

# GREENWAYS AND BLUEWAYS: USING PARKS TO ADAPT TO CLIMATE CHANGE IN THE LITTLE RIVER WATERSHED

Planning for sea level rise in the Little River Adaptation Action Area (AAA) February 24<sup>th</sup>, 2020 | 12:00 – 1:30 p.m. Eastern Miami-Dade County Office of Resilience

# WebEx Tips

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\_ Participan 💭 Chat

Please introduce yourself and ask questions throughout using the "Chat" function

Note: The slides and a recording from today will be shared following the webinar



### LITTLE RIVER AAA PROJECT PURPOSE

- Align relevant studies, data, and planned projects
- Collaborate with community members to identify values, challenges, projects, and policies to adapt to sea level rise
- Develop an initial adaptation plan for sea level rise that includes next steps, policy changes, programs, and projects needed in the future



#### **Ground Elevation**



### **Little River Winter Panel Series:**







water quality

septic systems

How can we use parks to adapt to climate change?

Redlining: how historic segregation influences Little River Elevating homes: an adaptation approach in Little River

today

Wednesday March 10 noon - 1 pm

Friday, March 26 noon - 1 pm



# Planning for Sea Level Rise in the Little River Adaptation Action Area

Miami-Dade County Office of Resilience

### Miami-Dade County's Response to Sea Level Rise

How and where water moves today is the result of how we have changed our landscape over several decades. Our history as a wild, natural place is often at odds with our ongoing attempts to manage both salt and freshwater, which can affect us in both positive and negative ways. For the diverse neighborhoods near the Little River, the story is still unfolding as to how people and the environment in this unique



#### Get Involved, Get Updates

Connect, learn, and share throughout the process via:

- Text message, phone or email
- Virtual community forums and themed webinars
- In-person, physically distant pop-up events at

Visit: https://adaptation-action-area-in-little-river-mdc.hub.arcgis.com/

# *Resilient305* Collaborative

Please fill out 2-min survey

Use link in the chat



TARGET: Accelerate positive outcomes for all across Greater Miami and the Beaches (Resilient305) through resilience learning



### **Greenways and Blueways:**

### Using Parks to Adapt to Climate Change in the Little River Watershed

# Today's agenda

Part 1: Built examples using parks and open space to adapt to climate change

- Walter Meyer, Local Office Landscape and Urban Design
- Adriana Savino, Savino and Miller Design Studio
- Isaac Stein, Department Design Office

#### Part 2: Opportunities in the Little River area

- Stephanie Cornejo & Alejandro Zizold, Miami-Dade County Parks, Recreation, and Open Spaces Department
- Lance Larios and Ryan Shedd, City of Miami
- Christopher Boykin, Pelican Harbor Seabird Station
- Hugh Gladwin, Village of El Portal Representative

#### Part 3: Q&A with the audience

How can we use green and blue spaces to help us adapt to climate change?



## Walter Meyer Local Office Landscape and Urban Design

















Existing stormwater outflow pipe on site

Hydrology Analysis . 9 sources of city stormwater outflow directly through site





Pre-Columbian River System La Selva, Puerto Rico

Park Hydrology Proposal . Divert stormwater through the site, slowing and cleansing it before it reaches the ocean reef

















#### 9/18/17, Hurricane Maria, Category 4 30 foot waves over 6 foot surge





- Coastal forest 91% intact
- Minor damage to railing & lighting
- No loss of drainage through phytoremediation wetland
- Park operational after 2 weeks of debris cleanup
- Original phytoremediation capacity maintained: 6GPH per SF of habitat
  @ 72hr residency



## Adriana Savino Savino and Miller Design Studio

















# **BAYSHORE PARK**

Use of the park as green infrastructure within a neighborhood watershed to retain and filter stormwater run-off

## Major issues in South Florida related to climate change & sea-level rise:

- Stormwater management
- Storm Surge
- Flooding
- Water quality
- Air quality

















### Initial Storm Water approach to Sea Level Rise by City of Miami Beach Pre-2018

- Pumps & pipes strategy (Gray infrastructure)
- Raising streets 2Ft to 3FT





- First flush stormwater pollution into the Bay resulting in deterioration of sea grass ecology and marine life
- Flooding of private properties

## Green Infrastructure system approach:

- Comprehensive stormwater collection system that combines streets and swales, green roofs, open spaces
- Unique opportunity to combine the City's street raising project incorporating a large open space for water retention. Especially for first flush run off.





