Public Agencies for Lease of Properties for Bay Access |   |             |   |
|--|---|-------------|---|
| <b>What</b>  | <b>Who</b>                                | <b>When</b> | <b>Funding</b>                                  |
| Identify and map FPL properties most likely to provide improved physical and visual access to Biscayne Bay   | FPL, The Trust for Public Land (TPL), FPL | S           | Foundation Grant, Florida Power and Light (FPL) |
| Identify federal and local public agencies as potential lessees or takeout agencies  | TPL, FPL                                  | S           | Foundation Grant, FPL                           |
| Identify environmentally compatible recreational opportunities for leased or purchased lands   | TPL, FPL, Agencies                        | S           | Foundation Grant, FPL                           |
| Work as liaison between public agencies and FPL to develop leases or purchase/sale agreements for public access to FPL lands                       | TPL, FPL, Agencies                        | S           | Foundation Grant, FPL                           |

**Pilot Project: Land Protection Strategy**

| <b>Strategic Action:</b> Expand Analysis of Maule Lake and Oleta River Shoreline and Public Rights-of-Way to Identify Bottom Lands (Maule Lake) and Adjacent Properties for Protection |  |             |                |
|--|--|-------------|----------------|
| <b>What</b>  | <b>Who</b>   | <b>When</b> | <b>Funding</b> |
| Utilize findings of Feasibility Study to prioritize bottom lands and adjacent properties for protection and restoration  | North Miami Beach (NMB), Aventura, Florida Department of Protection (FDEP) | S           | TBD            |
| Initiate measures to protect properties through land acquisition, conservation easement, shoreline setbacks  | NMB, Aventura, FDEP  | S-L         | TBD            |

**Pilot Project: Biscayne Bay Organization**

**Access Improvement:** N/A

**Focus:** North, Center and South Bay

**Description:**

The same process that recommended the Access Plan – the BBPI – also supported better interagency coordination and advocacy for Bay-related issues and recommended the creation of a broad-based coalition of Bay stakeholders. The Biscayne Bay Regional Restoration Coordination Team (BBRRCT) was formed from stakeholder agencies and non-governmental organizations and groups to develop an action plan for Biscayne Bay and serve as a forum for team members to coordinate priorities and activities associated with habitat restoration, water quality issues, access, economics, land acquisition and funding. However, without certain measures of authority or advisory capabilities, the team finds itself without the weight it needs to effectively and efficiently improve coordination involving the Bay. It is time to build upon the work accomplished by this team, broaden its scope and membership, and take its role to a level that allows it to represent the needs of the Bay on a larger scale. This could include serving as a clearinghouse of Bay information and priorities for Bay funding, as the coordinating entity for Bay activities and mediator during conflicts, as an advisor to local governments on Bay-related issues, as a principle Bay advocate, and as the marketing/promoting organization for the Bay.

**Pilot Project: Biscayne Bay Organization**

| <b>Strategic Action:</b> Establish Biscayne Bay Organization                          |  |             |   |
|---|--|-------------|---|
| <b>What</b>   | <b>Who</b>   | <b>When</b> | <b>Funding</b>                                  |
| Identify stakeholders and potential member organizations of Biscayne Bay Organization | Biscayne Bay Regional Restoration Coordination Team (BBRRCT) and TBD | S           | South Florida Water Management District (SFWMD) |
| Develop proposed scope of Biscayne Bay organization                                   | Organizational membership and TBD                                    | S           |   |
| Research and explore examples of similar types of organizations                       | TBD  | S           |   |

|  |     |     |  |
|--|-----|-----|--|
| nationwide and their governing structures (i.e. public, private, public-private, private-public)   |     |     |  |
| Evaluate organizational structures' applicability to Biscayne Bay                                  | TBD | S   |  |
| Identify member of Dade Delegation to sponsor enabling legislation and identify supportive funding | TBD | S-M |  |
| Draft enabling legislation   | TBD | S-M |  |

## **Pilot Project: Boating Improvements**

**Access Improvement:** Physical, visual and educational

**Focus:** North, Center and South Bay

### **Description:**

Almost 15 years have passed since boating in Miami-Dade County has been examined in a comprehensive way. In that time, South Florida's boating public and the facilities that serve it have changed in myriad ways:

- the marine industry has experienced gentrification due to private residential and commercial development
- more people own boats than ever before
- boats have grown in size and are faster
- codes have altered vessel storage requirements
- ramps and docks have aged
- private marinas and fueling docks have closed

Public marinas operated by Miami-Dade County, the City of Miami and other municipalities that have been identified for expansion in the Manatee Protection Plan still have not taken full advantage of that opportunity.

During these 15 years, we also know more about the harm done when boaters do not respect navigation rules, have not received boating safety education, pollute the waterways...we all experience a loss of natural resources and marine life.

The time has come to re-examine the infrastructure needed to support boating on Biscayne Bay. Boating, however, cannot be examined solely from an economically based, supply/demand nexus. Using the most up-to-date mapping and research technology, boating must be studied in context with environmental sustainability and public safety.

