



B. E. HEARN, SR.  
Commissioner



ROBERT KING HIGH  
Mayor



GEORGE W. DuBREUIL  
Commissioner



F. C. Davant  
Commissioner



IRA F. WILLARD  
City Manager



O. W. Shiver  
Commissioner

CITY COMMISSION  
1958 - 1959



B. E. HEARN, SR.  
Commissioner



ROBERT KING HIGH  
Mayor



GEORGE W. DuBREUIL  
Commissioner



H. L. BALABAN  
Commissioner



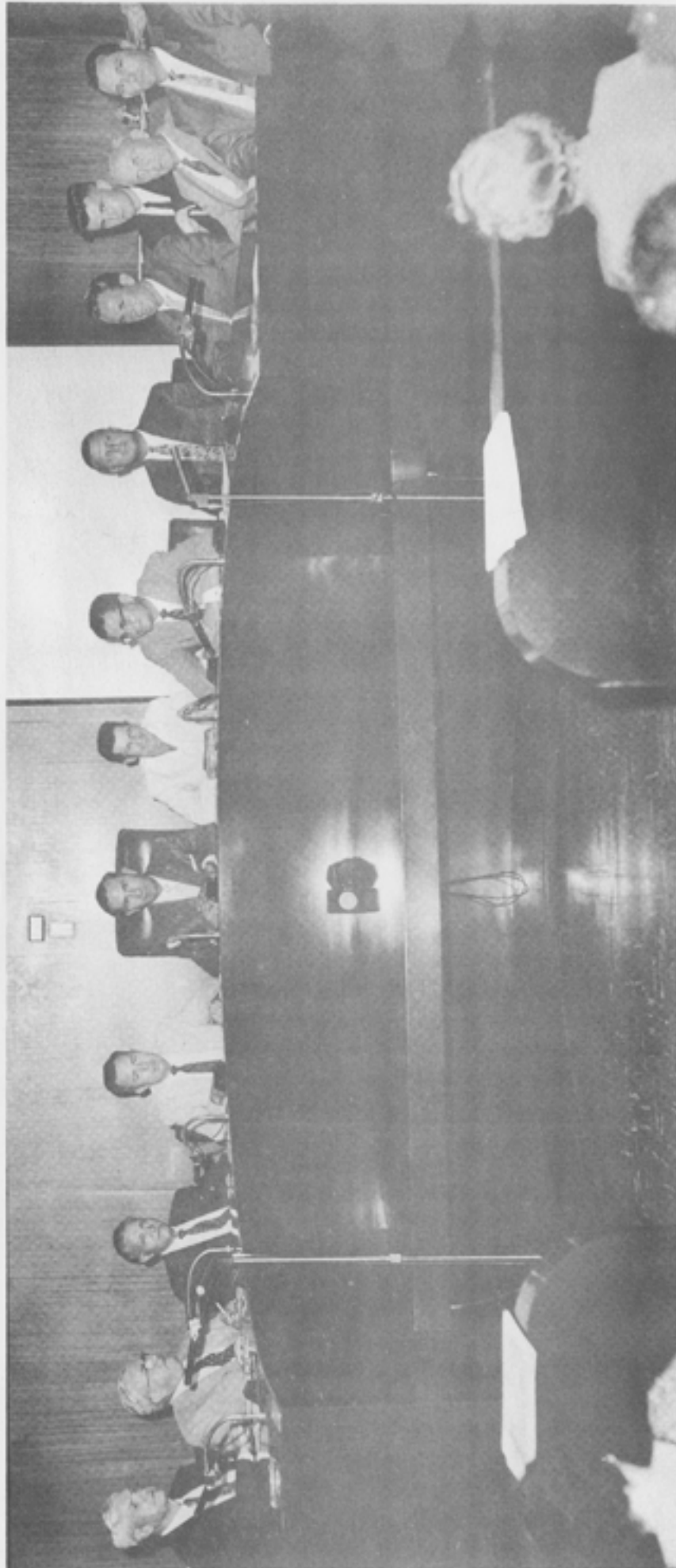
M. L. Reese  
City Manager



JOSEPH X. DUMOND, JR.  
Commissioner

CITY COMMISSION

1959 - 1960



PLANNING & ZONING BOARD  
58-59

Left to Right: John Law Davis, Jack Silverman, Louis Mitchell, George Harth, David Simpson, Jr.—Chairman, E. W. (Shim) Carlson, Joseph X. DuMond, John Stearns, Steve Clark, Glen Westrom — Planning Staff, Frank Stearns — Zoning Consultant, Woodward Hampton — Executive Secretary.



PLANNING & ZONING BOARD

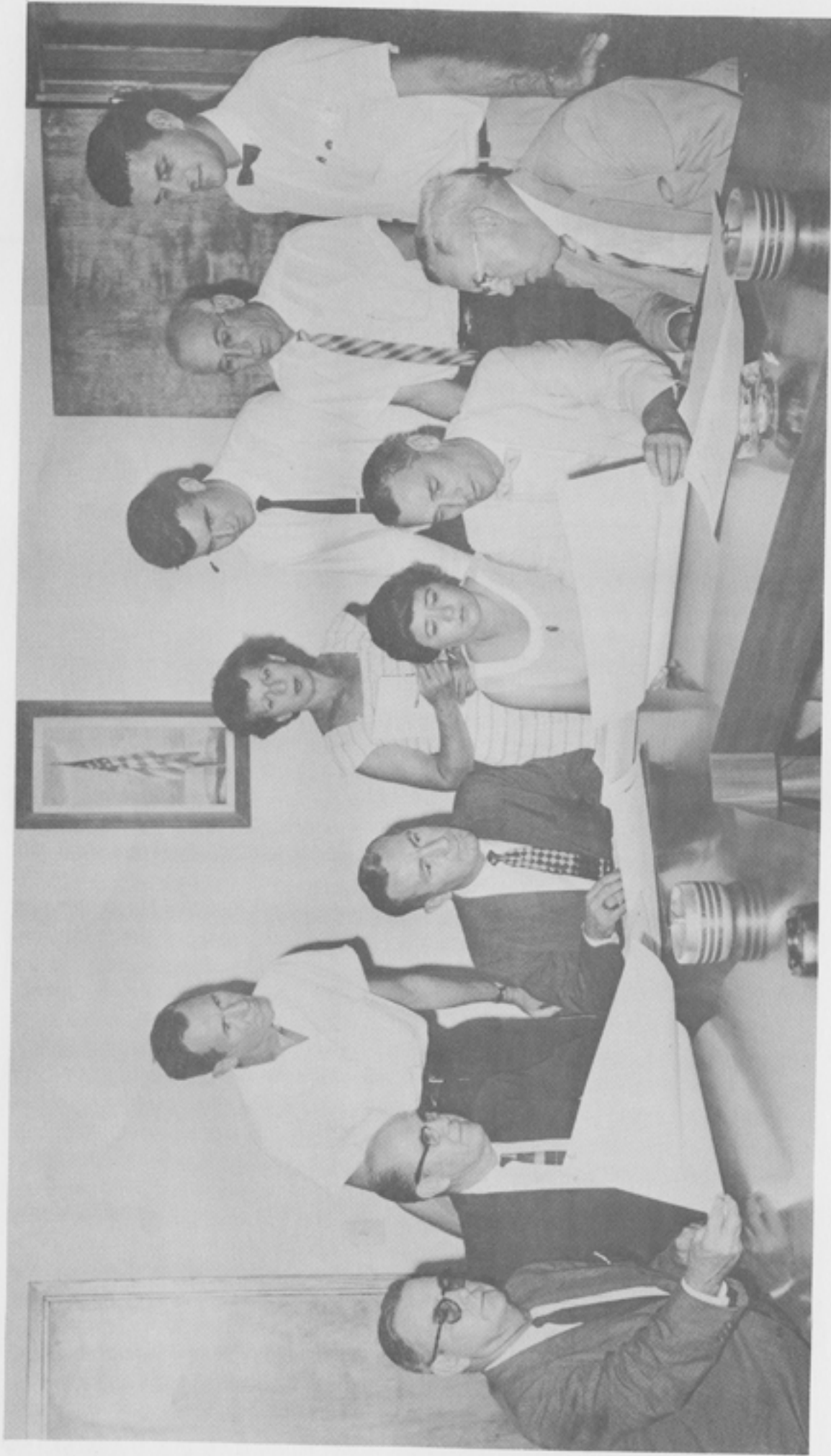
59-60

Standing-Left to Right: Assistant City Attorney Jack Rice; Planning Board Members E. W. (Shim) Carlson; William Dock; Jack Silverman; John M. Stearns; Executive Secretary David Simpson, Jr.; Assistant Executive Secretary Glen J. Westrom; Seated-Left to Right: Planning Board Members Harold P. Jordan; Vice-Chairman Stephen P. Clark, Chairman J. Law Davis; J. O. (Pat) Murphy and Fred Ridolf, Jr.



PLANNING & ZONING BOARD STAFF

Standing—Back Row—Left to Right: David Simpson, Jr., Executive Secretary; Ralph O'Fallon, Engineering Draftsman III; Glen J. Westrom, Assistant Executive Secretary; Richard Orville Whipple, City Planner I. Center Row—Left to Right: Laurie Wallace, Engineering Draftsman II; P. Raymond Plumer, City Planner II; Ronald Kipp, Engineering Draftsman II; Robert E. Smalley, Planning Illustrator. Bottom Row: Irene Koppelman, Typist Clerk III; Geneva Berghuis, Administrative Supervisor; Lillian Y. Hernden, City Planner I; and Berylyn Waters, Steno Clerk II.



PLAT AND STREET COMMITTEE

Standing-Left to Right: W. A. Kennedy, Fire Prevention Bureau; Irene Koppelman, Recording Secretary; Glen J. Westrom, Planning Staff; Joe Johnson, Water Department; Andrew Crouch, Engineering Department. Seated-Left to Right: Duffield Matson, Florida Power & Light Company; Cy Jordan, Engineering Department; David Simpson, Jr., Chairman; Lillian Y. Hernden, Planning Staff; Gene List, Zoning Division of Building Department; Jack Silverman, Planning Board; Fred Ridolf, Jr. (Absent), Planning Board.

REPORT OF SUBDIVISIONS PROCESSED THROUGH  
MIAMI PLANNING BOARD DURING FISCAL YEAR

JULY 1, 1958 THROUGH JUNE 30, 1959

SUBDIVISION TRACTS

PLATS SUBMITTED TO PLANNING BOARD OFFICE	69
PLATS RECOMMENDED BY MIAMI PLAT COMMITTEE	62
PLATS RECOMMENDED BY MIAMI PLANNING BOARD	31
PLATS APPROVED BY MIAMI CITY COMMISSION	7
TOTAL ACREAGE OF RECOMMENDED PLATS (APPROX.)	87 ±
TOTAL NUMBER OF LOTS IN PLATS RECOMMENDED BY THE PLANNING BOARD	114
PLATS NOT RECOMMENDED BY PLAT COMMITTEE	6
PLATS WITHDRAWN	1
ACTION PENDING (EITHER PLANNING BOARD OR MIAMI CITY COMMISSION)	31

MAPPED STREET PLATS

Mapped by Engineering Department	6
Approved by Planning Board	5
Approved by City Commission	4

LAND FILL APPLICATIONS

Applications	4
Plat Committee Approved	3
Plat Committee Denial	1
Planning Board Approval	0
City Commission Approval	0

REPORT OF SUBDIVISIONS PROCESSED  
 THROUGH MIAMI PLANNING BOARD DURING  
 FISCAL YEAR - JULY 1, 1959 THRU JUNE 30, 1960

SUBDIVISION TRACTS

PLATS SUBMITTED TO PLANNING BOARD OFFICE	. . . . .	61
PLATS RECOMMENDED BY MIAMI PLAT COMMITTEE	. . . . .	57
PLATS RECOMMENDED BY MIAMI PLANNING BOARD	. . . . .	35
PLATS APPROVED BY MIAMI CITY COMMISSION	. . . . .	30
TOTAL NUMBER OF LOTS IN PLATS RECOMMENDED BY PLANNING BOARD	. . . . .	63
PLATS <u>NOT RECOMMENDED</u> BY PLAT COMMITTEE	. . . . .	3
PLATS <u>WITHDRAWN</u>	. . . . .	2
ACTION PENDING (EITHER PLANNING BOARD OR CITY COMMISSION)	. . . . .	39
METROPOLITAN DADE COUNTY DENIED	. . . . .	7
<u>MAPPED STREET PLATS</u>		
Mapped by Engineering Department	. . . . .	4
Approved by Planning Board	. . . . .	5
Approved by City Commission	. . . . .	6
<u>LAND FILL APPLICATIONS</u>		
Applications	. . . . .	7
Plat Committee Approved	. . . . .	0
Plat Committee Denial	. . . . .	0
Planning Board Approval	. . . . .	3
City Commission Approval	. . . . .	0



SUMMARY PLANNING BOARD ACTIVITIES

FISCAL YEAR JULY 1, 1958 THROUGH JUNE 30, 1959

AND

COMMISSION ACTIONS ON RECOMMENDATIONS

	PLANNING BOARD ACTION	NUMBER	NOT APPEALED	COMMISSION ACTION	PERCENT- AGE
ZONING CHANGES	Recommended	11		Adopted 10	90.9%
				Overruled & Denied 1	9.1%
ZONING CHANGES	Denied	15	9	Upheld & Denied 5	93.3%
				Overruled & Adopted 1	6.7%
VARIANCES	Recommended	106		Adopted 104	98.1%
				Overruled & Adopted 2	1.9%
VARIANCES	Denied	84	32 40 80	Upheld & Denied 20	61.9%
				Overruled & Adopted 28	33.3%
MISCELLANEOUS ACTIONS	Recommended	29		Adopted 15	51.7%
				Pending 14	48.3%
PLANNING BOARD		Total Recommendations	146		
		Total Denials	99		
CITY COMMISSION		Total Recommendations	143		
		Total Denials	26		

SUMMARY PLANNING BOARD ACTIVITIES

FISCAL YEAR JULY 1, 1959 THROUGH JUNE 30, 1960

AND

COMMISSION ACTIONS ON RECOMMENDATIONS

	PLANNING BOARD ACTION	NUMBER	NOT APPEALED	COMMISSION ACTION	PERCENT- AGE
ZONING CHANGES	Recommended	11		Adopted 9	81.8%
				Overruled & Adopted 1	9.1%
				Pending 1	9.1%
ZONING CHANGES	Denied	10	7	Upheld & Denied 2	90.0%
				Overruled & Adopted 1	10.0%
VARIANCES	Recommended	162		Adopted 143	88.3%
				Overruled & Denied 8	4.9%
				Pending 11	6.8%
VARIANCES	Denied	80	3 47 50	Upheld & Denied 34	58.8%
				Overruled & Adopted 13	16.3%
MISCELLANEOUS ACTIONS	Recommended	33		Adopted 22	66.7%
				Overruled & Denied 1	3.0%
				Pending 2	6.1%
MISCELLANEOUS ACTIONS	Denied	7	4	Upheld & Denied 1	71.4%
				Overruled & Adopted 2	28.6%
PLANNING BOARD	Total Recommendations			206	
	Total Denials			97	
CITY COMMISSION	Total Recommendations			190	
	Total Denials			47	

I. INTRODUCTION

The purpose of the land-use plan is to identify the major functions of the community, and, with due regard for practical limitations, to determine the location, character, and extent of corresponding "functional areas" that individually and collectively will serve the community's future needs in a satisfactory way.

II. BASIC PRINCIPLES

Ten principal kinds of functional areas are employed. Each has its own inherent and distinctive requirements and its own peculiar effects on other components of the Plan.

Three types of residential areas are recommended, distinguished by density specifications relating to housing and population.

Miami's present development covers approximately 90% of the City, much of it being quite recent. It is not surprising then that no more than 30% of the total area can be counted as "possibly subject to change", comprising a few large vacant tracts, three locations needing redevelopment, and some areas of heavily mixed use.

Along with the limitations of practical possibility, three other factors have been considered -- Miami's future needs, the adaptability of sites, and land-use priorities, when a choice is possible. Economic aspects, public and private, have been given special consideration as the basis for land-use recommendations.

III. THE LAND-USE PLAN

A. MAJOR BUSINESS CENTERS

1. Out of Miami's present scattered business distribution, 63 recognizable "centers" appear. On the average, they have more stores of nearly every type than modern, planned centers have.
2. The downtown business center is small in area for a City of Miami's size. In the foreseeable future the downtown functions will not change appreciably and the normal trend would be for a slight growth in area. But if accessibility is improved through expressways and better transit and circulation, the growth could be substantial and beneficial to the City.
3. Only six other "major" business centers have been identified on or within Miami's city limits. They are Little River - Biscayne Plaza, Edison Center, Allapattah, and Coral Gate - Miracle Mile, Coconut Grove, and Central Shopping Plaza. There is no conclusive evidence that additional "major" centers are in prospect, or will be required.

4. Though many of the lesser centers can be justified for local convenience, the facts suggest strongly that over-development of shopping facilities exists in some sections.
5. Public policy should encourage expansion of the downtown business area as shown on the plan. Business district circulation should be improved by a "loop" system of peripheral streets tied in with the expressway.
6. The municipality should provide the lead in improving the design and qualities of the six outlying business centers. Technical planning, by-pass routes for through traffic, improved traffic control, aid in establishing off-street parking areas by public financing and appropriate land-use regulations . . . these are among the available methods.