Low impact design.

### **Bayshore Park Approach**

LEGEND

- Stormwater Run-off from Central Bayshore South Watershed
  - Levee Flood Perimeter +4.55' NAVD (10' Wide Jogging / Maintenance / Emergency Path)

Lake at Normal Water Level -0.5' NAVD

Neighborhood Stormwater at Max Flood Elevation +4.55' NAVD

Retention/Detention Module


#### **PLANT COMMUNITIES**



#### **Bayshore Park Program**

#### LEGEND

- 1 Playground
- 2 Bus stop
- 3 Tennis Courts
- 4 Tennis Facility and Bathroom
- 5 Parking
- 6 Dog Park
- 7 Entrance Plaza
- 8 Butterfly Garden
- 9 Amphitheater
- 10 Sunset Terrace
- 11 Lake & Islands: Elev. -0.5' NAVD
- 12 Exercise Cluster
- 13 Meadow
- 14 Open Play
- 15 Overlook
- 16 Pavilions
- 17 Linear Water Feature
- 18 Park Signage
- 19 Maintenance Area
  - Trail System (5')
  - Jogging / Maintenance / Emergency Path (10') Levee Elev. +4.55' NAVD









#### BAYSHORE PARK DIAGRAM - GREEN INFRASTRUCTURE FOR CENTRAL BAYSHORE SOUTH NEIGHBORHOOD





# Isaac W Stein, PLA, ASLA Dept.







Flooded Vacant Lot 45,000 Gallons of Storage





3. WET PRAIRIE



4. SLOUGH

Dept.

























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17







R-2 District		Basin Setbacks	
Lot Type	Corner, Large	Front	20' min.
Lot Area (ft²)	15,000-20,000	Side/Rear	10' min.
Basin Area	55% min.		
Retention Capacity*	17,000 - 23,000 ft³ /		
	127,000 - 172,000 gal.		
Program Type	Active Recreation	*This is an average storage capacity	
Program Area	30% min.	<ul> <li>with the watertable approximately 3' below existing grade</li> </ul>	
		below existing	graue.
North Miami, FL			57



E.

Dept

 $\Box$ 

Where are there opportunities to use parks to help adapt to climate change around Little River?



# Stephanie Cornejo & Alejandro Zizold Miami-Dade County Parks, Recreation, and Open Spaces Department

# **Your Park System**

**3rd Largest Park System in the U.S.** 

#### Serving 2.7M residents, 1.4 M reside in unincorporated areas of the County

- 270+ parks
  - Larchmont Gardens Park
  - Soar Park
  - Military Trail Park
  - North Shorecrest Park
- 13,570+Acres
- 17 miles of Beaches
- 6 Golf Courses
- 6 Marinas

- World-class Zoo
- 2 Causeways
- 3 Campgrounds
- 6 Nature Centers
- Historic Sites
- 7 Heritage Parks
- NEAT Streets Miami
- UF/IFAS Ag Extension







## **Opportunities & Challenges**



parks • public spaces • natural areas • cultural areas • greenways • water trails • streets

# The Miami-Dade County parks and open space system Master Plan

A 50-Year, unifying vision for a livable, sustainable Miami-Dade County











parks · public spaces · natural areas · cultural areas · greenways · water trails · streets

# **Principles**

Equity	Every resident should be able to enjoy the same quality of public facilities and services regardless of income, age, race, ability or geographic location.	
Access	Every resident should be able to safely and comfortably walk, bicycle, drive and/or ride transit from their home to work, school, parks, shopping and community facilities.	
Beauty	Every public space including streets, parks, plazas and civic buildings, should be designed to be as aesthetically pleasing as possible, and to compliment the natural and cultural landscape.	
Multiple Benefits	Every single public action should generate multiple public benefits to maximize taxpayer dollars.	
Seamlessness	Every element of the County, including neighborhoods, parks, natural areas, streets, civic centers and commercial areas should be connected without regard to jurisdiction.	
Sustainability	Every action and improvement of the Park System, including facilities, programs, operations and management, should contribute to the economic, social and environmental prosperity of the County.	



