

agencies. These services would improve the River's water quality and result in a more aesthetically pleasing waterfront environment, critical to the successful re-development proposed by this Urban Infill Plan.

**ADDITIONAL GREENSPACE**

According to the 2001 Urban Parks study, authored by Peter Harnick, in conjunction by the Urban Land Institute and Trust for Public Land, the City of Miami has the least park space per resident of any large city in the Country. The Urban Infill Plan therefore recommends additional greenspace be provided where feasible. Since Greenspace is permeable surface, it is critical to replenish our water source, the Biscayne Bay Aquifer. In addition, the trees and landscaping found in Greenspace improve air quality. Therefore, additional Greenspace results in improving the natural environment. An example of creating new Greenspace is found at the new East Little Havana Riverside Garden, adjacent to and beneath the Flagler Bridge. This area was once a barren illegal dumping site, and is now providing a lush garden for the neighboring community. We recommend similar beautification projects beneath all bridges crossing the Miami River. The Trust for Public Lands have been directed by the Florida Legislature and the South Florida Water Management District to develop a Strategic Biscayne Bay Access Plan. The MRC, City and the County should work with TPL to include all existing access points that need improvements and to add new access points consistent with this Plan.

**CONTINUED REMOVAL OF DERELICT VESSELS**

The Miami River was once a haven for derelict vessels. Both Miami-Dade County and the City of Miami conduct removal of vessels designated as derelict by Florida Fish and Wildlife Conservation Commission (FFWCC) with funding for



*A derelict vessel along the Miami River*

contractual services provided through grants from FFWCC and Florida Inland Navigational District (FIND). Today only a few derelict vessels are in the River. Since Derelict Vessels damage the natural environment and may be a hazard to public health and boating safety, the Infill Plan recommends the continued removal of vessels determined to be derelict.

**ENVIRONMENTAL EDUCATION**

A fundamental component of improving the Miami River's natural environment is Environmental Education. The Florida Fish and Wildlife Conservation Commission Advisory Council on Environmental Education, the Florida Inland Navigation District, and Miami-Dade County have recurring grant programs for funding selected environmental education topics. In recent years, the South Florida Water Management District has also received special appropriations from the Florida Legislature for Biscayne Bay-related education projects. The MRC was awarded a grant from Miami-Dade County to fund environmental riverboat tours for students and Community Based Organizations. In addition, Environmental Education is a central component of public outreach in annual events such as Miami Riverday, Earth Day, Baynanza, and the Honorable Representative Ileana Ros-Lehtinen's Annual River Clean-Up.



*Local children learning about the environment at Riverday*

**BISCAYNE BAY AND EVERGLADES RESTORATION**

The Miami River was historically a fresh water tributary, connecting the inland Everglades to Biscayne Bay. Today it is primarily a water management canal, part of the Central and Southern Florida Flood Control Project. It moves excess stormwater from inland agricultural areas and coastal urban areas to tide, to prevent flooding. Salt water control gates prevent inland intrusion of salt water caused by the lowering of