

## I. INTRODUCTION

The Future Land Use Plan is one of the required elements of the Miami Springs Comprehensive Master Plan, as mandated by the Local Government Comprehensive Planning Act of 1975. This is the first element submitted to the local governing agency and transmitted for intergovernmental review in accordance with the Act. Subsequent to review of this element, Miami Springs' City Council will hold public hearings toward its adoption.

This document was prepared for the City of Miami Springs by the consulting firm of Stutsman Associates, a division of Howard, Needles, Tammen and Bergendoff, Miami. To insure the necessary local input from the early stages of the planning program, close cooperation was maintained with the various departments of local government and interested citizens. Essential assistance was further provided by the Citizen Advisory Committee appointed by the Local Planning Agency.

## II. MAJOR PLANNING INFLUENCES

The future of any community depends in good measure on its history and its present conditions. The elements involved here are a combination of natural facts, human choices, and accidents. All of these are present in Miami Springs and should be considered in any attempt to plan - or not to plan - for the future.

### 1. OVERALL CHARACTER

The predominant character of Miami Springs is that of a low-density, single-family, developed residential community lying within the urbanized area of Dade County. The City's development pattern in general reflects the form of its original design, a radial circulation network emanating from a single focal point. The remainder of the circulation system is laid out as a conventional grid pattern. This is an old form of city design, not well suited to present day urban life and modern modes of transportation. Furthermore, the modern usage of this design is negating most of the qualities the original plan intended to foster and accentuate.

The most telling example of this is the area of the Circle. When originally laid out, the Circle was intended to be the focal point of the community. It still is, but its main characteristic has changed. The fountain and park in the center are no longer accessible to pedestrians and provide only a visual experience. The sense of space that was originally created by the groupings and buildings around the Circle is now being diminished by the automobile. People do not have free access to the Circle today, as motor vehicles have taken it over. But in spite of this increasing domination by the automobile, even vehicular circulation suffers because the convergence of the major roadways to a single point causes traffic to be concentrated in a confined area.

In high contrast to this "planned" area of the City is the commercial district along NW 36th Street. Development of this area was brought about as a consequence of the overall transportation network of the County and has occurred in the reverse sequence of priorities from those in the Circle. In the case of the Circle, the main intention was to create a space, the focal point, and secondly to move traffic. The development along NW 36th Street, on the other hand, has evolved as a consequence of the roadway itself, geared toward accommodating cars. No attention was given to pedestrians and their needs for uninterrupted movement and aesthetic pleasure.

## 2. NATURAL ELEMENTS

The most prominent natural elements exerting an influence upon the City are the two canals that form the natural boundaries of Miami Springs, Miami (River) Canal to the North and FEC (Ludlam) Canal to the West. These are in some way natural protective barriers which safeguard what is inside the City; however, their protective function in the future is unlikely to be as effective as it may have been in the past.

It is also important to mention the City of Miami Country Club, which occupies much of the heart of the City, as well as the other parks and open spaces in Miami Springs.

## 3. EXTERNAL ELEMENTS

Miami Springs is an economic and social component of the huge metropolitan Dade community and, as such, cannot escape entirely the needs and impacts of the latter, in spite of the fact that it is an independent municipality.

The previously described development along NW 36th Street is the best example of such impact. The NW 36th Street area is adjacent to the major regional airport, and has suffered from all possible bad consequences of its location. Moreover, as the airport keeps expanding, as it invariably must, these consequences can only multiply and spread further into the community. As a result, the community suffers from

the commercial sprawl, incompatibility of land uses, strained traffic conditions, noise pollution, and overall unaesthetic appearance which commercial activities produce. Inasmuch as the City also benefits from these activities, a major planning consideration must be how to balance gains and losses without prejudice to either the City or the necessary private businesses.

A similar although lesser problem is represented by the FEC railroad yard and its influence along the western boundary of Miami Springs. Among the present impacts of this yard, the most noticeable are noise, water pollution, strained traffic flow, and negative aesthetic effect.

There is good reason to list the development of a strip of apartment houses along South Royal Poinciana Boulevard as another of the external factors influencing Miami Springs. This development is a direct consequence of the unusual rise in land values in South Florida, and it ought to be considered as a permanent feature of the community. Here the planning problem is to accommodate or contain similar developments, rather than just wish they did not exist.

The above elements are those that must be emphasized in the process of comprehensive planning for the City. They do not by themselves limit the possibilities, nor define the specific directions for the future. But together with the current inventory of the City's resources, they do make up the broad framework on which the final plan will be based.

### III. EXISTING LAND USE PATTERN

#### 1. GENERAL CHARACTERISTICS

The most notable land use feature of Miami Springs is the predominance of single-family residential dwellings. The equally notable stability of this feature provides a unique overall picture, one that is readily observed by casual inspection and substantiated by field survey.