B. GENERAL BUSINESS AREAS.

1. The 1953 land-use survey depicted general retail business occupying approximately 70 miles of frontage along Miami's main streets. This amounted to about 1/8 of the City's area that was in actual use. Though this was far higher than most cities, that fact can be justified, now and in the future, since statistics tend to show that suburban growth results in an increase in the central city's business. However, Miami seems also to be following a national trend toward fewer, but bigger, business establishments. This requires careful reappraisal of city planning policies, resulting in a tentative conclusion that Miami needs not more business land, but a better distribution of what it has.
2. The objectives of policy should be
  - (a) Encouragement of larger-scale enterprises to locate or to remain within Miami.
  - (b) Consolidation of business development at the most favorable locations.
  - (c) Gradual elimination of excessive and marginal business locations and developments.
3. The Generalized Land-Use Plan proposes that a preponderant share of Miami's future retail business be restricted to the seven major shopping centers and to frontage along some fifty miles of twenty important thoroughfares. Other retail business should usually be limited to minor concentrations, properly distributed for purely local convenience.

4. Public policy should strive for improvement in the conditions attending business operations at the selected locations. Attention should be given to traffic and parking, and to removal of obstacles to site expansion. The various kinds of business use are reclassified by the new Comprehensive Zoning Ordinance, with a view to attaining a higher degree of integration among related uses and better balance and design in shopping areas.

C. WHOLESALE, WAREHOUSE, LIGHT AND MEDIUM INDUSTRIAL AREAS.

1. All signs point to a doubling of current employment in manufacturing and wholesale trade, as the metropolitan population passes the million mark. Assuming a propensity for industrial employment in Miami to keep pace with that of the region, the level within the city would ultimately approach 40,000 workers. This figure can be translated into an aggregate demand for 1,200 acres of land, about 7% of Miami's net area. This was just double the amount of industrial use shown in the 1953 land-use survey.
2. Areas where existing industrial uses are numerous enough to have fixed the patterns of the future can provide the needed 1,200 acres, if fully developed with industry. It is proposed that new industrial growth be limited to these areas, as shown on the base plan.
3. Consolidation of industrial development will require more than mere zoning. Industry will not be induced by zoning alone to locate in areas where site costs are high and there are serious problems of land assembly. Urban redevelopment practices involving public acquisition of blighted areas to provide sites for private commercial or industrial enterprises do not now seem possible without an amendment to the State Constitution. However, there are other legal aids that ought not be overlooked.
4. Beyond such aids, the provision of needed public improvements and appropriate tax policies, so far as legally permissible, should tend to encourage new industrial developments.
5. Since the Miami area is "the fastest growing industrial area in the United States", the new comprehensive zoning Ordinance should replace old-style rigid listings of permissible uses to modern "performance standards", as inducement to industry and protection to the public. Allowable coverage of the land by buildings should be reduced in some areas and the requirements of parking and loading facilities on a variable scale should be reviewed and refined.

D. TRANSPORTATION LAND USE

1. With the necessity and urgency of relocating Miami's downtown railway terminal there is not, and cannot be, any dissent from any quarter. The proposed new terminal at Buena Vista, having all the aspects of an accomplished fact and not being seriously at odds with other parts of the general plan, is accepted by the Planning Board.
2. The present municipal port facilities do not now meet the standards of a modern terminal. Ocean trade has not kept pace with other developments and there seems to be no reason for believing the trend will be reversed unless an adequate terminal is established to meet the future volume of shipping.
3. The Planning Board believes the land where the present municipal piers are located could be used advantageously to a "higher and better use" with the removal and relocating of the present facilities.
4. The Planning Board endorses the Dodge Islands Plan as a sound proposal and as not being in conflict with the land use principles set forth in this generalized plan.

E. HIGH-DENSITY RESIDENTIAL AREAS

1. Although nearly all of Miami's living areas contain some multiple-residence use, very few substantial concentrations of such housing exist. And many multi-family land uses are not really apartment houses at all, but comprise conversions from large single houses, rooming houses, and the renting of backyard cottages and garage apartments.
2. Miami's policy regarding high-density areas should include:
  - (a) Permitting and encouraging as much of the metropolitan growth in multiple-housing as would logically tend to locate in the central city and to the extent that the city can reasonably provide the sites;
  - (b) Promoting acceptable development of such housing at selected locations, properly designed for high population density. Miami is now substantially all built up and can compete for new housing with the suburbs only on a restricted basis. This means multiple housing, the trend toward which has already set in.

3. However, owing to the scarcity of land, the present rate of apartment building cannot continue for more than a few more years unless accompanied by considerable demolition of existing structures, by a trend toward higher buildings, or by increased encroachment upon areas in which one and two-family homes are predominant.
4. The Planning Board proposes that more than seven-eighths of Miami's future multiple housing be concentrated in approximately 1,660 gross acres around the city's main business center and that this area be eventually almost entirely in multiple-housing. This area, if developed as proposed, would contribute 18% of Miami's ultimate population. Public policies should be adopted with these objectives in mind.
5. The city should make a housing market analysis to determine the economic feasibility of a joint public and private renewal program in areas characterized by many obsolete dwellings.
6. Quality must be stressed in the gradual transformation of the designated areas to high-density. No great city can afford to tolerate slums, least of all one that purports to be a paradise.
7. In order to assure acceptable practices in the arrangement of new buildings on the land and in reasonable distribution of population, the improved density standards included herewith should be adopted accompanied by practical, enforceable regulations of occupancy, to avoid subsequent overcrowding.
8. The Comprehensive Zoning Ordinance provides for elimination of objectionable and incompatible land uses in residential areas, after due allowance of time for amortization of capital investment.
9. The "neighborhood principle" should be adopted as the basis of policies respecting public influence and control over future developments in residential areas.

F. MEDIUM-DENSITY AND LOW-DENSITY RESIDENTIAL AREAS

1. Most of the areas adaptable to, and planned for, these types of uses are not readily subject to change from their present status and composition.

2. The Planning Board proposes that about 7100 acres, gross, be allocated to low-density residence and 6100 acres to medium-density. If these areas were to be fully developed as proposed, there would be no appreciable net increase in the present number of one-family and two-family houses. The continued building of these structures would have the long-term effect of replacing the older structures that give way to multiple-housing, commercial, industrial, and other developments.
3. If all of the plan's residential areas were fully developed as proposed, Miami's ultimate population would probably not exceed 390,000.
4. Most of the medium and low-density areas should be classified as "conservation areas". In such places the objective should be to preserve and enhance existing values through application of appropriate policies, including the "neighborhood principle".

G. MAJOR OPEN SPACES AND PUBLIC AND SEMI-PUBLIC FUNCTIONS

1. These categories according to the 1953 land-use survey accounted, in toto, for only about 5% of Miami's area, a figure that is very low in comparison with other cities. However, there are reasons why such a comparison is not conclusive of a state of deficiency in Miami.
2. For a city whose status depends heavily on its qualities of good living, Miami does have serious deficiencies in its public recreation system. Details of needs and proposals will be the subject matter of a future Planning Board report.
3. The Board recommends the establishment of a major inland park on the so-called "Blue Lagoon" area, south of International Airport. Acquisition, development and maintenance should be by the County Park Department.
4. The Board recommends that a portion of Virginia Key be developed as a municipal golf course and public beach facilities.
5. An "edgewater" park drive is proposed along Biscayne Bay from just north of Venetian Causeway to 36th Street. The purpose is to eliminate the dead-end status of 18 streets east of Biscayne Boulevard and to provide small parks along a scenic waterfront for an area that faces increasing building and population density. - 21 -

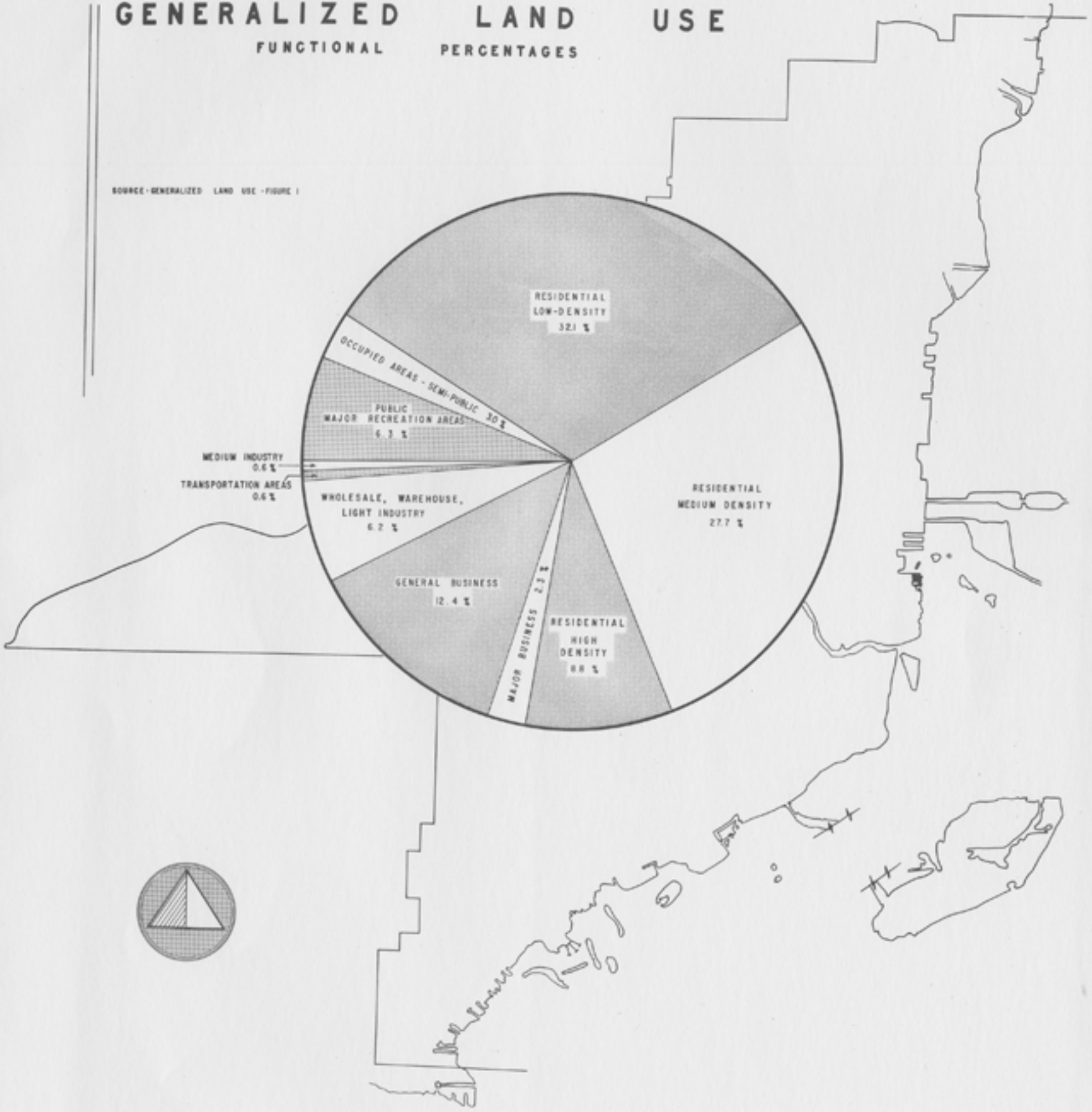


6. The Board wholeheartedly endorses the use of the city-owned Le Jeune Road tract as a municipal golf course.
7. The proposed civic center on the Country Club site has been incorporated in the Plan.
8. Convention space in the City of Miami is quite inadequate; a larger auditorium and more exhibition space are needed, with possible additional use for cultural and sports events. There is also need for art, science and natural history museums. The Planning Board recommends the use of a portion of the area now occupied by the municipal piers and the P & O property for needed conventions - etc. space.

# GENERALIZED LAND USE

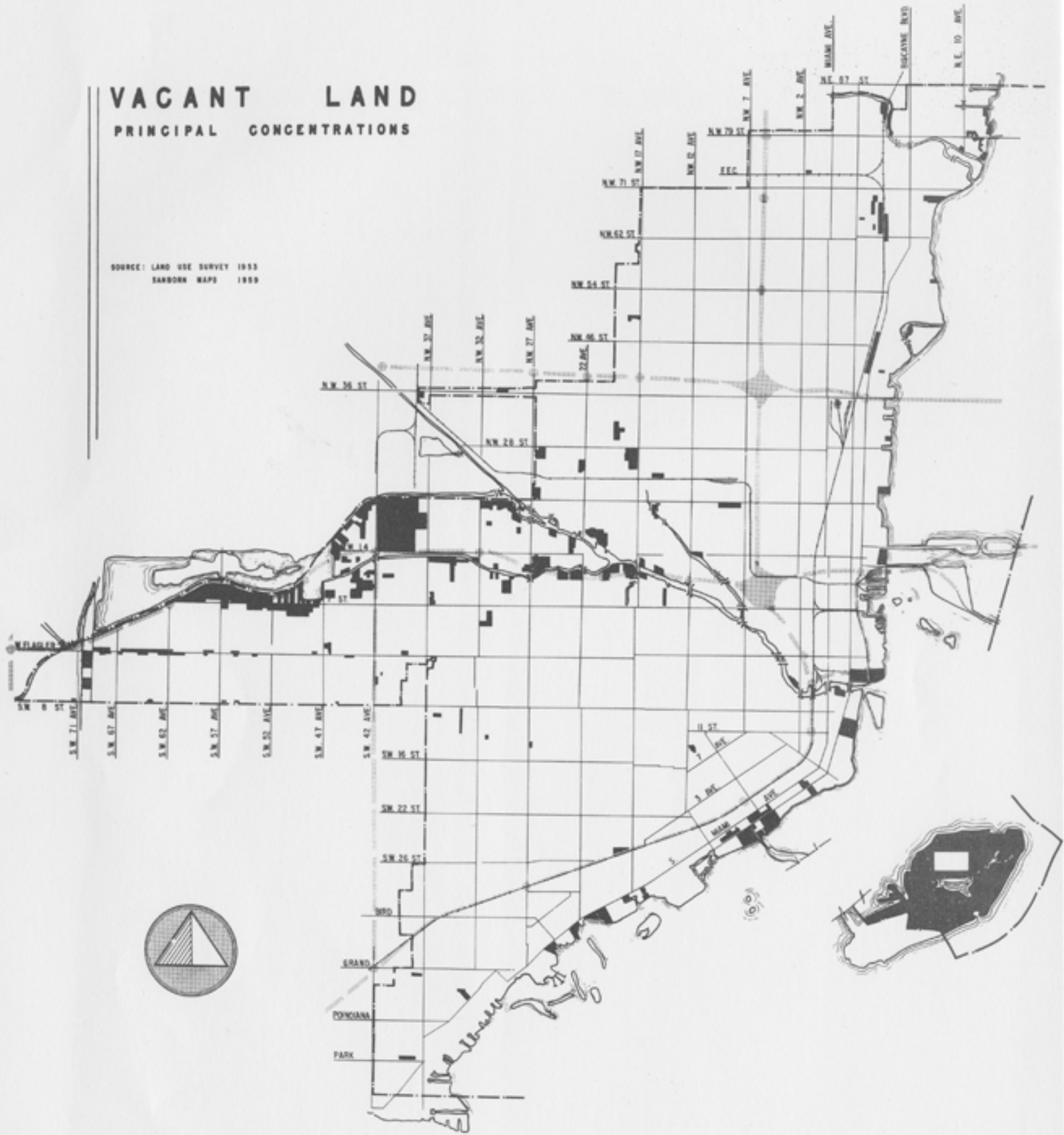
FUNCTIONAL PERCENTAGES

SOURCE - GENERALIZED LAND USE - FIGURE 1





# VACANT LAND PRINCIPAL CONCENTRATIONS

SOURCE: LAND USE SURVEY 1953  
BARBORN MAPS 1959






# DILAPIDATION AND/OR LACK OF ESSENTIAL PLUMBING HIGHEST INCIDENCE

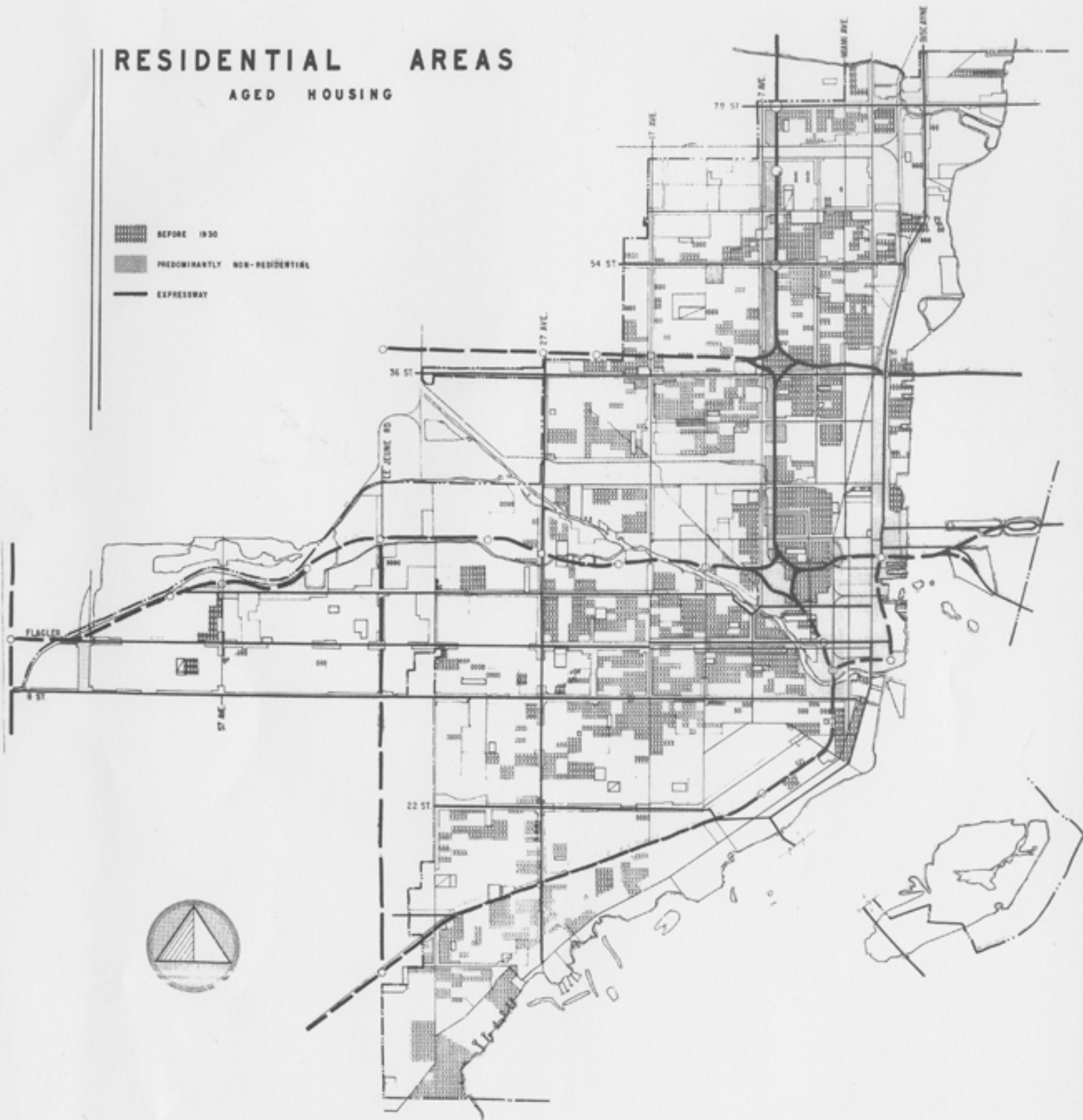
 1/4 OR MORE DWELLING UNITS ON BLOCK DILAPIDATED AND/OR LACK ESSENTIAL PLUMBING, U.S. HOUSING CENSUS 1950  
 AREAS UPDATED FROM 1959 SLUM REHABILITATION RECORDS