# **A Connected System**

- 1. Parks
- 2. Public Spaces
- 3. Natural and Cultural
  - Areas
- 4. Greenways/
  - Blueways
- 5. Complete Streets





# **Ecological Systems**





### Arcola Lakes Park Bioswale



#### The Parks Connection:

The Miami-Dade County Parks and Open Space System Master Plan's vision is for a seamless, sustainable Parks and Open Space System. The first layer of that vision is a great parks system, which in part helps conserve energy and natural resources. The bioswale is a demonstration of how parks can use green infrastructure for multiple purposes such as capturing stormwater, improving water quality, providing increased biodiversity and aesthetically pleasing landscapes. The Parks, Recreation and Open Spaces Department oversees more than 270 parks, which provides ample opportunity to replicate the bioswale and utilize existing open space as a green infrastructure measure to promote resiliency and sustainability, with a county-wide impact.

#### What is a bioswale?

A bioswale is a landscape feature designed to remove debris and pollution out of runoff water

A bioswale is a gently sloping vegetative swale that can slow and reduce stormwater runoff by filtering out pollutants

Bioswales are frequently located near parking lots to capture pollutants from cars, and preventing these pollutants from entering into nearby waterways after heavy rain /storms

Bioswales can also be located near waterways to prevent stormwater runoff to these bodies of water

The drainage path, planted with native plants is designed to maximize the amount of time stormwater remains in the bioswale

Benefits of a Bioswale on Water Quality:

Protects local waterways and ground water from stormwater pollutants

Protects our surface waters by decreasing stormwater runoff

Reduces non-point pollution by filtering stormwater

Reduces standing water (puddles) that can attract mosquitoes

Creates a mini ecosystem that provides habitat for wildlife, including birds and butterflies  $% \left( {{{\left[ {{{\rm{c}}} \right]}}_{{\rm{c}}}}_{{\rm{c}}}} \right)$ 

Creates an attractive landscape feature with a variety of native plants





Ryan Shedd City of Miami



### The Upper Eastside Vision for Parks & Public Spaces

SEFIEMBER 2005

NET Area: Shorecrest/Haynesworth/Belle Meade/Belle Meade West/Bayside/Palm Bay/Palm Grove/ Legion Park/Morningside/Baypoint/Magnolia Park/Biscayne Plaza




#### Transit Oriented Development

#### LEGEND:

- 1. New pedestrian access to station
- 2. Riverfront Access and Pedestrian bridge Connection to station
- 3. RiverFront Park and access to station
- 4. Adaptive reuse warehouse building to a riverfront restaurant







### Christopher Boykin Pelican Harbor Seabird Station





# Pelican Harbor

Christopher Boykin Executive Director



### 399 NE 82nd Terrace, Miami

Miami Beach





#### Site Plan













#### Hugh Gladwin Village of El Portal Representative

We are interested in what we have learned today for these kind of parks. For the past 30 years and now more than ever, we know if we can collaborate among our neighborhoods and our governments can afford them, they are our most important means to the best possible resilience in the face of climate change.

Most important, in our economically and politically fragmented Little River area, we need parks that link neighborhoods to each other through the connection of nature and human quality of life.

What we need is not just one park but a network of interconnected parks along the Little River that support all the requirements needed for our area to achieve the best climate resiliency and economic sustainability.

There is a lot of history to all the ways this is needed so I am putting a bunch of slides on record. I will zip through them without much comment for you to review later. Only this first slide and the last one are important for me to say today.