Almost half of the total area of the City, 43.6%, is used for single-family residences. If water areas and streets are excluded, then about 62.3% of the land area available for development is already devoted to this type of land use. The next largest single land use is the golf course. It occupies roughly one-tenth of the total city area. The area devoted to other land uses is a relatively negligible proportion of the total and includes 4.4% public/semi-public; 2.2% commercial and 2.5% multi-family.

In summary, the domination of single-family residential land use is the basis for the quality of life of the community, a quality of life that is seldom to be found in other urban areas. That this is highly prized by the citizens of Miami Springs became evident during the public hearings held during the planning process and in the responses to the planning questionnaire that was distributed in part of the City. The desire to preserve this quality of life is obviously overwhelming.

This may not be as easy in the future as it was in the past. There are forces at work to alter the unique character of the community. Some of these forces are internal, but most are external. Chief among them is a matter of plain economics: land values are increasing everywhere and this usually upsets existing land use patterns. Changes may start with modifications in land use, problems with off-street parking and dense traffic flows; and eventually end up by altering the face of the area.

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PLANNING STUDY AREAS

STUDY AREAS	ACREAGE	%
A	393.26	21.16
B	369.36	19.88
C	203.95	10.98
D	286.88	15.44
E	203.60	10.90
F	269.48	14.50
G	131.60	7.08
TOTAL CITY	1858.11	100.00