# RESIDENTIAL AREAS

## AGED HOUSING

-  BEFORE 1950
-  PREDOMINANTLY NON-RESIDENTIAL
-  EXPRESSWAY



# RESIDENTIAL AREAS

LOW RENT AND / OR LOW VALUE





■ AVERAGE RENT LESS THAN \$38 PER MONTH OR  
AVERAGE VALUE ONE-FAMILY HOUSES LESS THAN \$4,000 IN 1950

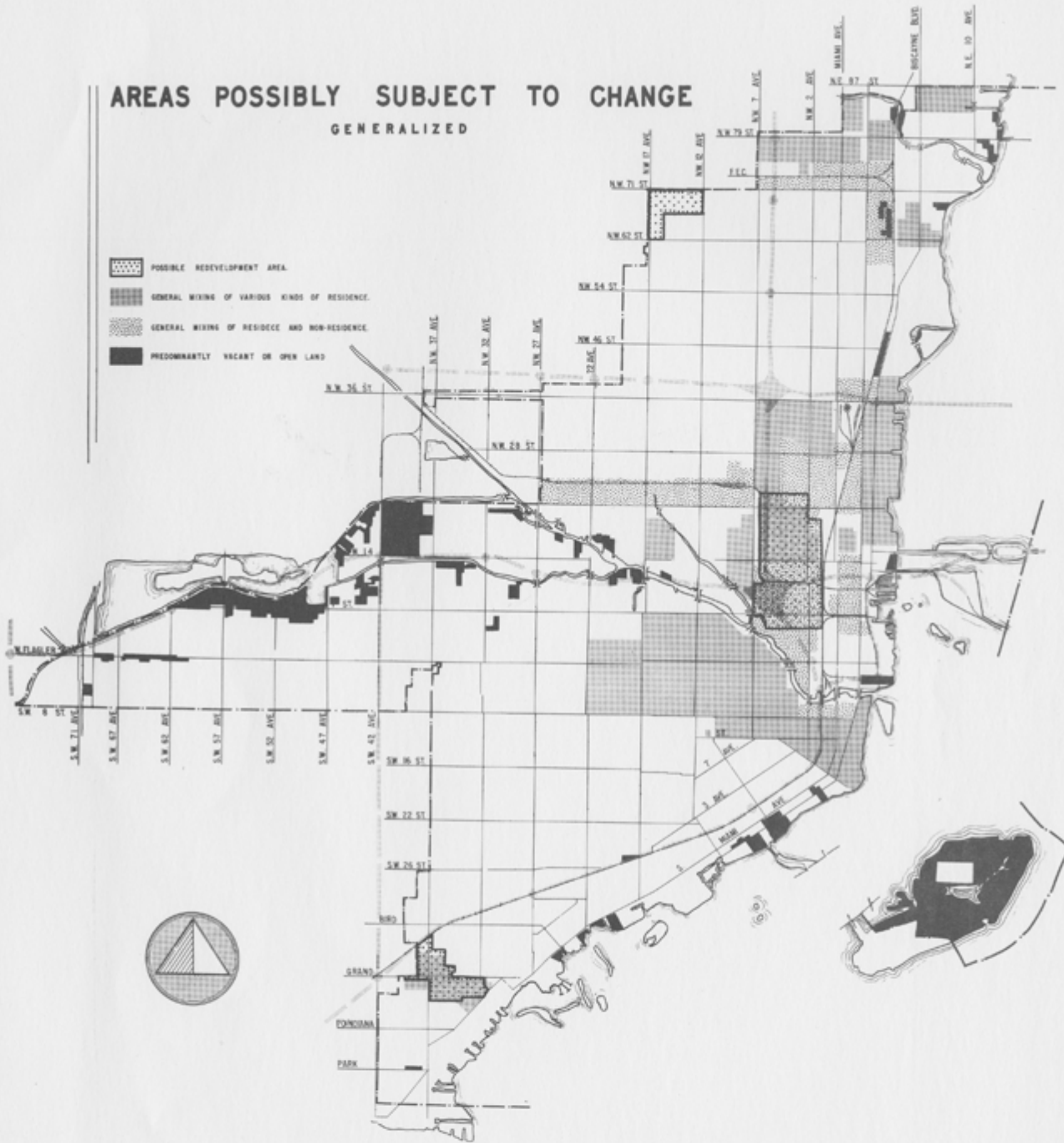
▨ LOW-RENT PUBLIC HOUSING  
(AVERAGE RENT LESS THAN \$38 PER MONTH)

SOURCE: U.S. CENSUS OF HOUSING, BLOCK STATISTICS 1950






# AREAS POSSIBLY SUBJECT TO CHANGE GENERALIZED

-  POSSIBLE REDEVELOPMENT AREA.
-  GENERAL MIXING OF VARIOUS KINDS OF RESIDENCE.
-  GENERAL MIXING OF RESIDENCE AND NON-RESIDENCE.
-  PREDOMINANTLY VACANT OR OPEN LAND

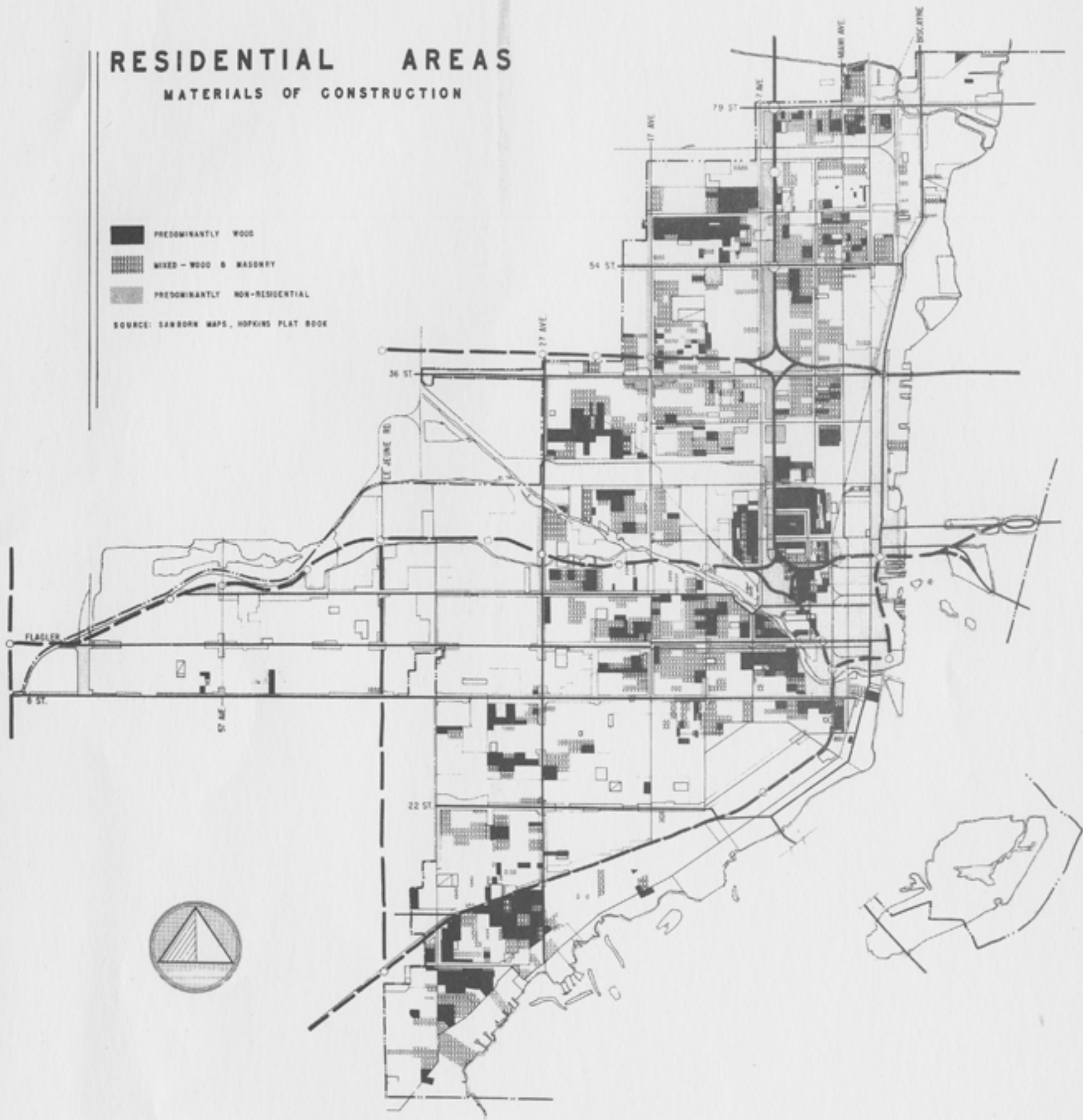


# RESIDENTIAL AREAS

## MATERIALS OF CONSTRUCTION

-  PREDOMINANTLY WOOD
-  MIXED - WOOD & MASONRY
-  PREDOMINANTLY NON-RESIDENTIAL




SOURCE: SANBORN MAPS, HOPKINS PLAT BOOK










# GENERALIZED LAND USE PLAN



## RESIDENTIAL

-  LOW-DENSITY-PREDOMINANTLY ONE-FAMILY HOUSING, UP TO 6 DWELLING UNITS (OR 20 PERSONS) PER GROSS ACRE.
-  MEDIUM-DENSITY-LARGELY ONE-FAMILY HOUSING, BUT INCLUDING SUBSTANTIAL AMOUNTS OF OTHER TYPES AT SELECTED LOCATIONS, 6 TO 12 DWELLING UNITS (20 TO 35 PERSONS) PER GROSS ACRE.
-  HIGH-DENSITY-PREDOMINANTLY MULTIPLE-FAMILY HOUSING, USUALLY MORE THAN 12 DWELLING UNITS (35 PERSONS) PER GROSS ACRE.


## COMMERCIAL AND INDUSTRIAL

-  MAJOR BUSINESS (SHOPPING) CENTERS; MINOR CENTERS NOT SHOWN.
-  GENERAL (RETAIL) BUSINESS.
-  WHOLESALING, WAREHOUSING, LIGHT INDUSTRY.
-  MEDIUM-INDUSTRY.
-  TRANSPORTATION AREAS (RAILROAD TERMINAL, MARINE PORT, ETC.)

## PUBLIC AND SEMI-PUBLIC

-  MAJOR RECREATION AREAS AND OTHER OPEN SPACES.
-  OCCUPIED AREAS (SCHOOLS, HOSPITALS, CIVIC CENTER, ORANGE BOWL, ETC.)

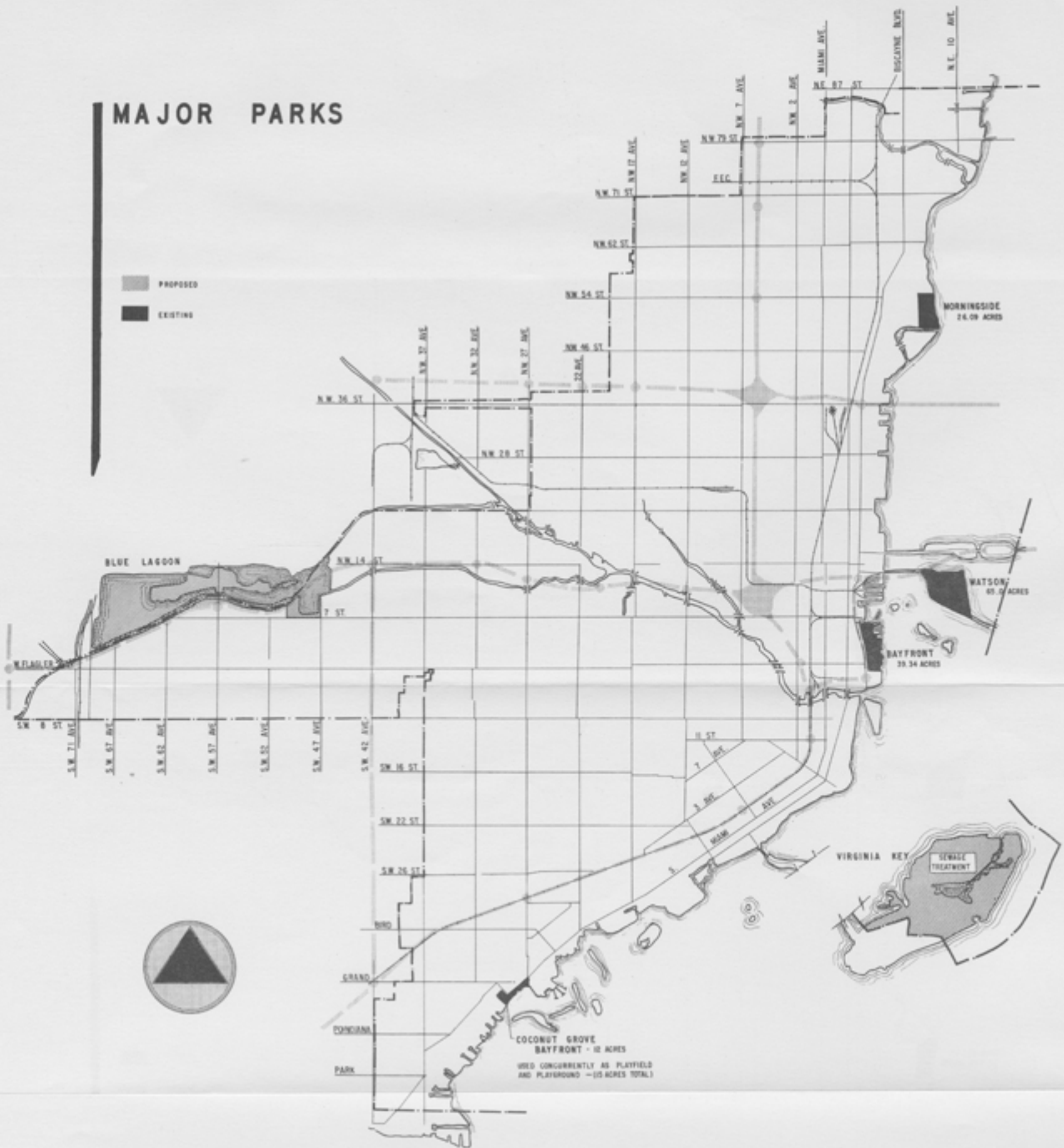
## EXPRESSWAY

-  EXPRESSWAY

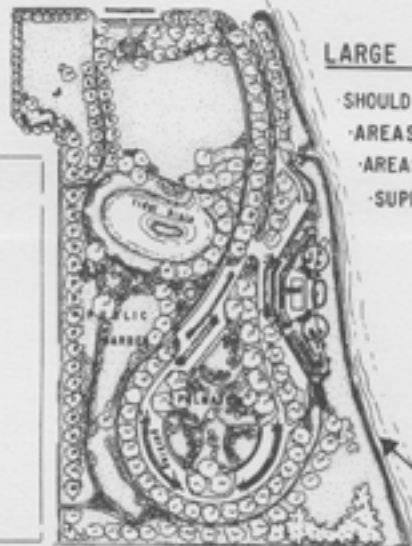


# MAJOR PARKS

PROPOSED  
 EXISTING



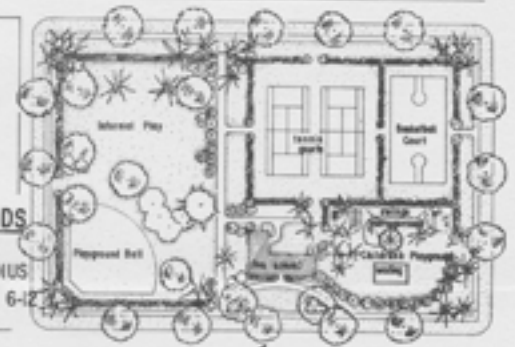
# GENERAL STANDARDS RECREATIONAL FACILITIES



## LARGE PARKS

- SHOULD CONTAIN:
  - AREAS FOR ACTIVE SPORTS
  - AREAS FOR PASSIVE RECREATION
  - SUPPLIMENT BY COUNTY AND STATE PARKS

DISTANCE NOT A FACTOR - EASILY ACCESSIBLE TO ALL RESIDENTIAL AREAS.