100 years ago at what is now North Miami Avenue the Everglades water level averaged about six feet above sea level. At that point the Little River began draining the area that is now the C7 canal basin.

This part of the Everglades was drained by dredging the C7 canal in 1925 but its water in flood times still has to drain out through the Little River.





Looking upstream from in front of the Mettair river house. Beyond the railroad trestle were the Boiling Springs. 1920's



Figure 10.2. Little River in the 1890s. The Little River was described in January 1841 during a canoe expedition: "After passing up the bay seven miles, they entered the mouth of Little River, a tortuous and extremely rapid outlet from the Everglades, where they struggled against the current until after midnight, when they reached their first resting-place—the site of an old plantation—where they landed" (Brooks 1880, p. 246). Non-native coconut trees shown indicate a place of settlement. Photograph by Ralph M. Munroe, Ralph M. Munroe Collection, used by permission of the Historical Museum of Southern Florida.

We still face six feet of potential water here, not due directly to sea level rise, but due to the fact that without retention and slow release of water upstream in catastrophic rainfall flood events, at least four feet of gravity drop at the S-27 structure will be needed to drain the basin.



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elevation

orange wer called the Everglades

The Little River for centuries has been the connection for people along it with each other and with the outside. That history is a basis for sites, monuments, and restrictions we have now in El Portal and for future parks.

However, this can only work if it is maintained and financed on both sides of the River.





In the 1990's the Regional Planning Councils' Eastward Ho! Initiative led to the first big effort to address climate change and economic decay in our urban core area that is also the high ground area critical to future prosperity, shared good quality of life, and resilience in southeast Florida.

Proportion of homes which are rented, 1990 census





Sponsored by the South Florida and Treasure Coast Regional Planning Councils, the Florida Department of Community Affairs, the Village of El Portal, and the Miami Shores Chamber of Commerce

Eastward Ho! Revitalizing South Florida's Urban Core



#### Your help is needed on designs to improve the beauty, safety, and value of our area.

You are invited to attend an "Eastward Ho!" Design Charrette which will be held in El Portal and Miami Shores, November 6-13. Designers and architects will be working with people who live and make a living here to plan how we want our area to look in the future.





ISCAYNE NEIGHBORHOOD

As a result of this 1999 charrette, some recommendations were implemented in El Portal over the next ten years. Most important, a planning vision was put in place to create parks that would connect neighborhoods around the Little River.

Also a start was begun in plans for mixed use development with affordable housing in the Little Farm trailer park area of El Portal which was being sold by its owner due to ground pollution and flood risk. Ground pollution is being address in this now vacant area owned by investors but it is not clear that they would be willing bear the costs of blue/green parks necessary to address climate change.









As a result of this 1999 charrette, some recommendations were implemented in El Portal over the next ten years.













APPLICATION FORM

(Descriptive site name)

BISCAYNE BOULEVARD

ART VARABLE RANGE

Some plans were almost successful and have set the agenda for the Little River Conservancy which has continued the effort.

We feared the Little River preserve site would be lost, so it was wonderful when the news came that the site had been acquired by Pelican Harbor

![](_page_92_Picture_3.jpeg)

![](_page_92_Picture_4.jpeg)

Since 2000 at the state level Florida has moved away from regional planning to address climate change and urban resilience. Miami-Dade County and the City of Miami initiated two major planning initiatives but without political support they were not implemented.

![](_page_93_Picture_2.jpeg)

![](_page_93_Picture_3.jpeg)

However, in 2006 the Miami-Dade County Commission, knowing that sea level rise and other effects of climate change had to be planned for, formed the Climate Change Advisory Task Force

![](_page_93_Picture_5.jpeg)

#### Sea Level Rise Task Force

e Sea Level Rise Task Force is charged

 Reviewing relevant data and prior studies and reports regarding the potential impact of sea level rise on public services and facilities, real estate, water and other ecological resources, and property and infrastructure; and
Providing a comprehensive and realistic assessment of the likely and potential impacts of sea level rise and storm surge over

his assessment will then be used to help recommended amendments to the County's <u>Comprehensive Development Master Pla</u> e capital facilities planning process, to budgetary prioritization and to other County programs as necessary.

e Task Force was formed through Miami-Dade County Resolution <u>R-599-13</u>, adopted on July 2, 2013. It was amended to add a renth member through Resolution <u>R-744-13</u>, adopted on Sept. 17, 2013.