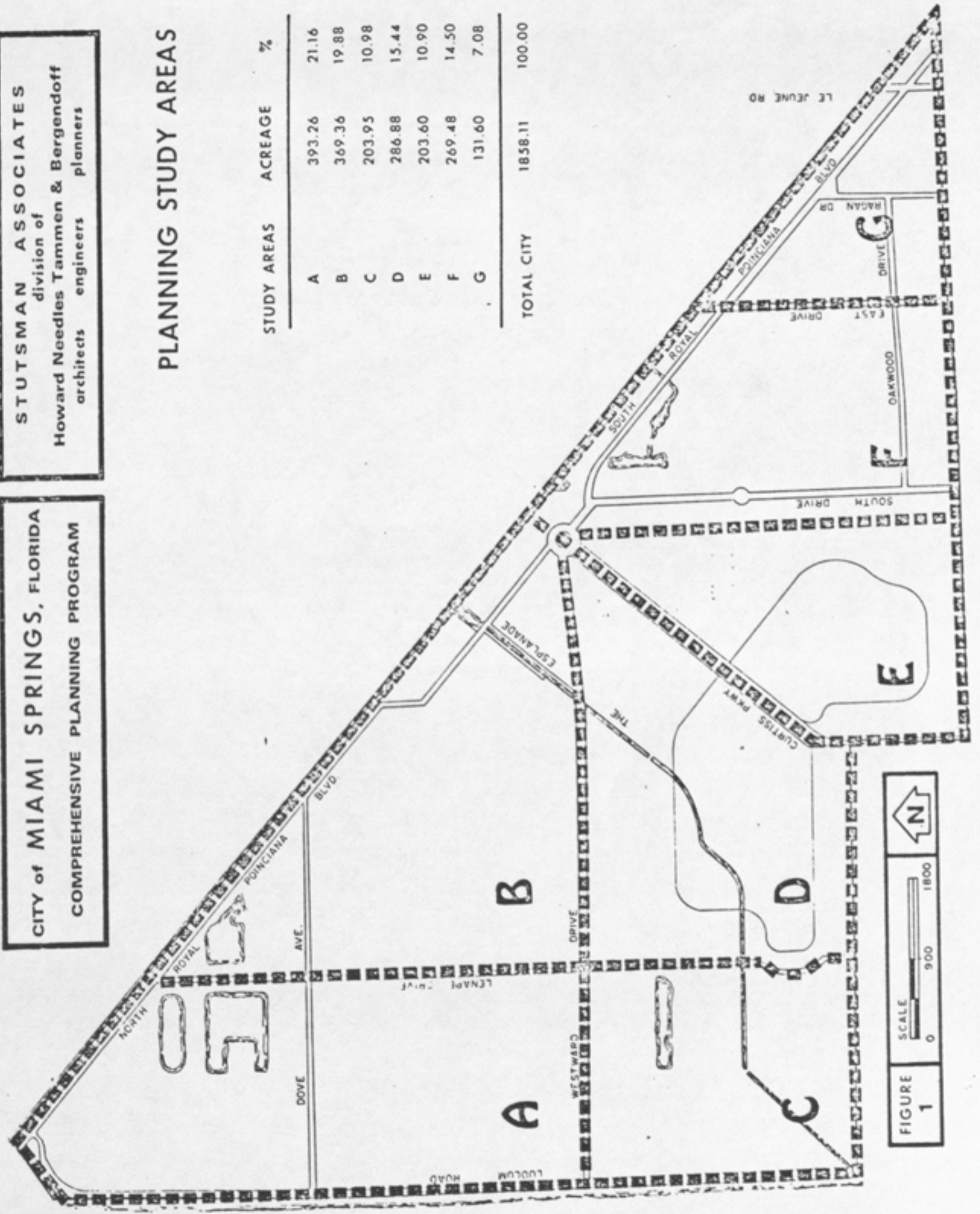


FIGURE 1  
 SCALE 0 900 1800  
 N

An example of this process is already apparent in the area immediately north of NW 36th Street, with noticeable effects in the eastern end of the City. This part of the City, though relatively small, illustrates the possibilities of what might happen in the absence of foresight and planning.

Basic land uses currently in existence in Miami Springs are shown on Table 1. For purposes of data tabulation and comparative analysis, the City was divided into planning study areas (see Figure 1). A statistical summary of existing land use characteristics is presented in terms of acreage and percentage shares of both the planning area and the City as a whole.

Existing land uses, by type and geographic location, are depicted on Figure 2. The map shows general land use categories at the scale suitable for easy reproduction and use throughout the planning process for public information. For the Final Land Use Report, this information will be organized according to the categories designated in the Standard Land Use and Cover Classification System and transferred to a base map at 1" = 300' scale.

## 2. LAND AVAILABLE FOR DEVELOPMENT

Miami Springs is nearing complete development of its corporate area, with very little land available for additional development. Vacant land amounts to no more than 29.5 acres (1.6% of total land), dispersed throughout the City. Additional land with development potential is limited to parcels now used for off-street parking, and a parcel currently devoted to public use but expected to be available for new development in the near future. The inclusion of this additional land would increase the quantity of land available for future development to 46.3 acres, or 2.5% of the total city area.

It is expected that some parcels of the City will be redeveloped, replacing old or economically obsolete structures with new units. This is anticipated to take place mostly in the residential districts of the City in view of the fact that a relatively large number of housing structures are over 30 years old.

TABLE 1  
EXISTING LAND USES  
MIAMI SPRINGS, FLORIDA

Land Use Category	Planning Study Areas														TOTAL	
	A		B		C		D		E		F		G		AC	%
	AC	%	AC	%	AC	%	AC	%	AC	%	AC	%	AC	%	AC	%
Single-family	219.1	55.7	156.1	42.3	118.7	58.2	109.8	38.3	45.4	22.3	137.1	50.8	25.0	19.0	811.2	43.6
Two-family	-	-	.5	.1	.3	.1	1.0	.3	2.3	1.1	1.1	.4	.5	.4	5.7	.3
Multi-family	-	-	10.3	2.8	1.4	.7	3.0	1.0	14.0	6.8	.7	.3	17.7	13.4	47.1	2.5
Commercial	-	-	7.8	2.1	1.7	.8	3.1	1.1	7.3	3.6	6.9	2.6	13.5	10.3	40.3	2.2
Public/Semi-public	11.7	3.0	34.7	9.4	-	-	3.3	1.2	5.6	2.8	25.2	9.4	1.1	.8	81.6	4.4
Recreation/Open Space	12.5	3.2	7.9	2.2	3.9	1.9	.2	.1	.1	.1	1.2	.4	11.0	8.4	36.8	2.0
Hotel/Motel	-	-	-	-	-	-	-	-	14.0	6.9	5.8	2.1	4.8	3.6	24.6	1.3
Utility	.3	.1	29.1	7.9	-	-	-	-	-	-	.9	.3	.9	.7	31.2	1.7
Golf Course	-	-	-	-	-	-	102.1	35.6	74.4	36.5	-	-	-	-	176.5	9.5
Industry	-	-	-	-	-	-	-	-	-	-	.6	.2	-	-	.6	.1
Parking	-	-	.5	.1	-	-	.2	.1	-	-	-	-	14.2	10.8	14.9	.8
Vacant	7.5	1.9	4.9	1.3	2.1	1.1	4.7	1.6	2.2	1.1	6.6	2.5	1.5	1.2	29.5	1.6
Water	27.2	6.9	15.5	4.2	8.9	4.4	2.9	1.0	-	-	8.0	2.9	5.4	4.1	67.8	3.6
Streets	115.1	29.2	102.1	27.6	66.9	32.8	56.6	19.7	38.3	18.8	75.3	28.0	36.0	27.3	490.3	26.4
TOTALS	393.4	100%	369.4	100%	203.9	100%	286.9	100%	203.6	100%	269.4	100%	131.6	100%	1858.1	100%