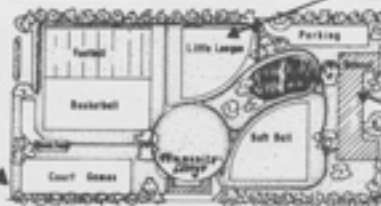


## PLAYGROUNDS

- 1/8 MILE RADIUS
- FOR CHILDREN 6-12

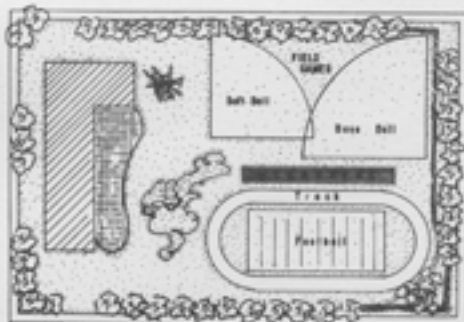
SUBSTITUTE FOR PLAYFIELD WHERE NECESSARY

## THE PARK-SCHOOL - CENTER OF COMMUNITY LIFE



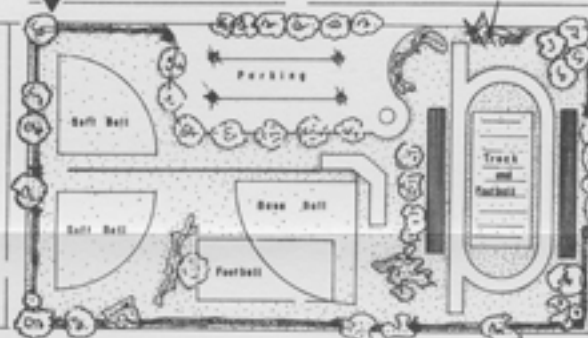
- PLAYFIELD - 12 ACRES
- 1/2 MILE RADIUS
- FACILITIES ALL AGE GROUPS

- ELEMENTARY SCHOOL
- 1000 PUPILS
- COMMUNITY CENTER IN SCHOOL BLDG.



## HIGH SCHOOL - MILE RADIUS

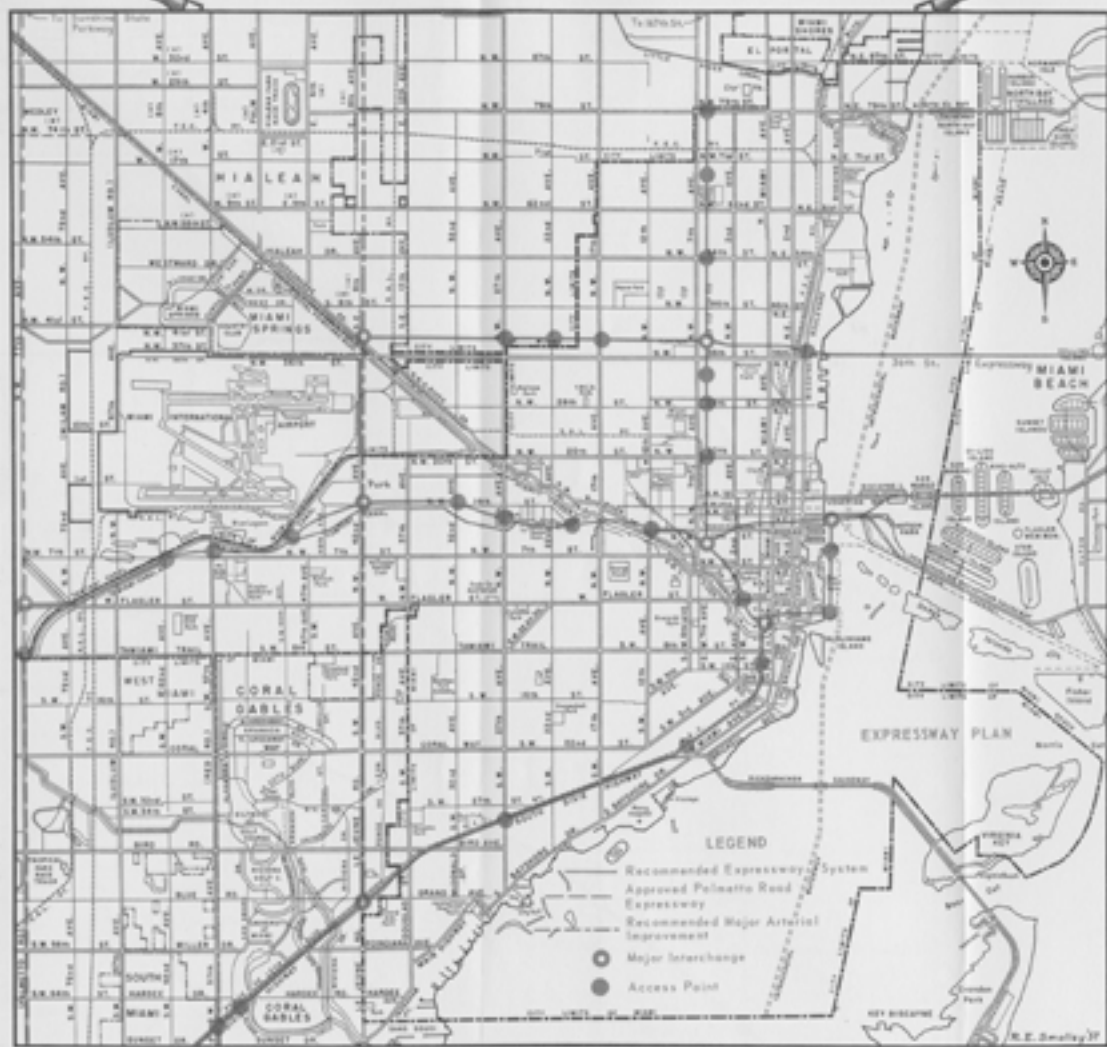
- CAPACITY 1500
- ON MAJOR STREET
- ON BUS LINE
- PLAYFIELD ADEQUATE FOR SCHOOL
- SPECIAL FACILITIES IN BLDG. AVAILABLE TO COMMUNITY



## ATHLETIC FIELD

- AUGMENT HIGH SCHOOL PLAY FACILITIES
- COMMUNITY SPORTS COMPETIONS
- PROVIDE PARKING
- WALKING DISTANCE DESIRABLE IF USED FOR PLAYFIELD





# MAP OF MIAMI FLORIDA



PREPARED BY  
THE CITY PLANNING & ZONING BOARD

# PLAYGROUNDS

## AREAS OF DEFICIENCY

-  AREAS DEFICIENT
-  PROPOSED LOCATIONS
-  PROPOSED AT EXISTING SCHOOL SITES
-  EXISTING SITES



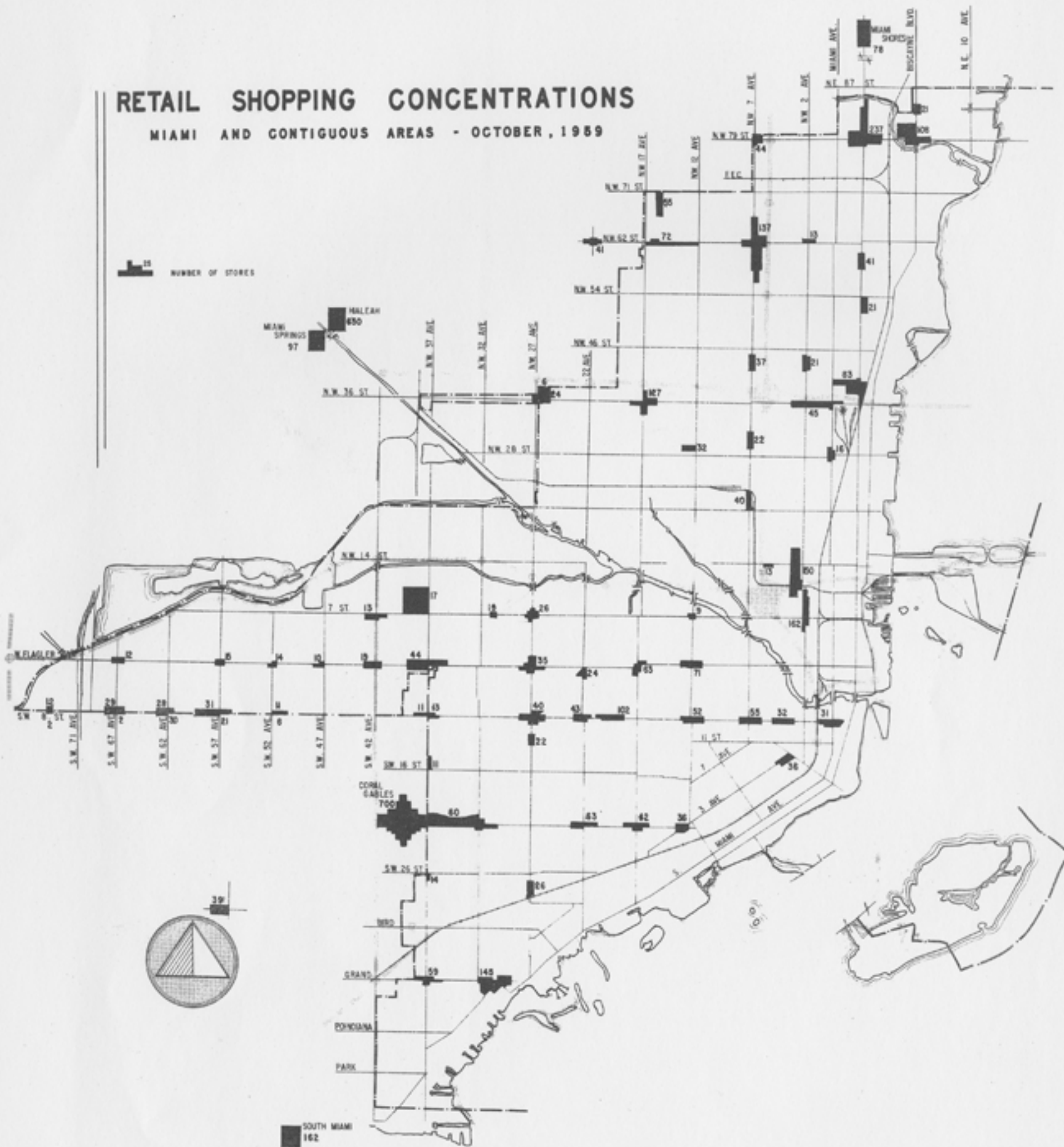
# CENTRAL BUSINESS DISTRICT

## MIAMI, FLORIDA



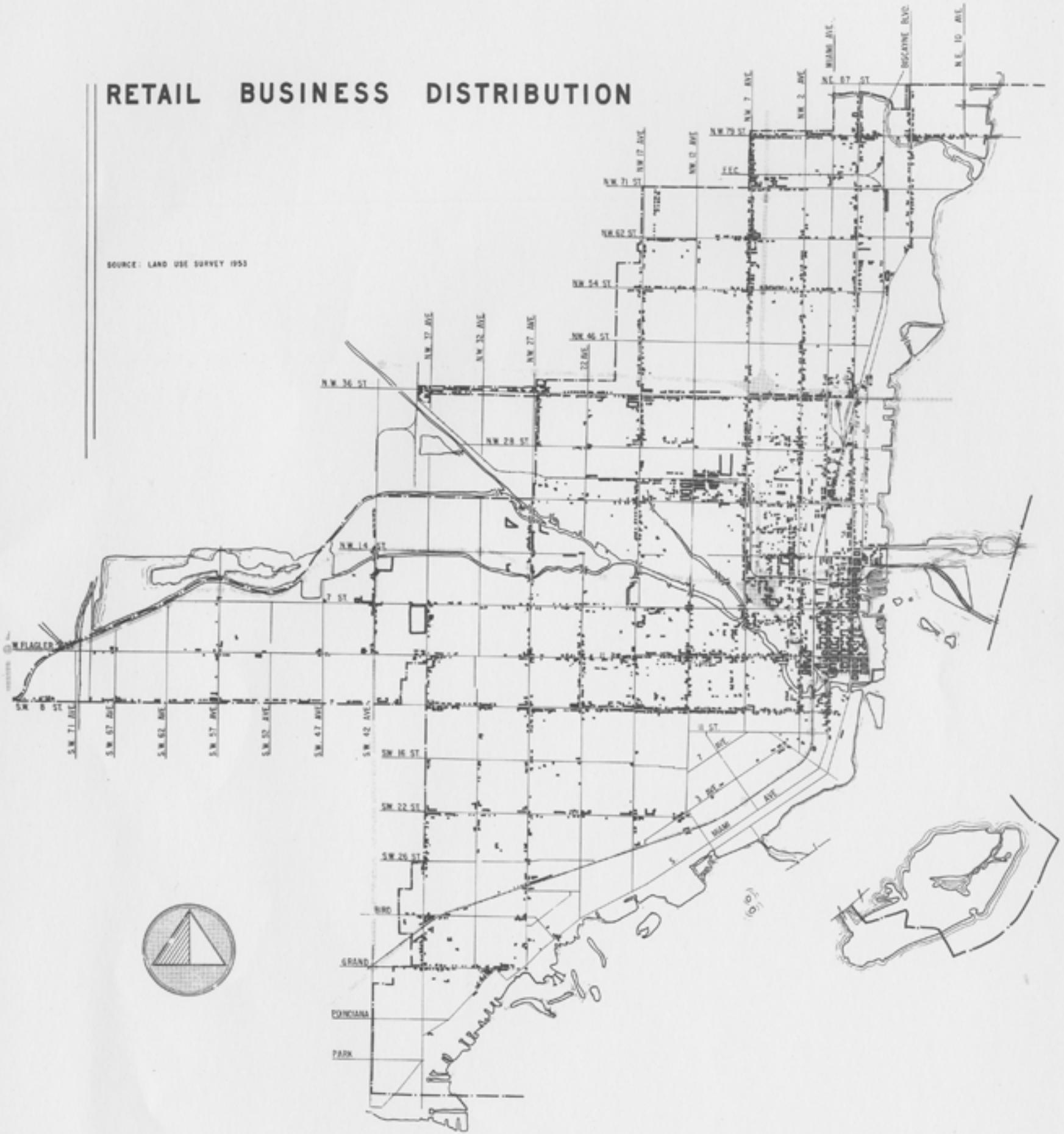
# RETAIL SHOPPING CONCENTRATIONS

MIAMI AND CONTIGUOUS AREAS - OCTOBER, 1959



# RETAIL BUSINESS DISTRIBUTION

SOURCE: LAND USE SURVEY 1953



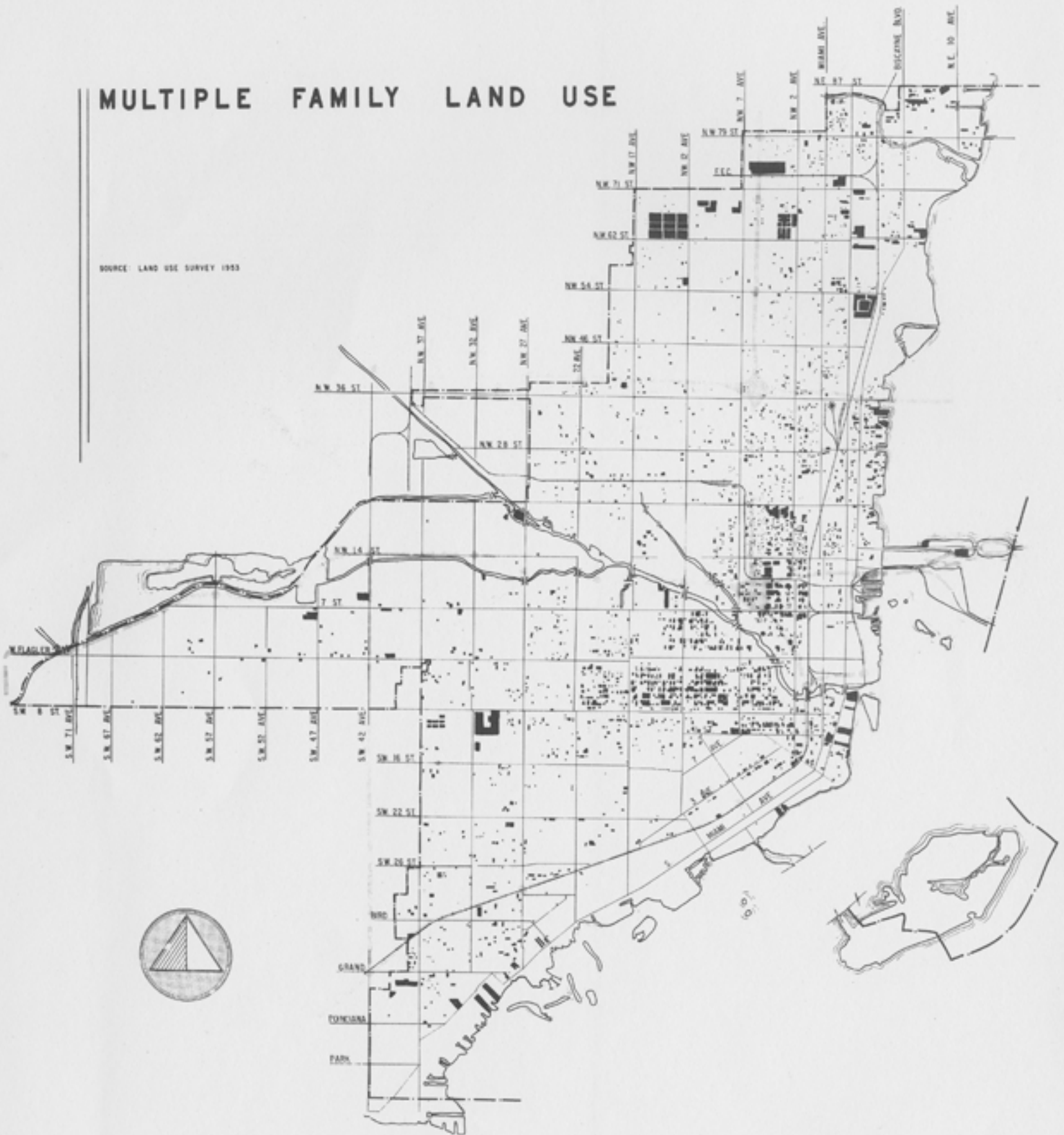










# MULTIPLE FAMILY LAND USE

SOURCE: LAND USE SURVEY 1953



# NEIGHBORHOODS

## PRELIMINARY PLAN

-  PRINCIPAL NON-RESIDENTIAL AREAS
-  EXISTING PUBLIC SCHOOLS
-  RECREATION AREAS
-  EXPRESSWAY



## COMPREHENSIVE ZONING PROGRAM

During the fiscal year 1959-60 the Miami Planning and Zoning Board completed their Comprehensive Zoning study of the City.