## Pilot Project: Boating Improvements

| <b>Strategic Action:</b> Provide Safe, Environmentally Sustainable Infrastructure and Services to Adequately Serve the Boating Public  |  |      |                       |
|--|--|------|-----------------------|
| What   | Who  | When | Funding               |
| Conduct Comprehensive Study to Characterize Miami-Dade County's Boating Population in an Effort to Guide Planning for Channel Maintenance, Marine Facility Siting, Infrastructure Improvements (Ramps, Slips, Pump-out and Fueling Stations), Service Levels for Waterway Channels | Boating Research Center at Rosensthiel or another independent, non-industry research program | S    | State and local funds |
| <ul style="list-style-type: none"> <li>▪ Identify trends in boating over the past 10-20 years</li> </ul>   |  |      |                       |
| <ul style="list-style-type: none"> <li>▪ Identify, categorize and explain discrepancies between vessel registration information and owner address</li> </ul>   |  |      |                       |
| <ul style="list-style-type: none"> <li>▪ Identify locations where boats are moored, anchored, docked and stored</li> </ul>   |  |      |                       |
| <ul style="list-style-type: none"> <li>▪ Identify boat characteristics, such as draft, length, type and usage</li> </ul>   |  |      |                       |
| <ul style="list-style-type: none"> <li>▪ Identify boat traffic patterns</li> </ul>   |  |      |                       |
| Conduct Comparative Analysis with:   | Boating Research Center at Rosensthiel or another independent, non-industry research program | M    | State and local funds |
| <ul style="list-style-type: none"> <li>▪ Manatee Protection Plan</li> </ul>  |  |      |                       |
| <ul style="list-style-type: none"> <li>▪ Most up-to-date information concerning manatee habitat, manatee mortality and accidents</li> </ul>  |  |      |                       |
| <ul style="list-style-type: none"> <li>▪ Most current information concerning user conflicts with other activities (such as paddling), human accidents and fatalities, resource destruction (bay bottom, sea grass, corals)</li> </ul>  | Florida Marine Research Institute (FMRI)   |      |                       |
| <ul style="list-style-type: none"> <li>▪ Other relevant documents: Biscayne Bay Aquatic Preserve Act, Biscayne National Park General Management Plan Update, Miami-Dade County Marina RFP</li> </ul>   |  |      |                       |
| <ul style="list-style-type: none"> <li>▪ Environmental Resource Impacts (i.e. seagrass)</li> </ul>   |  |      |                       |
| Provide Recommendations for Infrastructure Improvements  | Boating Research Center at Rosensthiel or another independent,                               | M    | State and local funds |



|  |  |     |  |
|--|--|-----|--|
|  | non-industry research program                  |     |  |
| Upgrade existing marinas to meet Clean Marina guidelines | Public and private marina owners and operators | S-M |  |

**Pilot Project: Boating Improvements**

| <b>Strategic Action:</b> Institute Statewide Mandatory Boating Safety Certification Program   |  |             |                |
|---|--|-------------|----------------|
| <b>What</b>   | <b>Who</b>   | <b>When</b> | <b>Funding</b> |
| Survey other states' sailing, paddling, power boating, and personal water craft safety education and certification programs and identify which ones are mandatory | United States Coast Guard (USCG), Florida Fish and Wildlife Conservation Commission (FWCC) | S           | TBD            |
| Conduct comparative analysis with Florida's voluntary on-line and classroom courses   | United States Coast Guard (USCG), Florida Fish and Wildlife Conservation Commission (FWCC) | S           | TBD            |
| Identify what entities and programs in Miami-Dade County currently offer boating safety certification and their location  | United States Coast Guard (USCG), Florida Fish and Wildlife Conservation Commission (FWCC) | S           | TBD            |
| Evaluate to determine impact of mandatory requirement on funding sources, existing programs and law enforcement; make recommendations to meet need                | United States Coast Guard (USCG), Florida Fish and Wildlife Conservation Commission (FWCC) | S-M         | TBD            |
| Incorporate Clean Boater Program into Boating Safety Certification curriculum   | United States Coast Guard (USCG), Florida Fish and Wildlife Conservation                   | S           | TBD            |

|  |  |     |     |
|--|--|-----|-----|
|  | Commission (FWCC)  |     |     |
| Identify member(s) of Dade Delegation to sponsor legislation requiring boating safety certification to be made mandatory | United States Coast Guard (USCG), Florida Fish and Wildlife Conservation Commission (FWCC) | S-M | TBD |

**Pilot Project: Boating Improvements**

| <b>Strategic Action: Expedit</b> Removal of All Derelict Vessels from Biscayne Bay   |                                  |             |                       |
|--|----------------------------------|-------------|-----------------------|
| <b>What</b>  | <b>Who</b>                       | <b>When</b> | <b>Funding</b>        |
| Prioritize Projects to Identify site of all derelict vessels causing navigational and environmental hazards in Biscayne Bay; organize lists geographically | County (DERM) and Municipalities | S           | State and local funds |
| Inspect vessels and attempt location of owners to effect removal   | Florida Marine Patrol            | S-M         | State funds           |
| Tap into existing contracts or, if necessary, issue Request for Proposal, to remove vessels  | County, municipalities and state | S-M         | State and local funds |
| Protect funding for and expand Florida's Derelict Vessel Removal Program   | Miami-Dade Delegation            | S-L         |                       |