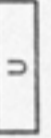

SOURCE: Field Survey June 1978 and Miami Springs Building Permits

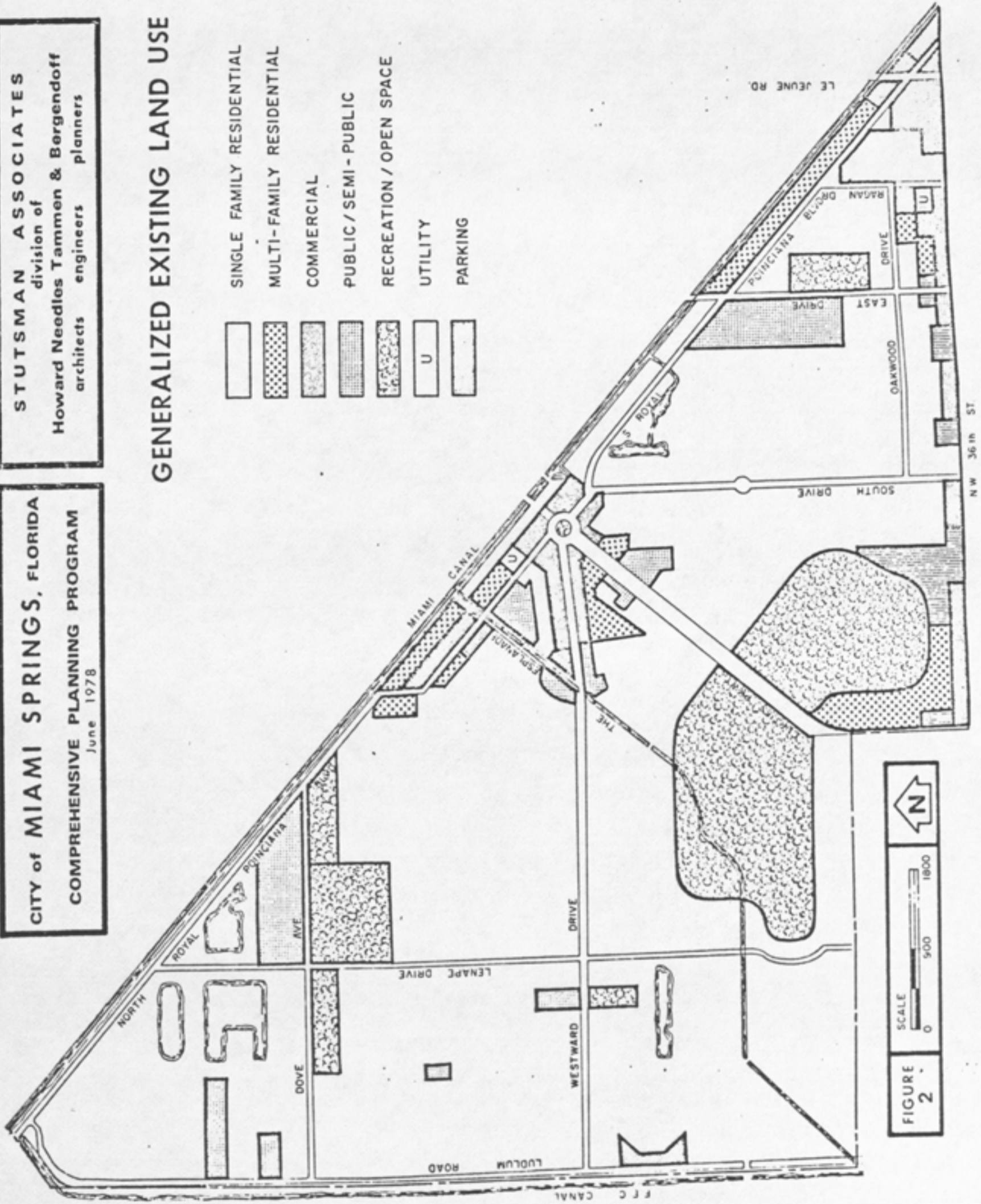


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**COMPREHENSIVE PLANNING PROGRAM**  
 June 1978

**GENERALIZED EXISTING LAND USE**

-  SINGLE FAMILY RESIDENTIAL
-  MULTI-FAMILY RESIDENTIAL
-  COMMERCIAL
-  PUBLIC / SEMI - PUBLIC
-  RECREATION / OPEN SPACE
-  UTILITY
-  PARKING



**FIGURE 2**  
 SCALE 0 500 1800  


N W 36th ST

#### IV. SUMMARY OF COMPREHENSIVE GOALS AND OBJECTIVES

The comprehensive plan is oriented toward preparation for future actions - it shows where the City wants to go and how to get there. The future is in part a continuation of the present; in part it is what the people wish to make it. The latter depends on community preferences and what the citizens believe that their City should become. This requires the determination of general planning goals which describe in broad terms an image of what is most desirable. Whatever that ideal may be - even if it is the desire to remain the same - it can be obtained only by a set of specific planning objectives. These are mileposts on the road to the desirable future -- actions that will have to be taken to preserve what is desirable, to gain what is necessary, and to avoid what is undesirable and/or harmful.