The Board, being fully cognizant of the fact that the adoption and successful administration of the new Ordinance and Zoning depended upon public understanding and support, held twelve district hearings, displayed the entire program during "ZONING WEEK", held a general city wide hearing during "Zoning Week", held three final hearings, and met with numerous district committees and civic organizations. The Board also prepared and released two preliminary drafts of the new Ordinance for study by civic clubs and interested citizens before preparing their final recommendations in the final copy of the proposed new Ordinance.

A new "ZONING AND SUBDIVISION ATLAS" was drafted in order to depict the new zone districts and assemble record data in one composite unit for sale and use by the public.

The Comprehensive Zoning Program, while recommending completely revised zoning, took into account in the process, because of the test of reasonableness to be met, the weighing of the advantages for the public against individual citizens' losses of certain benefits of owning property, including the values and expectancies based on the existing zoning. The preservation of such benefits, to the maximum extent that was consistent with important aspects of the public welfare, were among the purposes of the rezoning procedure.

The new Zoning Ordinance was prepared and so drafted so as to repeal the existing Ordinance in its entirety. Only those provisions of the existing Ordinance were preserved that were consistent with the principles of the new Ordinance.

The new zoning plan (Ordinance and corresponding zoning), as prepared by a professional planning staff, upon adoption, will provide the City of Miami with a modern and flexible Ordinance and applied zoning that is based upon a PLAN.

GLEN J. WESTROM  
City Planner II  
MIAMI PLANNING AND ZONING BOARD

## ZONING & SUBDIVISION

### ATLAS DRAFTING PROGRAM

---

The new ATLAS has been prepared in a manner that has yielded results that will be of benefit to various Departments of the City and County.

The autopositive technique used in stage development of sheet preparation at a scale of 200' = 1", provides for a series of work sheets that are adequate in size and legibility. Each stage of each sheet can be reproduced and the original autopositives are durable and easily prone to yearly resubdivision and zone changes. Mechanical lettering was used in the entire drafting process, and thus yielding consistency throughout the entire Atlas.

Each stage in sheet development is shown as follows:

The material that was used in the preparation of the ATLAS MAPS was autopositive film that offers the highest print quality, fastest print-back speed, and highest dimensional stability. Its low-shrinkage base is long-lasting, tear resistant, and highly translucent. This last characteristic plus its high-contrast silver emulsion assures superior reproduction and lines can be quickly removed with familiar eradicator solutions or with an instrument blade and the matte surface readily takes ink or pencil.

The ATLAS MAPS were made in four stages - the first stage was made with street names and lot lines only; the second stage with street names, lot lines with lot number and block number; the third stage is the same as the second stage but with Subdivision Names; and the fourth stage, and final, have all the information of the third stage with the addition of the Zoning District Classifications, from which the last stages of the Official Zoning Atlas are made.

To save time, an autopositive print was made of each stage and the additional information was added. The layout of these MAPS required careful work. Sharp-appearance as well as accurate maps were obtained - the work was done with great care and judgment in drafting. These final ATLAS MAPS are the property of the City of Miami Planning and Zoning Board for information, display, and public consumption.

The scale of the plan as well as the general arrangement of its parts was chosen with the utmost care and consideration of the great many details involved, such as City Lots, Subdivisions, and Zoning District Classifications. The scale 1" = 200' was chosen, which is a good clear size for "Work Maps" and yields finer detail when reducing for printing. The plotting of the maps was done with

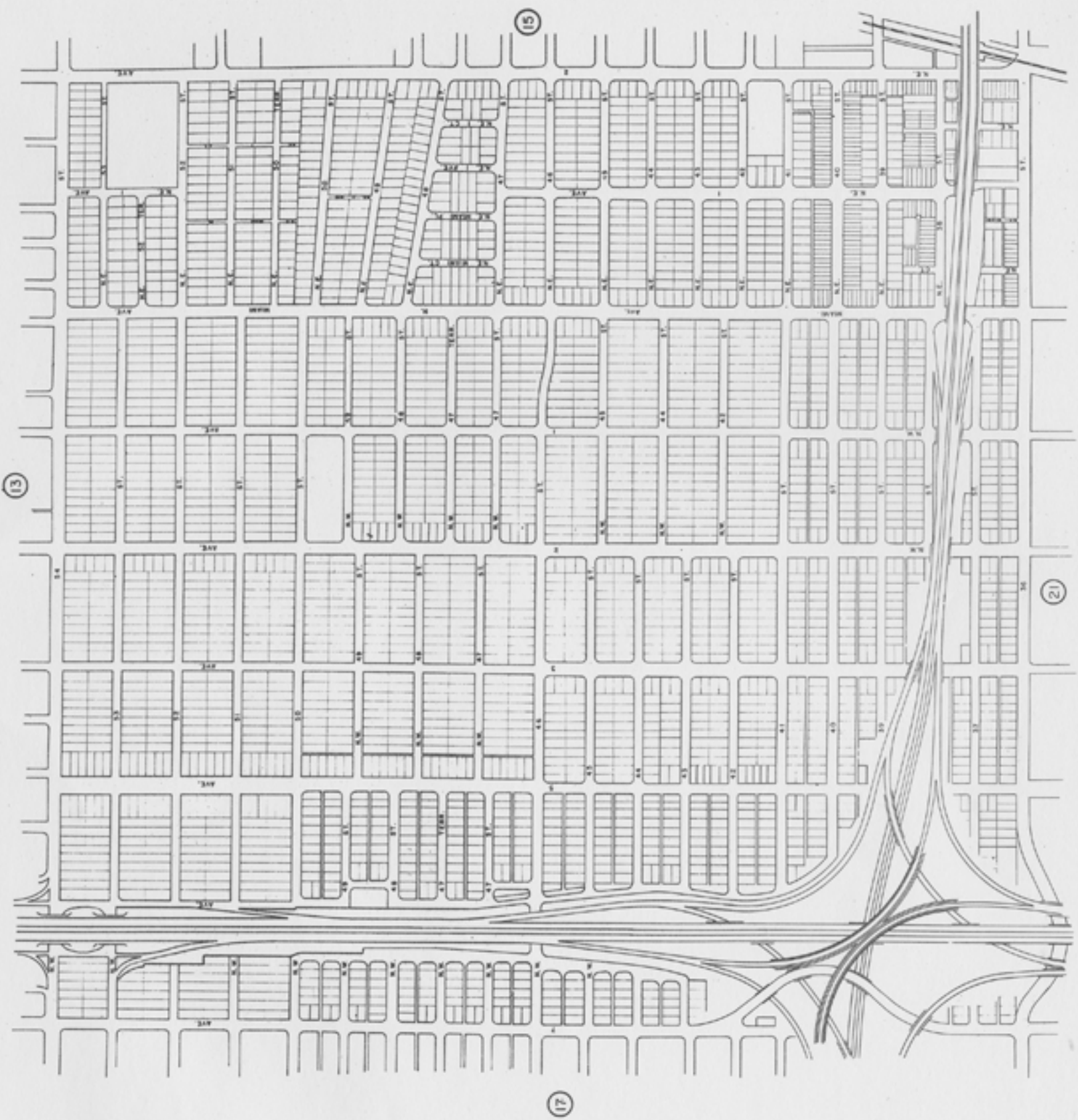
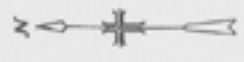
the most accurate system, by rectangular coordinates or latitude and departure, that is, the ordinate and the abscissa of each point in the survey. This point was computed by trigonometric equation. After the coordinates of the transit points were computed, the total easterly point and the total westerly point, as computed, was zero. No mistake is made or an amount of maximum error is permissible, if it is 1 foot in 5000 feet. The total northerly and southerly point will be computed in a similar manner. With this system it was known before hand if the traverses were correct. The computation of the total latitudes and departures by the coordinate method are shown in Page No. 45.

For plotting the point on the plan, a convenient method of procedure was to construct a grid whose height equalled the difference in latitude of the most northerly and the most southerly point and whose width equalled the difference in departure of the most westerly and the most easterly point.

In compiling these points, the Staff used traverses of the Engineering Department, monuments lines, monuments distance books, current legal record plats of the subdivision, detail plats, surveys books on the different section lines, State Road maps of the Expressway, railroad maps, aerial photographs and U.S. Coast and Geodetic maps of the Harbor Lines and the Miami River.

The various stages of the City of Miami Planning Board Atlas Maps are necessary from the standpoint of different types of study which require particular types of criteria on base maps.

The first stage is mainly used on the generalized type of study that lots, block number, and subdivision name are not necessary for this map, the purpose is to give a good over-all picture or a better story of the area involved; the second stage is mostly used in the study of land uses, street study, or similar type of work. The third stage is mostly for zoning study or similar work and the fourth and final stage is the ZONING MAPS.



Zoning & Subdivision Atlas Stage I  
(EXAMPLE)





Zoning & Subdivision Atlas Stage II  
(EXAMPLE)





Zoning & Subdivision Atlas Stage III  
(EXAMPLE)

**LEGEND**

MIRMI CITY LIMITS

RAILROADS

MAXIMUM HETS WITHIN AIR SPACE SAFETY ZONE

NOTE: MAXIMUM HETS IN FEET REFER TO MEAN SEA LEVEL

GRAPHIC SCALE IN FEET  
0 100 200 300 400 500 600 700 800 900 1000

509  
559  
609  
659  
709  
759  
809  
859  
909  
959  
1009  
1059

(13)

(15)

(17)

(21)