## **Other Recommendations**

The Pilot Projects outline a series of steps to achieve some of the larger objectives of the Bay Public Access Plan. Several recommendations, though they do not fit into the framework of the Pilot Projects, merit consideration for implementation through other on-going planning efforts. In relationship to these processes, the Bay Access Plan recommends the following:

### **Biscayne National Park General Management Plan Update**

(Note: Insert diagram from Park of Alternative No. 4 and allied zones)

The Access Plan promotes a course of action that blends the five (5) management proposals presented to emphasize the full range of recreational uses with the strongest consideration toward resource protection.

Regarding Stiltsville and its incorporation into the overall park programming mix, the Access Plan recommends Stiltsville as the northern gateway into the park, which is lacking at this time. By using a public boat launch out of Crandon Marina, Bill Baggs, Matheson Hammock Park or another public park where a cooperative agreement can be made, an entry into the park can be created nearer to the urban core and center of population, thus building a better relationship between the community and the park. The Plan supports a managed visitor experience and the buildings' eventual use for environmental education, historic interpretation, visitor appreciation and artistic inspiration.

### **Miami-Dade County Park and Recreation**

In its ongoing efforts to develop coastal parks for public access, the Access Plan supports the Chapman Field Park Master Plan (Note: Insert Proposed Master Plan) and its blending of environmental sustainability and responsible and balanced access. The Plan also recommends the prioritization of the R. Hardy Matheson Hammock Park Master Plan (Note: Insert Aerial) and the implementation of the Deering Estate at Cutler Master Plan Update (Note: Insert Approved Master Plan Update). These two parks will prove critical in the implementation of the countywide blueway.

### **Virginia Key**

(Note: Insert aerial and identification of specific areas of interest – i.e. Historic Beach, Marine Stadium, WASD Plant, Critical Wildlife Area, Landfill)

This signature City of Miami park represents much of what has gone wrong in public park planning and use for the past 30 years, not to mention the havoc wreaked by natural disasters. Today, it presents some of the best opportunities available to create unique public interaction with Biscayne Bay, from the restoration of the historic beach to the adaptive re-use of underutilized areas.

The north end of Virginia Key has been used for the disposal of clean dredged spoil, primarily from Port of Miami channel deepening projects. The City has used this spoil for beach re-nourishment projects as well as for re-sale. The spoil is now 20-40 feet high. Instead of this part of Virginia Key remaining an underutilized recreational opportunity, the Access Plan recommends an alternative strategy for this site would be the creation of a Bay vista park in the urban core – a low-impact, passive site with spectacular views of downtown and of the Bill Sadowski Critical Wildlife Area (where access is prohibited). With the height, the park would have a view over the mangrove wetlands, and would, in turn, provide a beautiful landscape from other perspectives.

### **Transportation Improvements**

Getting to the waterfront is half the battle. A diverse system that accommodates pedestrian, bicycle, vehicular and water-borne transportation alternatives makes it easier. To that end, the Access Plan recommends:

- Working with the Miami-Dade Transportation Agency (MDTA) to identify key bus routes that could be expanded to get people closer to the water, and to promote these routes as public transportation to recreation. (Note: Insert Bus Routes Map and Identify Critical Routes)
- Working with the Metropolitan Planning Organization (MPO) to organize information regarding the implementation of the North Dade Greenways Master Plan and the South Dade Greenways Network Plan to prioritize project phases, to identify existing and deficient funding sources, and to identify new projects to further the goals and objectives of a comprehensive greenways/blueways connection. (Note: Insert Greenways Maps – North and South – Identify Completed Elements)
- Promoting further study of the MPO's *Feasibility of Utilizing Miami-Dade County Waterways for Urban Commuter Travel* by identifying the most feasible alternatives and identifying their environmental impacts before a Request for Proposals is issued.
- Encouraging further study of the environmental impacts and economic feasibility of limited water taxi service in the Center Bay area.
- Revisiting with the Florida Department of Transportation (FDOT) the utilization of the rights-of-way on the north and south sides of the Julia Tuttle Causeway (195) for limited vehicular, bicycle and pedestrian access,

as well as the clearing of exotic plant materials to improve the visual access of the Bay from this thoroughfare. (Note: Photos of Julia Tuttle Causeway)

### **Law Enforcement**

With the added responsibilities of immigration and homeland security, law enforcement agencies with jurisdiction on Biscayne Bay are stretched thin. A needs assessment should be initiated within the next year to determine the adequate number of law enforcement personnel at the local, state and federal levels required to adequately address the level of service necessary to patrol Biscayne Bay. This assessment should include cost estimates for full implementation.