The planning goals and the objectives which follow from them were formulated in accordance with recognized community values and concerns and desires expressed by the citizens of Miami Springs.

##### 1. GENERAL CHARACTERISTICS OF THE FUTURE COMMUNITY ENVIRONMENT

Miami Springs will remain an integral part of a larger urban complex, but will retain its distinct quality of livability and the high level of its municipal services.

##### Overall Community Goal

Promote and maintain a high standard of community environment and preserve the present character of a low-density, low profile community.

##### Objectives

- \* Minimize external negative influences.

- \* Encourage development of future land uses with emphasis on aesthetic qualities and acceptability to the City's residents.

- \* Use the Comprehensive Plan as a guide for future development and redevelopment and implement the plan's recommendations.

- \* Protect natural areas and take measures to eliminate blight causing conditions in the City such as: lack of property upkeep, indiscriminate parking and all forms of visual and noise pollution.

- \* Encourage development of a wide range of recreational and cultural activities.

## 2. FUTURE GROWTH AND LAND USE

### Goal

Achieve a balanced pattern of land uses that stimulates the social, economic and physical development of the City.

### Objectives

- \* Ensure that the distribution of land uses, by type and intensity, meets the needs of the present and future population of the City.

- \* Minimize the impacts of incompatible land uses and encourage use of trafficways as barriers between such uses.

- \* Discourage changes in population density in the community's residential areas.

- \* Initiate special urban design and related studies of areas with unique characteristics - such as the Circle - to capitalize on their potential and make them attractive and viable parts of the City.

## 3. RESIDENTIAL ENVIRONMENT

### Goal

Preserve the low-density residential character of Miami Springs and provide all residents, present and future, with sound housing in stable

and clearly defined residential neighborhoods.

Objectives

- \* Maintain residential integrity by discouraging higher density in stable single-family residential areas.
- \* Protect residential neighborhoods from undesired commercial encroachment and provide suitable buffers from commercial uses.
- \* Revise the City's Zoning Ordinance to provide greater protection to residential areas, and reject rezoning and/or variance requests which conflict with the recommendations stated by the Comprehensive Plan.

4. THE FUTURE CITY ECONOMY

Goal

Create more functional and viable local commercial activities which are compatible with the character of the City and provide for the needs of its residents without creating adverse environmental impacts.

Objectives

- \* Encourage collective action by local business associations to improve the economic viability and aesthetic quality of commercial areas of the City.
- \* Encourage a diversity of retail and service outlets with emphasis on higher quality and greater selectivity of such uses within districts.
- \* Protect adjacent residential areas by proper buffering, provision of sufficient off-street parking, and regulation of ingress and egress from commercial establishments.
- \* Make beautification a requisite to the issuance of commercial building permits and establish more restrictive sign regulations.

5. THE FUTURE CIRCULATION SYSTEM

### Goal

Develop a circulation pattern that will permit the efficient flow of people and goods with accessibility and internal flow coordinated with the present and future needs of Miami Springs and the surrounding areas.

### Objectives

- \* Coordinate with the neighboring communities and the County in an effort to develop efficient means of moving traffic in and around Miami Springs.

- \* Reduce traffic congestion by eliminating unnecessary turning movements, maintaining proper light signalization, restricting ingress and egress to abutting developments, and discouraging utilization of City roadways by through traffic.

- \* Recognize alternate forms of transportation (pedestrian and bicycle pathways) and develop a system to accommodate them.

## V. THE FUTURE LAND USE PLAN

In general, the proposed Future Land Use Plan does not indicate major changes in the community. Miami Springs will continue to develop in a refinement of the land uses under which it has evolved, and retain its notable character of a predominantly single-family residential community. The plan reflects the desire of local citizens to preserve that quality and sense of community which sets Miami Springs apart from much of Metropolitan Dade County. It also recognizes that Miami Springs is an economic and social component of the surrounding metropolitan area, and, as such, cannot remain entirely aloof from the needs and impacts of the larger area. Consequently, the major attention in the planning process for the future -- what Comprehensive Planning is intended to be -- was given to solving the dichotomy between the community's wishes and the potential effect of changes which are being and will continue to be made beyond the City's sphere of influence.

### 1. DESCRIPTION OF RECOMMENDED LAND USES

The following represents the urban land uses recommended in the proposed Future Land Use Plan, along with pertinent descriptive comments.

#### 1.1 Residential

Residential areas are parts of the City designated to be used exclusively for family dwelling purposes. The plan proposes three density ranges, defined as the maximum number of dwelling units per net residential development acre.