Meetings

![](_page_93_Picture_12.jpeg)

![](_page_93_Picture_13.jpeg)

**RECOMMENDATION 3:** The Sea Level Rise Task Force recommends that Miami-Dade County implement the Adaptation Action Areas (AAA's) called for in the Comprehensive Development Master Plan (CDMP) and to incorporate sea level rise and storm surge risks utilizing best available data.

In 2013 the El Portal Village Council supported Councilperson Adam Old's plan for a second charrette. It took place with the support and direction of the Miami-Dade RER Urban Design Center. Its recommendations are now incorporated in El Portal's Comp Plan, guidelines for its Sustainability and Resiliency Task Force, and outside of El Portal in planning being done by the Little River Conservancy.

A number of the park ideas presented today are reflected in recommendations of this charrette. Similar to them for El Portal, funding is a huge challenge.

![](_page_94_Picture_3.jpeg)

![](_page_94_Picture_4.jpeg)

This is an example of our ideas for interconnected parks providing blueways and greenways along the Little River that will incorporate many of the climate resilience requirements of all the communities and governments in the Little River AAA area. For Miami and the County they may seem of low priority, but for El Portal they are a matter of survival.

The Little River Conservancy has been working on how this could be planned along the River from I-95 east, but this can only happen through commitment of all communities and governments in the area to a community intensive planning process.

If Covid-19 safety can be assured, We will begin talking about this after the Little River Cleanup at the beginning of May this year. How El Portal and neighboring communities have been, are, and will be using parks to adapt to climate change

**Connection to Proposed Train Station (N.E. 79th St.)** Roughly ¼ of a mile from the southern edge of the proposed town center, a study to determine potential concepts for the South Florida East Coast Corridor Transit Oriented Development Station, at NW 79th Street, has been prepared.

The plan, unique in that it calls for the density and intensity similar to that of the proposed Village of El Portal town center, but also contains natural landscape features, a greenway and canal, splitting mixed-uses and the actual rail station. A network of landscaped streets and blocks are proposed to assist pedestrians and motor vehicles in and around the site, where new mixed-use buildings could be built. A pedestrian bridge, spanning the canal, with grand public space adjacent to the station, provides an intriguing opportunity for connection to the former Little Farms Trailer Park Site.

Located within the accepted ½ mile radius from a major transit station, the Village of El Portal Town Center is connected to the 79th Street Station via several viable options for transit users and patrons of the town center. With this proximity, the two should be easily accessible by motor vehicle and by pedestrian, whether it be on foot, bicycle or by water.

A wide green way and canal that runs into the south side of the Village of El Portal is a prime place for pedestrians, bicyclists and canoes to travel between the Village of El Portal and the proposed station site. Connecting directly into a pedestrian bridge that is designed into the proposed civic building at the south side of the existing Little Farms Trailer Park, a series of meandering paths could filter people to the station in less than a 10 minute walk. Various public spaces along the canal could be designed to serve as places of recreation or rest for people along the way. Landscaping and other elements of pedestrian comfort could be implemented to offer more amenities to encourage use of the connection to the train station and in return alleviating some of the vehicular traffic in the area, as more and more people use alternative means to arrive at the new station.

![](_page_95_Figure_8.jpeg)

![](_page_95_Picture_9.jpeg)

![](_page_95_Picture_10.jpeg)

#### **Questions & discussion**

Please use the chat box to send in your questions

## *Resilient305* Collaborative

Please fill out 2-min survey

Use link in the chat

![](_page_97_Figure_3.jpeg)

TARGET: Accelerate positive outcomes for all across Greater Miami and the Beaches (Resilient305) through resilience learning