459

509

559

609

AIR SPACE SAFETY ZONE

AIR SPACE SAFETY ZONE



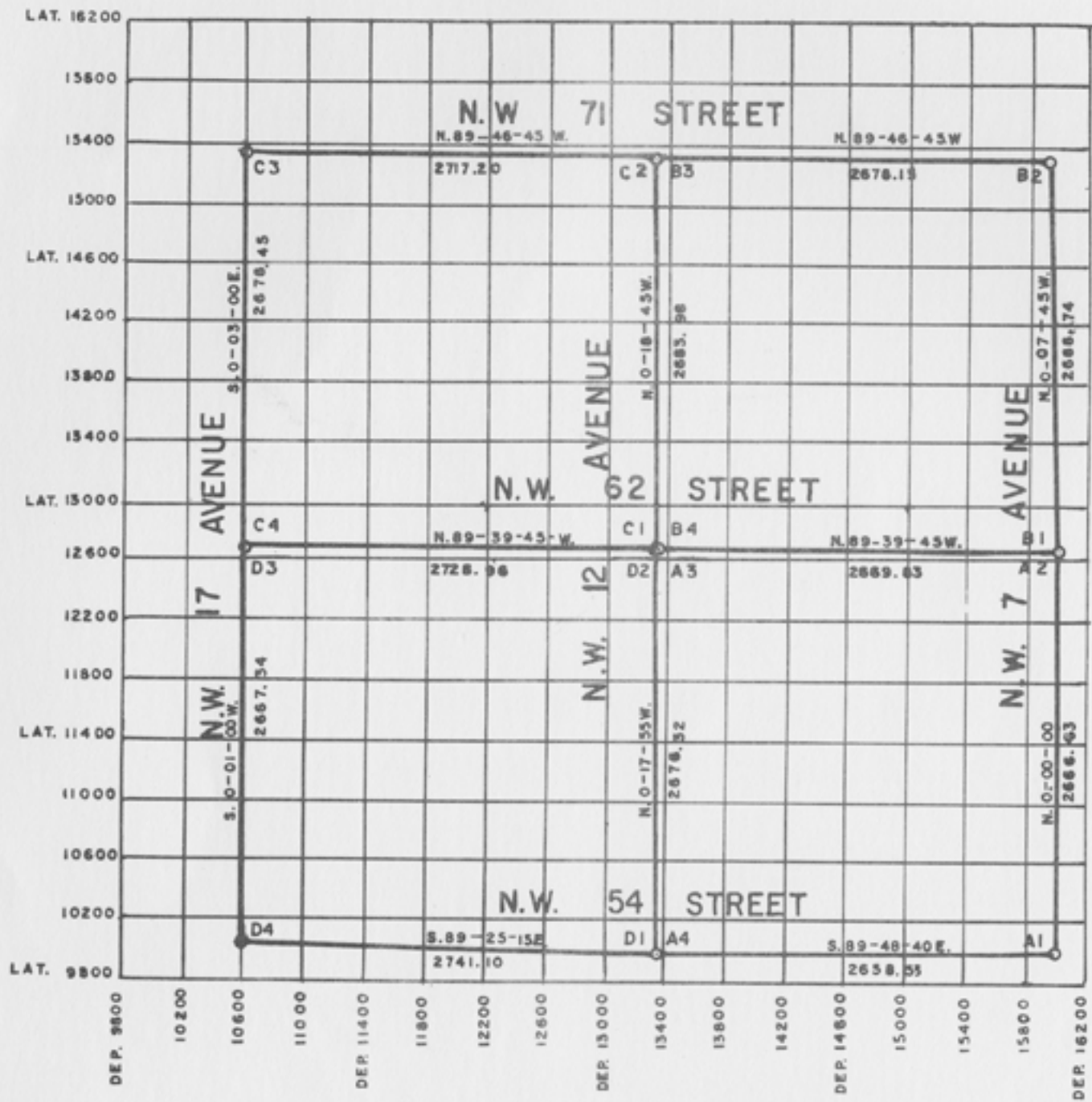
DESIGNED BY THE CITY OF MIAMI, FLORIDA

TRAVERSE OF MAP NO. 12  
TOWNSHIP 53-S., RANGE 41-E., SECTION - 14

COMP. BY R.E. O'FALLON DATE 4-20-59

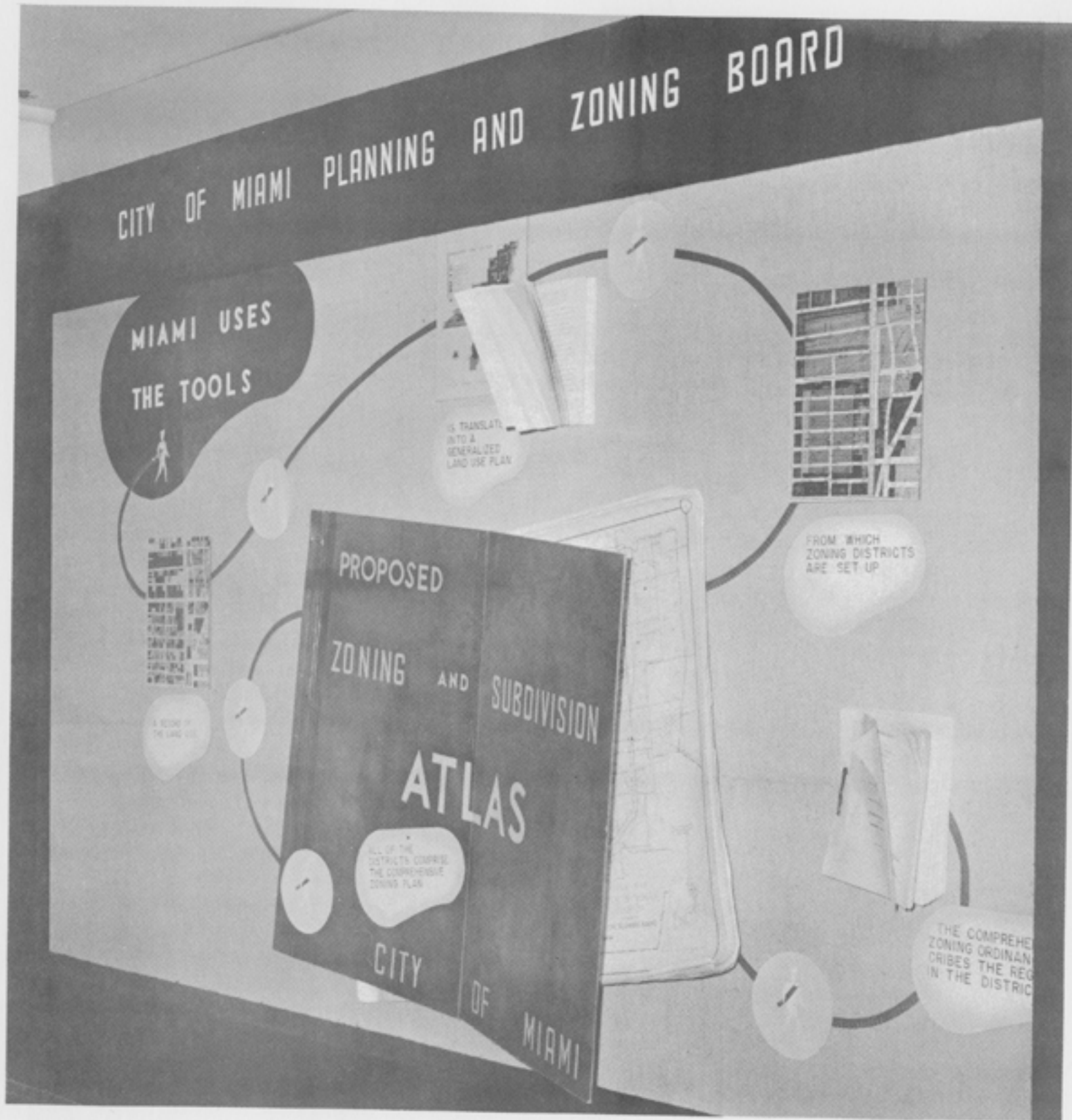
STATION	DISTANCE	BEARING	COSINE	SINE	LATITUDE		DEPARTURE		COORDINATES		REMARKS	
					N.	S.	E.	W.	LAT.	DEPT.		
A1 TO A2	2666.63	N. 00. 00	1.0000000	0.0000000	2666.	63					12666 63 16000 00	
A2 TO A3	2669.83	N. 89. 39 45 W	0.0068905	0.9999827		18 40			2669 78		12665 03 13330 22	
A3 TO A4	2676.32	S. 0. 17 55 E	0.9999860	0.0042117			2676 28	11 26			10008 75 13341 48	
A4 TO A1	2658.53	S. 89. 48 40 E	0.0032967	0.9999946			8 75	2658 52			10008 75 16000 00	
					2685 03	2685 03	2669 78	2669 78				
					ERROR - 0		ERROR - 0					
B1 TO B2	2688.74	N. 0. 07. 45 W	0.9999981	0.0022544	2688	73			6 06		15355 36 15933 94	
B2 TO B3	2676.15	N. 89. 46 45 W	0.0048543	0.9999926		13 00			2678 13		15368 36 13315 81	
B3 TO B4	2683.98	S. 0. 18. 45 E	0.9999951	0.0054541			2683 94	14 64			12685 03 13330 22	
B4 TO B1	2669.83	S. 89. 39. 45 E	0.0068905	0.9999827			18 46	2669 78			12666 63 16000 00	
TOTAL	10,720.70				2701 73	2702 34	2684 42	2684 19				
					ERROR 0. 61		ERROR 0. 23					
					$\sqrt{A^2 + B^2} = 0.66$		$\frac{0.66}{10720.70} = \frac{1}{16,243}$					
C1 TO C2	2683.98	N. 0. 18. 45 W	0.9999851	0.0054541	2683	94			14 64		15368 36 13315 81	
C2 TO C3	2717.20	N. 89. 46. 45 W	0.0048543	0.9999926		13 19			2717. 18		15381 55 10598 40	
C3 TO C4	2676.45	S. 0. 03 00 E	0.9999996	0.0008727			2676 45	2. 34			12703 10 10600 74	
C4 TO C1	2726.96	S. 89. 39. 45 E	0.0068905	0.9999827			18. 80	2726 91			12685 03 13330 22	
					2697 13	2697 25	2731 25	2731 82				
D1 TO D2	2676.32	N. 0. 17. 55 W	0.9999864	0.0042117	2676	28			11 27		12665 03 13330 22	
D2 TO D3	2726.96	N. 89. 39 45 W	0.0068905	0.9999827		18 80			2726 91		12703 10 10600 74	
D3 TO D4	2667.34	S. 0. 01 00 W	0.9999999	0.0002909			2667 34		78		10036 49 10600 53	
D4 TO D1	2741.10	S. 89. 25 15 E	0.0101082	0.9999489			27 74	2740 96			10008 75 13341 48	
					2695 08	2695 08	2740 96	2740 96				

TYPICAL TRAVERSE OF MAP NO.12  
 TOWNSHIP 53 S. RANGE 41 E. SECTION 14.



RECTANGULAR COORDINATE GRID  
 FOR PLOTTING TRAVERSE FROM THE  
 LATITUDE AND DEPARTURE COORDINATES.

CITY OF MIAMI PLANNING AND ZONING BOARD



Display Photo For Comprehensive Zoning Program.

PRELIMINARY AREA HEARINGS

FISCAL YEARS

JULY 1, 1958 thru JUNE 30, 1959

JULY 1, 1959 thru JUNE 30, 1960

CITY OF MIAMI PLANNING AND ZONING BOARD

<u>DISTRICT NO.</u>	<u>DATE HELD</u>	<u>PLACE</u>
8	August 11, 1958	Southside Elementary School
4	December 15, 1958	Municipal Justice Building
5	February 2, 1959	School Administration Bldg
4	March 2, 1959	Douglas Elementary School
3	April 6, 1959	Municipal Justice Building
2	May 4, 1959	Miramar Elementary School
2	June 1, 1959	Robert Lee Jr. High School
6	June 15, 1959	Citrus Grove Jr. High School
1	June 29, 1959	Municipal Justice Building

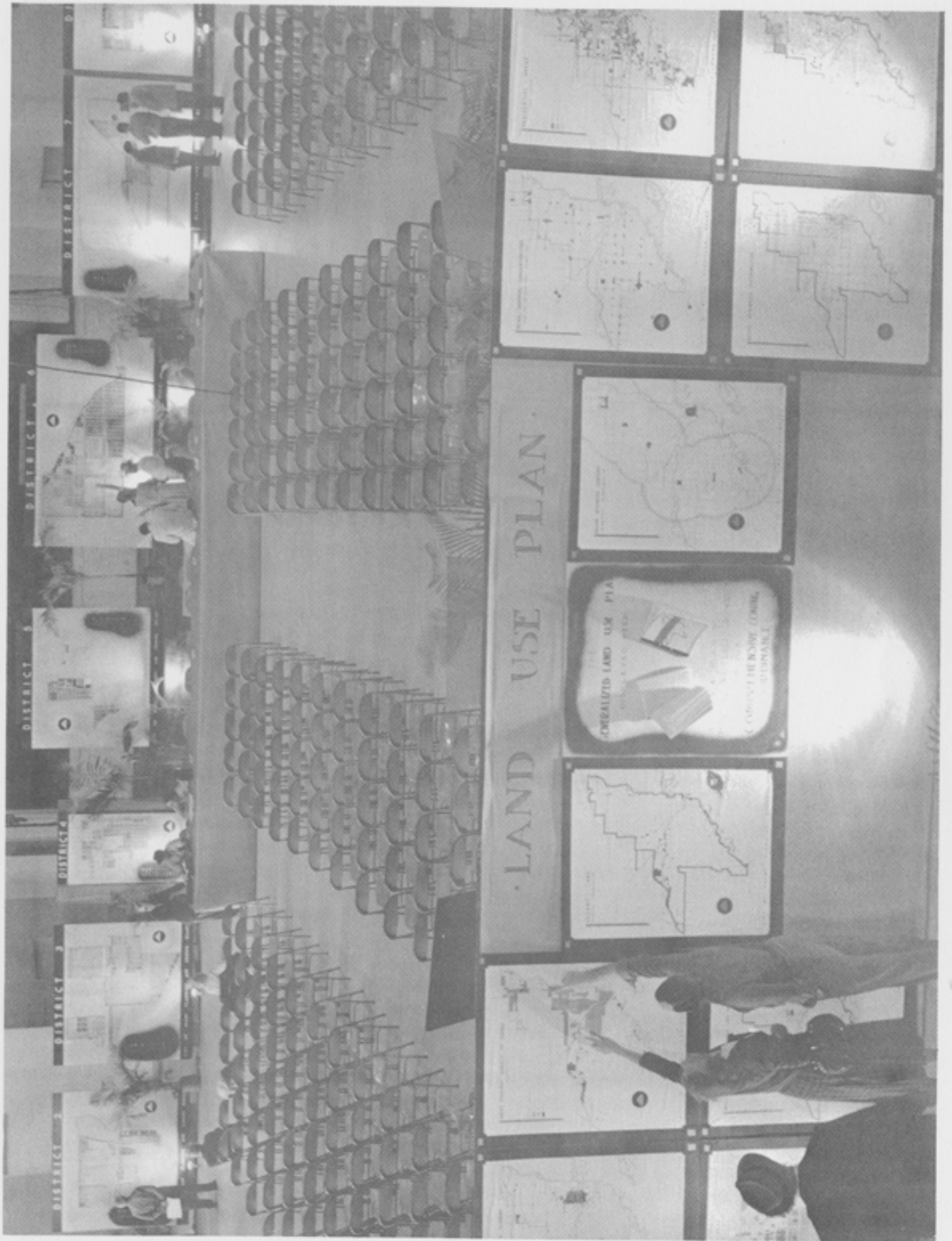


Public Participating In Zoning Week.

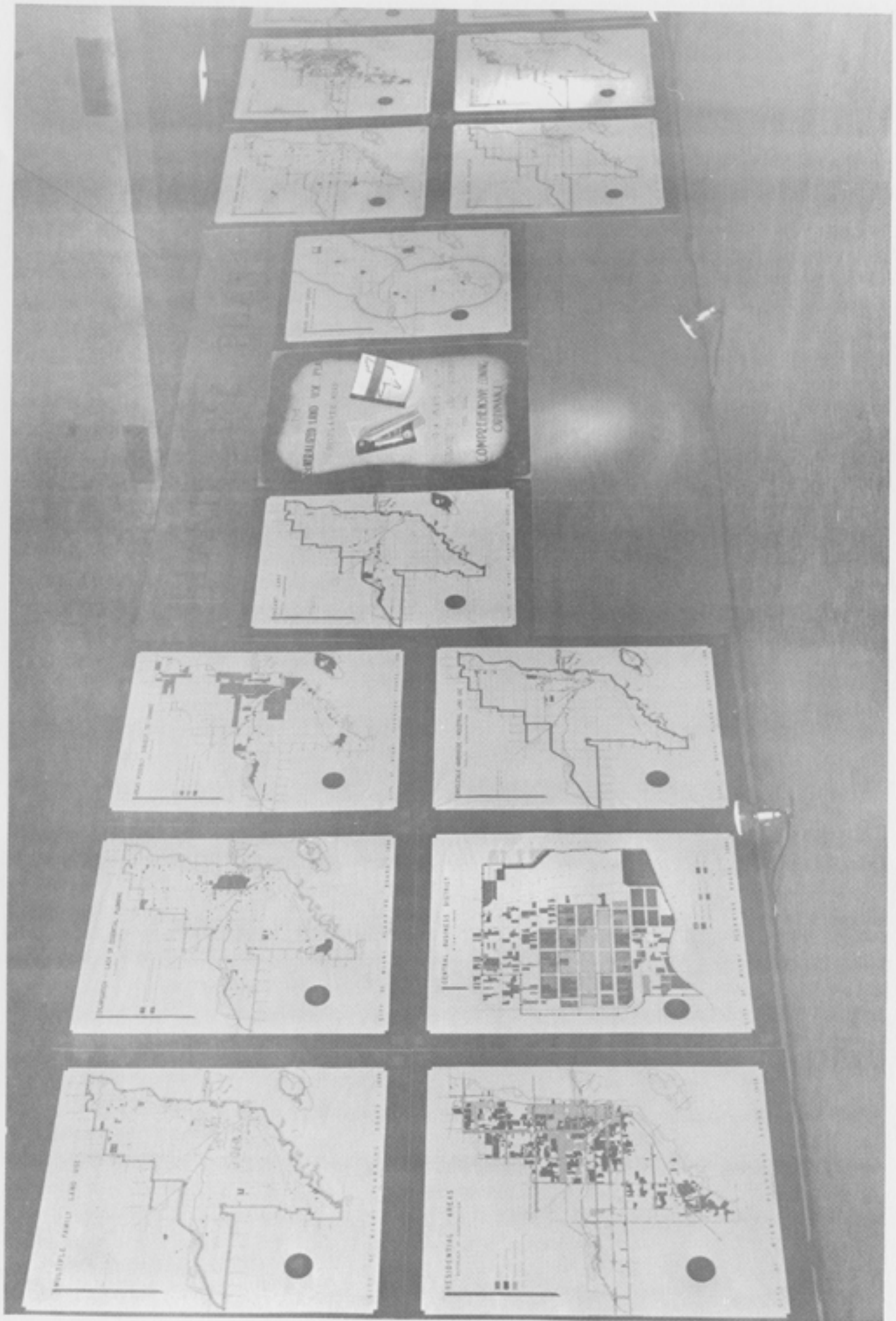




Public Attending Preliminary Public Hearings For Comprehensive Zoning Program.



Zoning Week Hearing For General Public, (Hearing Attendance Approximately 1400 Persons)



Zoning Week Display Area.



**HOUSING AND HOME FINANCE AGENCY**  
**OFFICE OF THE REGIONAL ADMINISTRATOR**

645 Peachtree-Seventh Building

Atlanta 23, Georgia

REGION III

June 15, 1959

Honorable Robert King High  
Mayor of the City of Miami  
Miami, Florida

Dear Mayor High:

Your Workable Program has been reviewed by this office and certified by Administrator Norman P. Mason. Your community is to be congratulated for developing this progressive and positive program of action for the prevention and elimination of slums and blight.

This certification will expire on July 1, 1960. In order to secure a recertification, it must be demonstrated that adequate progress has been made toward the goals set forth in your Workable Program. A report of the progress made should be furnished this office 30 days prior to the expiration date. A representative of this office will contact you at the appropriate time to discuss the submission of this annual report and to review with you the steps you have taken toward the accomplishment of your Workable Program goals.

To assist you in carrying this program forward, the comments and suggestions contained in the enclosure to this letter are submitted for your consideration. We will be glad to provide technical advice or publications on any phase of your program which you may desire.

If in the meantime we may be of further assistance to you, please advise us.

Sincerely yours,

Walter E. Keyes  
Regional Administrator

Enclosure

WORKABLE PROGRAM

URBAN RENEWAL

MIAMI'S "WORKABLE PROGRAM" comprises the methods whereby existing slums and blight areas can be checked. To prevent future formation and spreading of slums and blight is the principal objective of Miami's program. Further, it is the City's intention to co-ordinate redevelopment activities with Metropolitan Dade County since their passage of an Urban Renewal Ordinance during the last fiscal year appears to provide the first step in the legislative means to do so.

The City of Miami will concentrate their activities in the realm of conservation and rehabilitation.

Several of the significant achievements that were accomplished, in the last fiscal year, priority points as designated in Miami's Workable Program schedule, are as follows:

1. THE GENERALIZED LAND USE PLAN was officially adopted; rezoning studies were brought to the point of completion, based upon the principles set forth in the Generalized Land Use Plan.
2. The final draft of the NEW COMPREHENSIVE ZONING ORDINANCE for implementing the objectives of the Plan was prepared and submitted to the City Commission; co-ordinated efforts with Metropolitan Dade County on the designation of Urban Renewal areas.

MIAMI has already existing, or is in the process of providing, the tools by which it can participate and co-ordinate actively in programming.

# MAGIC CITY CENTER

## S T U D Y

The CITY OF MIAMI and METROPOLITAN DADE COUNTY joined together to undertake the formulation of an extensive, long-range plan for the future development of downtown Miami.

The Plan for downtown was jointly financed by the City and County. The City contributed \$15,500 and Dade County contributed \$17,868.