Low Density -- Typically, single-family detached homes with the maximum permitted density 6 D.U./acre.

Low-Medium Density -- Permitted uses are those included in the low density range, plus townhouses. This land use type is new to the City, and is suggested for the following reasons. First, it will add a residential dwelling type not now found in the City, but increasingly popular in an urban setting and desirable in a well-balanced community. Secondly, both the density and the architecture of this type of housing are compatible with the existing form of development in Miami Springs. Thirdly, it is suggested in the Land Use Plan in specific areas where single-family, detached residences are not thought suitable, but multiple apartment-type dwellings are not desired. It is suggested that this district be structured to allow attached or cluster type development, with the maximum permitted density not to exceed 12 D.U./acre.

Medium Density -- Permitted uses include dwelling types previously described, plus multiple-family residences. Most of the area designated for this use in the City is already developed (at the present maximum allowed density of 30 D.U./acre). It is suggested that future development and/or redevelopment not exceed 30 D.U./acre.

Single-Family Clustered Development -- This is a new land use category suggested as a possible development type for the parcel presently owned by the School Board but expected to be available for development. A cluster development is characterized by the grouping of a number of dwelling units, thus permitting flexibility of lot and roadway layout to preserve open space, provide privacy, and secure better design, including landscaping.

## 1.2 Commercial

Commercial areas are parts of the City designated for retail and service purposes, and for office sites. It is suggested that hotels and motels, presently allowed in multiple residential districts, be restricted to a commercial category. The Future Land Use Plan estab-

lishes two major commercial categories related to the demand created by the City's strategic location.

Community Commercial -- Suggested uses include a wide array of small to medium size retail sales and service activities, and professional and institutional office uses where storage and handling of goods is prohibited. It is recommended that no housing of any type be allowed in this district.

Arterial Commercial -- Permitted uses include a mixture of retail sales and light and heavy service commercial activities which are primarily auto-oriented, and occur along major arterial roadways, such as NW 36th Street. Other uses suggested for this category are offices, and hotels and motels with related accessory uses such as restaurants and night clubs.

### 1.3 Commercial Related

The plan recommends one category which has commercial characteristics but is distinct from the two purely commercial use designations:

Professional Office-Parking -- This new land use category is suggested for selected parcels immediately abutting the arterial commercial establishments along NW 36th Street. Its introduction is recommended for various reasons. First, it is felt to be a needed and desirable use which is compatible to both abutting uses, commercial to the south, and single-family residential to the north. Second, it can provide a smoother transition from a more intense (commercial) use to a less intense (single-family residential) use. Third, it provides the possibility of developing off-street parking facilities, which are presently insufficient in the area. Suggested permitted uses include parking; professional services (architectural, engineering, planning and zoning, real estate, etc.); business services (accounting and auditing, insurance, etc.); medical services (doctor's offices but not clinics); and incidental accessory uses subject to set limitations and requirements. It is recommended that site development standards and regula-



tions be established to guide landscaping, parking, signs and architecture in order to ensure that they have the characteristics commonly associated with single-family residential construction.

#### 1.4 Institutional

Public/Semi-Public -- Permitted are public uses such as schools and governmental and community facilities, and semi-public uses such as churches, nursing homes, clubs, etc.

#### 1.5 Open Space

This category encompasses unoccupied areas of the City utilized for scenic and active and passive park purposes, including golf courses and other recreational facilities available for public use for a fee.

#### 1.6 Utilities

This category includes electrical power plants and substations, pumping stations, sludge storage areas, and waste transfer sites, and the uses that are auxiliary to these facilities.

### 2. CHANGES PROPOSED BY THE LAND USE PLAN

The following is a description of changes in land uses recommended by the proposed Land Use Plan, and shown on the Land Use Map:

2.1 From Palmetto Drive to Forrest Drive (between NW 36th Street and Oakwood Drive).

2.1.1 It is recommended that the present low density residential use be continued in the northern portion of the area from Oakwood Drive on the north to approximately the middle of the block. The demarcation is suggested to be a straight line parallel to Oakwood Drive as determined by the northern

property line of the second residential lot behind McDonald's on the east side of DeSoto Drive.

2.1.2 A new land use category -- Professional office/parking is suggested to be introduced south of this new demarcation line to the existing commercial developments along NW 36th Street.

2.1.3 Arterial commercial use directly north of NW 36th Street remains as is.

2.2 Eastern Airline Parking Lots, between South Royal Poinciana Boulevard and Oakwood Drive from Ragan to Kenmore Drives (approximately 6.1 acres):

Both blocks are recommended to be used for low-medium density (12 D.U. per net residential acre, maximum) residential developments.

2.3 School Board Property, on East Drive (approximately 9 acres): Suggested for low-density residential use. (6 D.U. per net residential acre, maximum.