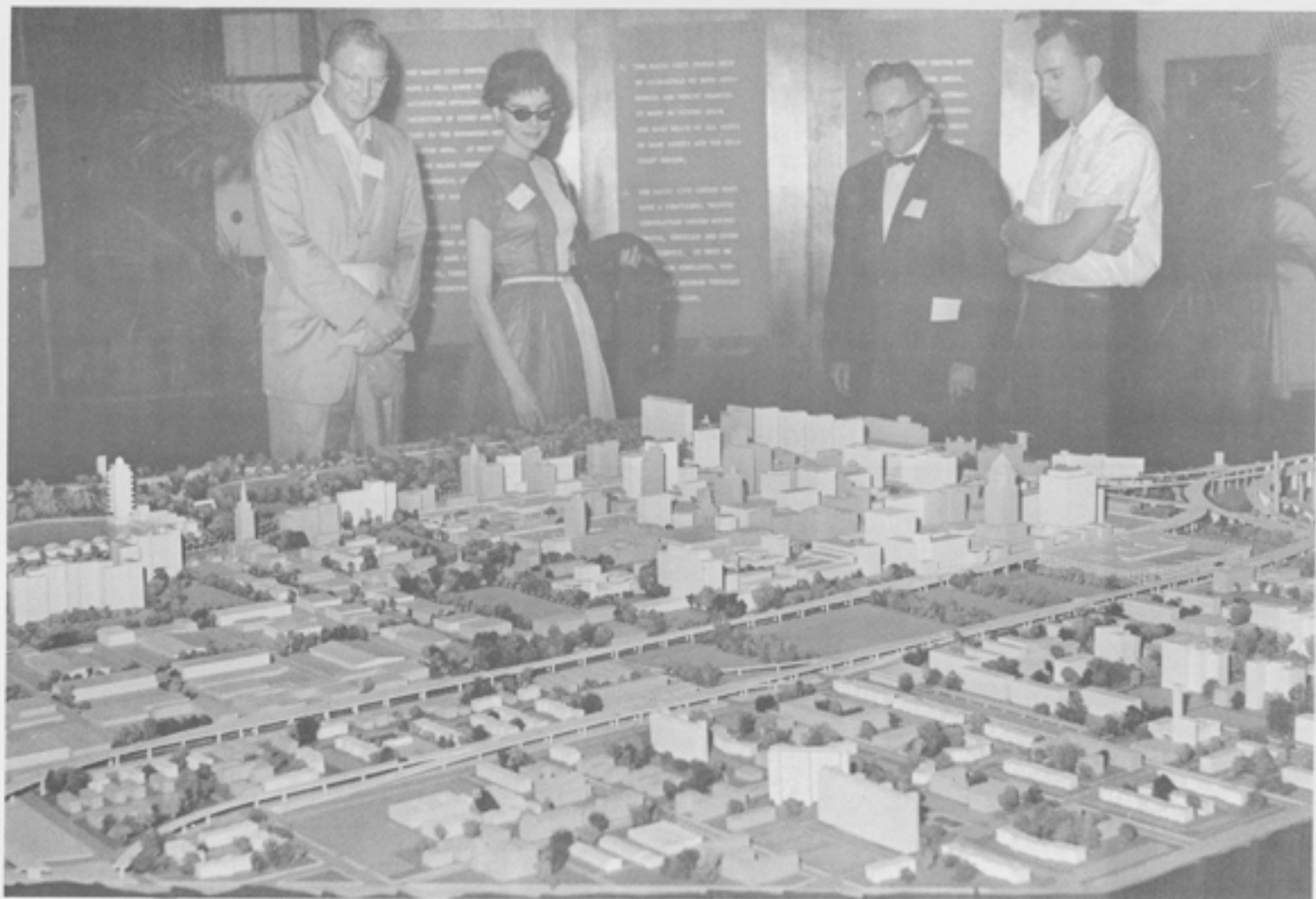
The Plan (MAGIC CITY CENTER PLAN) provided for the following goals:

- (1) Functional Goals
- (2) Design Goals
  - a. Space-use arrangement goals
  - b. Transportation goals
  - c. Appearance goals
- (3) The implementation goals
- (4) A Plan for 1985

Active participation of special downtown interest groups helped to make the Plan a reality. Steering committees were constantly advised and were actively engaged in policy decisions during the year.

The Plan has been developed and is flexible in form and will require continual planning implementation in order to become a reality. The program has been geared so as to provide for continuation toward the goals set forth in the projected planning stages of development.

The program also included the building of a model and preparing of renderal displays for public viewing and exhibit purposes at the American Society of Planning Officials Convention held in the Miami area during the last fiscal year.



Magic City Center Model Display.

- (3) LIBRARIES - OCTOBER 1960
- (4) POLICE AND FIRE - NOVEMBER 1960
- (5) MISCELLANEOUS FACILITIES - DECEMBER 1960
- C. TRAFFICWAYS PLAN - JANUARY 1961
- D. TRANSIT AND TRANSPORTATION - FEBRUARY 1961
- E. PUBLIC FACILITIES - MARCH 1961
  - (1) Sanitary Sewers
  - (2) Storm Sewers
  - (3) Water Distribution
  - (4) Waste

III. - PHASE THREE - PLAN IMPLEMENTATION

- A. RESIDENTIAL TREATMENT AREAS
- B. PLAN PRIORITY (INTERRELATED RELATIONSHIP STUDY NEEDS)-JUNE 1961
- C. SIX-YEAR CAPITAL IMPROVING PROGRAMMING



THE MIAMI COMPREHENSIVE PLAN

I. PHASE ONE - PRELIMINARY BASE STUDIES\*

\*Completed 1954 and to be reviewed December 1960

- A. ECONOMIC BASE STUDY
  - (1) Tax Structure
- B. LAND AREAS FOR ECONOMIC ACTIVITIES
- C. REGIONAL ECONOMY AND GOVERNMENT
- D. POPULATION STUDY
- E. HOUSING
- F. CITY AND METROPOLITAN LAND USE
- G. LAND USE DETERMINANTS
- H. PORT FACILITIES
- I. REAL PROPERTY VALUATION
- J. INTRA-URBAN BUS FACILITIES
- K. RAILROADS
- L. INTER-URBAN BUS FACILITIES
- M. MOTOR FREIGHT MOVEMENT
- N. GENERAL ACTIVITIES AND TRAFFICWAYS
- O. EXTENT OF SERVICE AND LAND USE INTER-RELATIONSHIPS FOR SCHOOLS
- P. PUBLIC RECREATION

II. PHASE TWO - THE PLAN DEPICTED

- A. GENERALIZED LAND USE PLAN (1959)
- B. COMMUNITY FACILITIES PLAN
  - (1) PARKS & RECREATION - MAY 1960
  - (2) SCHOOL-INTERRELATIONSHIPS - SEPTEMBER 1960

RECOMMENDATIONS

The application of these standards has been made according to proposed neighborhood boundaries.

There are five or six potential communities, such as Little River, Allapattah, West End, Coral Way and Coconut Grove, grouped around existing or potential business centers. These communities comprise several neighborhoods.

Within the neighborhoods, the playgrounds are ideally grouped around the elementary school with the playfields and larger open areas for athletics at convenient distances away.

The study of facilities available for recreational activities in the City of Miami has disclosed the existence of several major deficiencies which can be best met by the City. The City's urgent needs and suggestions for ways of providing them most economically are listed below:

- A. PLAYGROUNDS: In the development of the neighborhood idea, the playground and the elementary school are linked closely together. There is a close relation between recreation and education. Land and facilities for both purposes can be used jointly at great savings to the community. Accordingly, it is recommended.
1. Land for playgrounds should be acquired adjacent to existing elementary schools. If the school site is not central in the neighborhood area, a more central site should be selected. Vacant land should be sought for this purpose if possible. There are 33 existing playgrounds comprising 93.85 acres; 11 are proposed at existing school sites, estimated to require 33 acres; 50 others are recommended to serve all residential neighborhoods; totaling 150 acres.
  2. Acquisition should be based on sites with a minimum of 3 to 5 acres or one acre of play space for each 1,000 of the total estimated future population.
  3. AN ORDER OF PRIORITY, PREDICATED ON THE DIRECTION OF GROWTH, SHOULD BE ESTABLISHED IN ORDER TO MEET THE NEEDS AS THEY ARISE.
  4. Arrangements should be made by the Department of Parks and Recreation and the Dade County Board of Public Instruction so that coordinated use of playground and the school property can be arranged.
- B. PLAYFIELDS: In the further development of the neighborhood facilities, play areas serving areas within a mile radius, or units of 20,000 population at the rate of 800 persons per acre, are known as playfields in the Miami Plan. They are about 12 to

15 acres in extent. There are 15 such playfields with more or less adequate facilities. Five additional areas are proposed with added acreage of 60 acres. With 160.26 acres in the existing fields, 19.74 acres proposed to raise the standards of existing areas, a total of 240 acres is recommended.

The playfield is the hub of play-school activities. It is recognized that this will not hold true in every neighborhood. Where it is not possible, it is recommended that the smaller playground be added to the school site instead.

It is recommended that undeveloped properties, which fit into the plan, be purchased as rapidly as possible.

C. LARGE PARKS: The City of Miami has eight parks or landscaped areas, which, while not of a major character, must be considered as significant.

1. BAYFRONT PARK - 39 acres in downtown Miami just east of Biscayne Boulevard, along Miami Hotel skyline, is the location of the research center of Miami's Library system, a Bandshell with a seating capacity of 15,000; a Bayfront Auditorium; Fishing Piers; and Rock Garden.
2. COCONUT GROVE BAYFRONT - 15 acres including facilities for a playfield and playground; picnic shelters; a sailing club; and being adjacent to the Dinner Key Marina with facilities for launching and berthing pleasure boats makes the picturesque waterfront location an important link in Miami's park system. The sailing and boat launching facilities crowding the waterfront should be moved to a new location on the south mole. New picnic facilities for boating enthusiasts have been developed on Picnic Island No. 2 just east of the north mole.
3. MORNINGSIDE PARK - 45 acres including a playground, playfield, swimming pool, cabanas, boat launching ramps, refreshment stand, hibiscus garden and palmation. The location at N.E. 55th Terrace and the Bay provides a spectacular view of the Miami Beach skyline.
4. WATSON PARK - 65 acres, on the MacArthur Causeway enroute to Miami Beach, includes a garden of the Americas, with provisions for national plots for each of the 21 Pan American Republics. An international garden center, a Japanese Garden, Yacht Club, Motor Boat Club, Seaplane, Helicopter and Blimp bases.
5. VIRGINIA KEY - It is recommended that an additional large park be developed at Virginia Key. There are 406 acres available, adjacent to the sewage treatment plant area. The frontage on the ocean side is suitable for beach purposes. Service facilities, such as water, sewage, roads, trails, parking spaces, concessions,

bath houses, and cabanas, could be provided. It is recommended that 256 acres be set aside for this purpose, which will allow 150 acres for a golf course considered elsewhere in this report.

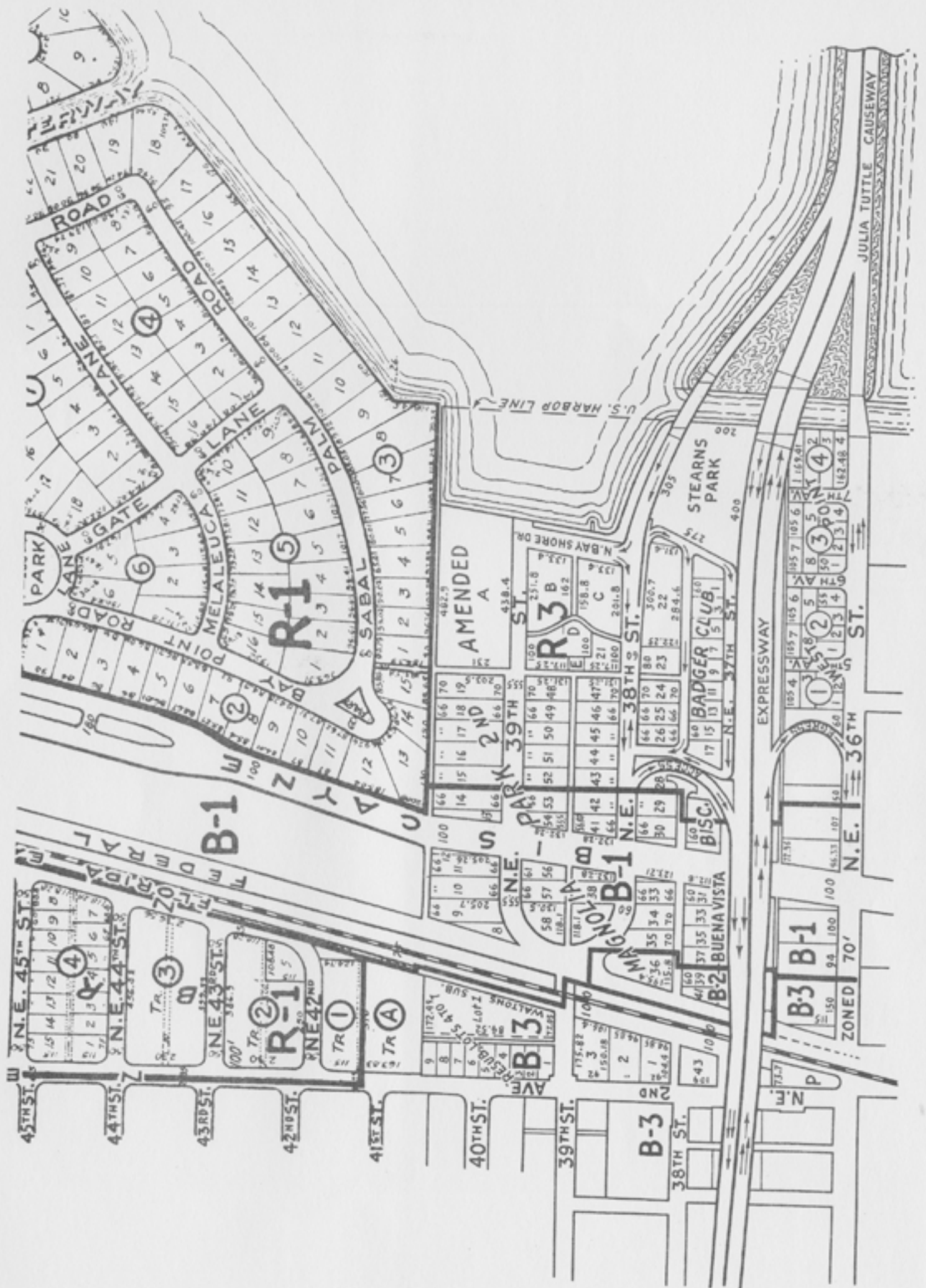
6. BLUE LAGOON - This is an area just south of Miami International Airport, just outside the City Limits, extending generally from Le Jeune Road on the east to Milan Dairy Road on the west. The land has been excavated for fill creating several attractive, large, clear, blue lakes.

It is recommended that this area be acquired and developed by the Metropolitan Dade Park Department as an inland camping, picnicking, swimming and boating center. No other comparable facility exists in Dade County.

- D. COMMUNITY CENTERS: The distribution of Community Centers through the City appear to be more than adequate. The size in most cases is way below standards, 12,500 sq.ft. It is recommended that existing school facilities be utilized to relieve the deficiency. In any remodeling, alterations, or new school buildings, consideration should be given in the design of the building to provide one wing.
- E. BASEBALL DIAMONDS: Although the deficiencies (35) for baseball diamonds appear high, the actual deficiency could be much less if the school facilities, now not available for public play, could be included in the total. It is recommended that a workable program be arranged with the school authorities to alleviate the shortage. Locations not presently served by schools should be developed when funds are available in the capital improvement program.
- F. SOFTBALL FIELDS: Again the deficiencies (69) for softball fields does not reflect what could be added if school properties, now not available to the public, could be used. After an agreement has been reached for public use of the school facilities, it is recommended that the areas still without softball facilities, be so served.
- G. GOLF COURSES: The City of Miami currently maintains a golf course at Miami Springs. Development will soon be under way at the Le Jeune Road tract at N.W. 14th Street. The Planning Board recommends the development of an additional course at Virginia Key. That leaves 3 courses needed. Land for additional courses should be purchased as vacant tracts become available. The built-up condition of the City shows only 3 large concentrations of vacant land, namely: The Le Jeune Road Tract; N.W. 42nd Avenue and 14th Street; north of N.W. 14th Street, between 52nd Avenue and 62nd Avenue; and Virginia Key. With both the Le Jeune Road tract and Virginia Key committed to golf courses, the N.W. 14th Street tract is the only one available. It is not in public ownership.

Possibly suitable locations must be sought outside the City limits at strategic locations.

- H. SWIMMING POOLS: Miami is favored with exceedingly efficient and adequate swimming pool program. The Department of Parks and Recreation recommends an olympic size pool at a suitable location. The Planning Board concurs. Selection of the site should be considered carefully in relation to traffic arteries, parking facilities, bleacher or stadium seating, etc.
- I. TENNIS COURTS: The deficiency in tennis courts (63) again reflects the need for use of existing school facilities. This will eliminate costly duplication in both land and facilities. If, after exhausting efforts to use school facilities, there is still a shortage, the Planning Board recommends that tennis courts be provided as an integral part of the capital improvements program.
- J. INDOOR FACILITIES: As the comparison shows, the indoor facilities reflect a lack of size in the existing community buildings. Most locations have some small facility which should be enlarged. This will be shown on the capital improvements list.



Miami Approach To The Julia Tuttle (36th St.) Causeway.