2.4 Ludlam Drive:

2.4.1 Area between Corydon and Hough Drive recommended to change its present arterial commercial designation to community commercial use.

2.4.2 Western side of Ludlam Drive along the Ludlam Canal recommended for development of a linear park to be used for passive recreation.

2.5 North Royal Poinciana, from the City limits to Rio Vista Drive:

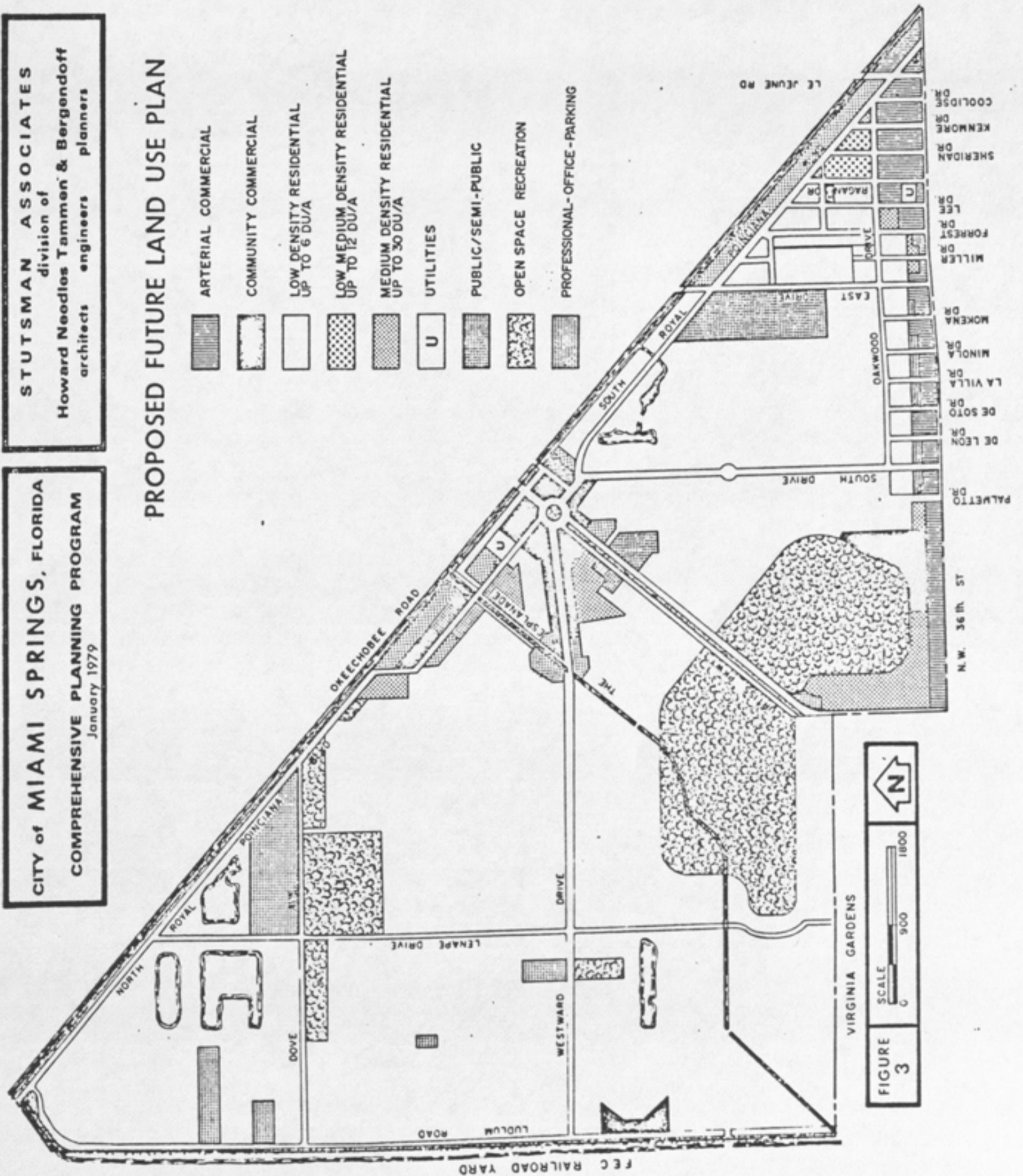
The plan suggests developing the river bank for public use either for passive recreational purposes or merely as a scenic asset.