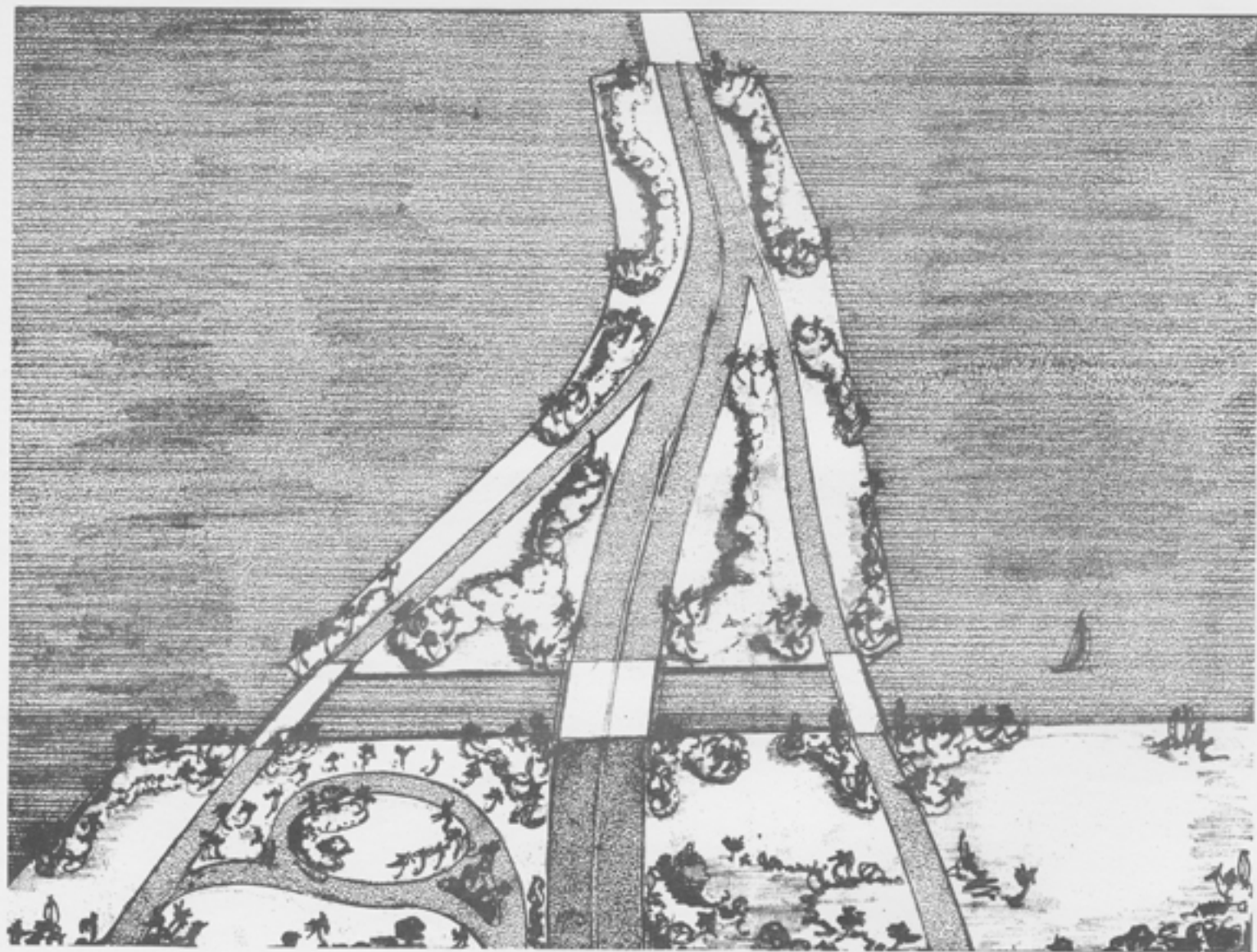
CITY OF MIAMI ASPO DISPLAY

The City of Miami Planning and Zoning Boards displayed their Planning Program at the Americana Hotel, Bal Harbor, during the American Society of Planning Officials.

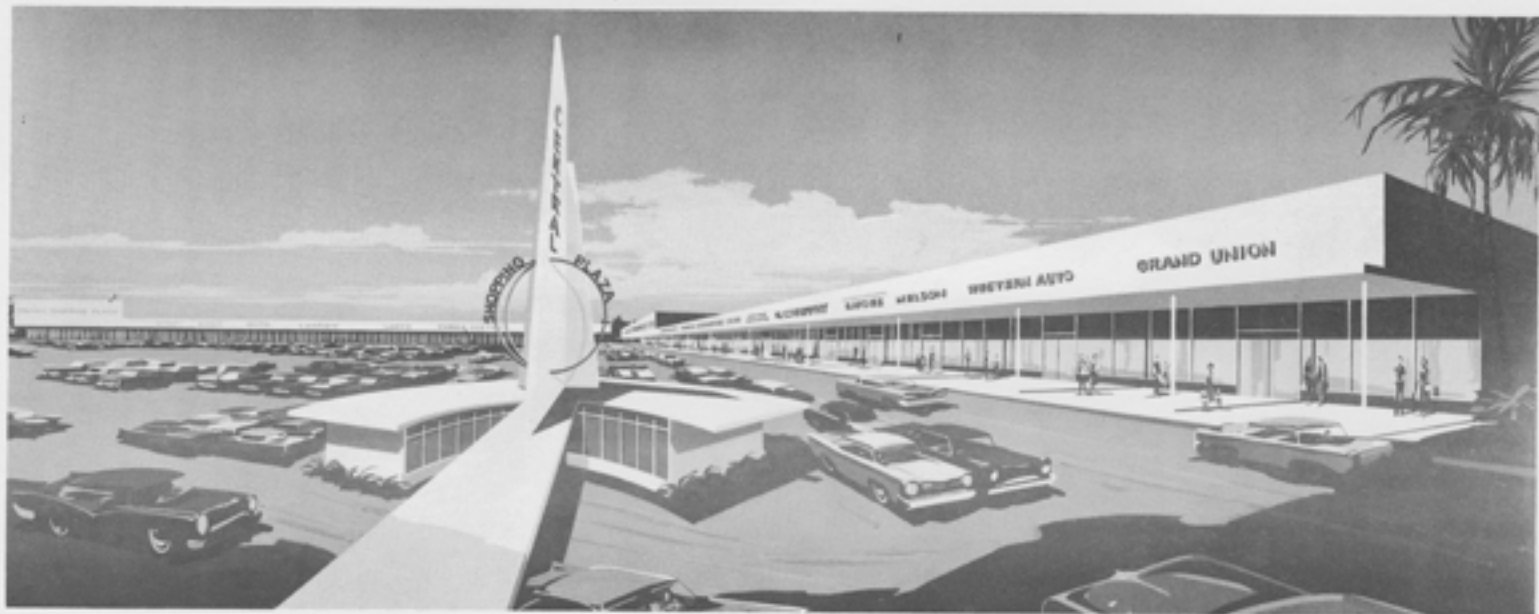


Civic Area (Miami Country Club Site)





Proposed Landscape Development • Julia Tuttle Causeway



New Central Shopping Plaza (Photo supplied by R. M. Thompson Co.)



Alliance Machine Company, R-C Office Use (Photo Supplied by Alliance Machine Co.)

## PLANNED AREA

### WHAT'S PLANNED FOR THE BRICKELL AVENUE AREA?

The PLANNING BOARD of the CITY OF MIAMI has prepared a NEW COMPREHENSIVE ZONING PLAN. This Plan involves the adopting of new zoning classifications and regulations throughout the City. Approximately two and one-half years ago the MIAMI PLANNING BOARD and its Professional Staff, prepared studies for the development of a planned area in the Point View vicinity.

The following is a summary of the status of this area as it stands today and as it is planned for the "MIAMI OF TOMORROW" . . . . .

The POINT VIEW area, and the area immediately to the north, is being proposed as a high-density residential district for the main part. Miami's policy regarding high-density areas should include (a) permitting and encouraging as much of the metropolitan growth and high-density housing as would logically tend to locate in the central city and to the extent that the city can reasonably provide the sites; (b) promoting acceptable development of such housing at selected locations properly designed for high-density population.

MIAMI is now substantially all built up and can compete for new housing with the suburbs only on a restricted basis. This means multiple housing, the trend toward which has already set in.

MORE SPECIFICALLY, THE AREA BETWEEN S.E. 8TH STREET AND S.E. 12TH STREET AND BETWEEN BRICKELL AVENUE AND THE BAY, THE FOLLOWING IS BEING PROPOSED: The Brickell frontage has a proposed zoning of an RC Classification (allowing professional office buildings and apartment buildings with a maximum height of six stories). The remaining portion of this area running to the Bay is being proposed as an R-5 High-Density Residential District (13-story apartment usage). The proposed street, as shown on the following page, is a part of this zoning plan.

With the need for close-in high-density residential districts, this area naturally becomes one of the more desirable for this type of development. Because of the high intensified use of this land as proposed, it was deemed necessary to develop some type of circulation for traffic that would naturally be generated. The street as proposed is the most logical means by which to substantiate the proposed zoning. It is felt that unless the street is made part of the plan, the area could not develop as discussed. Because of the nature of platting with the lots running at such a great depth between Brickell Avenue and the Bay, it would be unwise to think of a high intensified use of land without making provision for the traffic that would come into being

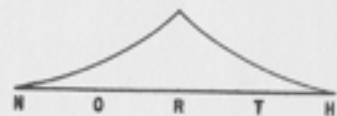
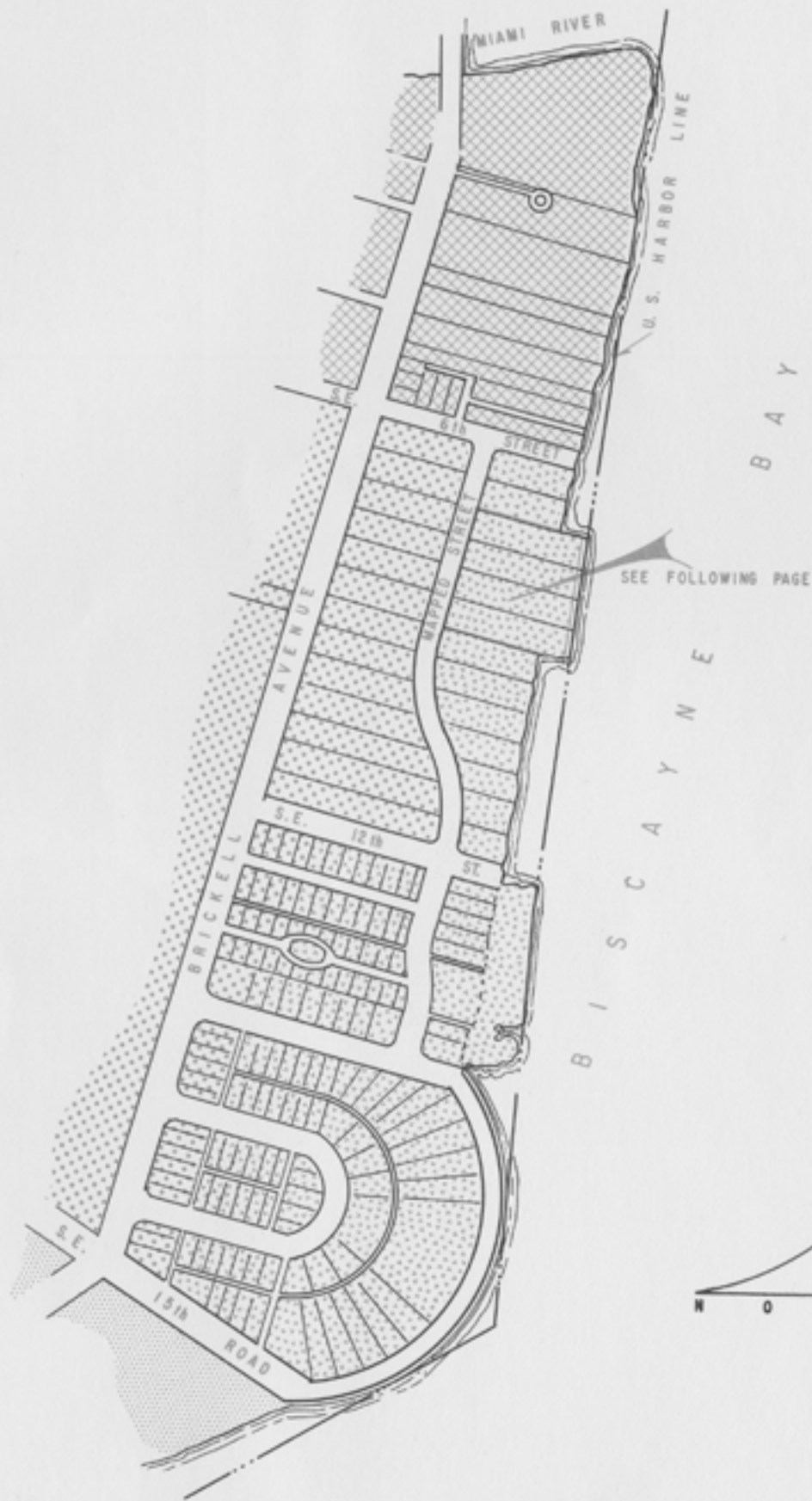
with this type of development.

It is the feeling of the MIAMI PLANNING BOARD that with the above-mentioned street circulation, a high-rise close-in apartment type development is of the highest and best type use for the subject land involved in this area. With the density and bulk regulations placed upon this particular district, we feel that it will develop orderly and esthetically and will be in keeping with the progress of Miami in becoming the City of highest quality.

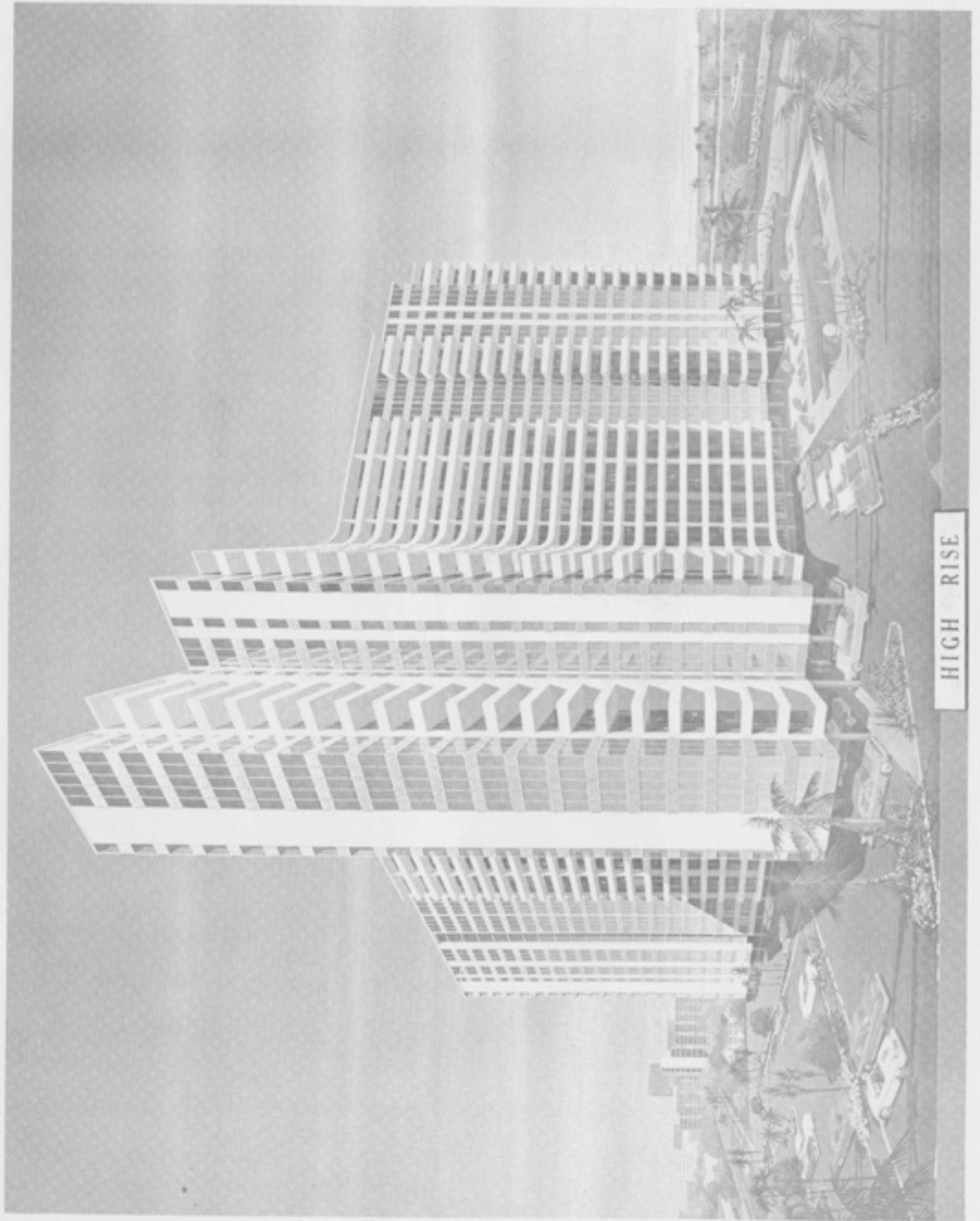
In conclusion, without the mapped street, as depicted on the following page, the zoning regulations as proposed could not be effectuated.

GLEN J. WESTROM  
CITY PLANNER II  
MIAMI PLANNING & ZONING BOARD

-  C-1
-  R-C
-  R-5
-  R-1



**M A P P E D      S T R E E T**  
**P O I N T    V I E W    A R E A**



HIGH RISE

Point View High Rise Apartment

A TRIBUTE TO MIAMI'S "MR. PLANNING AND ZONING"

FRANK F. STEARNS, SR.

The long years of dedicated service by Frank F. Stearns, Sr. to the zoning and planning of Miami merit this wholehearted tribute from the members of the Miami Planning Board and Staff, upon his retirement from the City.

A resident of the City of Miami since February 1910, coming here from Wisconsin where he was born in 1887, after extensive travels, Frank Stearns' imagination, vision and logical reasoning helped formulate the rapid growth of "The Magic City, or "Magnetic City" as he likes to call it, from a heterogeneous growth into an orderly, well functioning community. As President of the Miami Board of Realtors in 1929, Frank Stearns and other members of his committee secured legislation empowering the City of Miami to adopt and administer Miami's Zoning Ordinance, as presently existing and amended. In 1934, as Chairman of a Committee appointed by the Miami City Commission, he submitted the first Zoning Ordinance for the City of Miami, which was then adopted by the City Commission, and was subsequently appointed as Advisory Director of Zoning. The first Planning Board of the City of Miami was organized in 1939, to which Frank Stearns was appointed as Executive Secretary, and served faithfully in that capacity until his retirement in 1958.

During his regime, the Planning Board made a number of important recommendations which vitally contributed to the development of the community, one of which included the re-incorporation of large areas which were dropped from the City in 1932. The Board made the original recommendation for the acquirement for public use of the Miami Country Club and Golf Course and the opening up of N.W. 12th Avenue and 14th Street, now the site of Governmental buildings and a large Medical Center - generally known as the Civic Center.

Notably among these recommendations was the Board's plan for the relocation of the Florida East Coast Railroad terminal facilities from downtown Miami to the railroad shops area between N.E. 29th and 36th Streets.

In 1957, the Miami Planning Board approved and recommended the adoption of the Wilbur Smith Expressway Plan, which was later adopted by the Miami City Commission as a part of the official plan of the City of Miami.