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**PROPOSED FUTURE LAND USE PLAN**

- ARTERIAL COMMERCIAL
- COMMUNITY COMMERCIAL
- LOW DENSITY RESIDENTIAL  
UP TO 6 DU/A
- LOW MEDIUM DENSITY RESIDENTIAL  
UP TO 12 DU/A
- MEDIUM DENSITY RESIDENTIAL  
UP TO 30 DU/A
- UTILITIES
- PUBLIC/SEMI-PUBLIC
- OPEN SPACE RECREATION
- PROFESSIONAL-OFFICE-PARKING



**FIGURE 3**  
 SCALE 0 900 1800  
 N

### 3. LAND USE ALLOCATIONS

The proposed Future Land Use Plan does not recommend any significant departures from the present general land use pattern. The most notable change is an increase in the land allocated to the open space and recreation category. An additional 11.0 acres of now undeveloped land along the two canal banks will be devoted to this use. Another land use category which will experience change in the future land allocation is the public/semi-public category which will decrease by 9.0 acres. This land, owned by the School Board, was recently declared surplus, and the Future Land Use Plan recommended it for low-density residential use. The latter use will, however, experience a net increase of only 4.3 acres, since 4.7 acres of land previously in the low-density residential category is recommended for the professional office/parking category.

The changes in other land uses are rather insignificant: an additional 6.1 acres will be devoted to low-medium residential density; 0.7 acres of undeveloped land will be designated for medium density residential use, and commercial, and commercial related uses will show a net increase of 1.2 acres.

For a comparative analysis of present and proposed land allocations in all land use categories, see Table 2.

### 4. RESIDENTIAL DENSITY AND POPULATION

Future residential developments are not expected to change the current average residential density in the City. If all the land available for development is built according to the densities recommended by the Future Land Use Plan, approximately 130 new dwelling units will be added to the present housing stock. This figure reflects the maximum density allowed for new residential developments. The estimate of new housing units in developed areas of the City is made on the basis of the number of vacant lots and the density permitted in the zoning districts where the lots are located. Considering the size of Miami Springs and the level of information available, it is

**TABLE 2**  
**COMPARATIVE LAND USE ANALYSIS**

Land Use Category	Present		Future		Change Present - Future (Acres)
	Acres	% Total	Acres	% Total	
Low Density Residential	816.9	44.0%	836.4	45.0%	+ 19.5
Low-Medium Density Residential	-	-	6.1	.3	+ 6.1
Medium Density Residential	47.1	2.5	47.8	2.6	+ .7
Commercial and Commercial Related	79.7	4.3	80.9	4.4	+ 1.2
Public/Semi -Public	82.3	4.4	73.3	3.9	- 9.0
Utilities	31.2	1.7	31.2	1.7	0
Recreation and Open Space	36.8	2.0	47.8	2.6	+ 11.0
Golf Course	176.5	9.5	176.5	9.5	0
Streets	490.3	26.4	490.3	26.4	0
Water	67.8	3.6	67.8	3.6	0
Vacant	29.5	1.6	-	-	- 29.5
<b>TOTAL</b>	<b>1858.1</b>	<b>100%</b>	<b>1858.1</b>	<b>100%</b>	<b>0</b>

SOURCE: Field Survey June 1978 and Future Land Use Plan Tabulations

believed that this method provides an accurate estimate of the future housing stock. For a comparative analysis of residential densities, see Tables 3 and 4.

As a result of the insignificant changes in density, the Future Land Use Plan would not cause any substantial change in the total population of Miami Springs. The Plan is designed to accommodate a population of 13,000. This number, which represents an increase of 3% over the estimated present population, is lower than the figure of 14,000 projected by the Metropolitan Dade County Comprehensive Development Master Plan.

The estimated future population was derived from the suggested land use intensities shown on the Plan and the assumption that future development and/or redevelopment would occur at the maximum allowable densities. The estimate was further based on the City's present average number of persons per dwelling unit (2.57) which is not expected to change in the near future due to the character of the community and the relative stability of its composition.

No assumptions have been made regarding the specific time period required to reach this population total. This will depend upon the development of new residential areas, the "filling out" of vacant land that conforms to Plan recommendations, and the eventual redevelopment of any currently developed areas that are in conflict with the Plan.

**TABLE 3**  
**RESIDENTIAL DENSITIES - EXISTING**  
**MIAMI SPRINGS, FLORIDA**

Study Areas	A	B	C	D	E	F	G	City Total
Dwelling Units	759	1022	655	495	586	608	747	4872
Acres	219.1	166.9	120.4	113.8	61.7	138.9	43.2	864.0
Du/Ac	3.5	6.2	5.4	4.3	9.5	4.4	17.3	5.6

**TABLE 4**  
**RESIDENTIAL DENSITIES - FUTURE LAND USE PLAN**  
**MIAMI SPRINGS, FLORIDA**

Study Areas	A	B	C	D	E	F	G	City Total
Dwelling Units	765	1038	658	503	594	605	856	5019
Acres	220.2	168.3	120.9	118.3	63.9	138.9	59.8	890.3
Du/Ac	3.5	6.2	5.4	4.3	9.3	4.4	14.3	5.6

SOURCE: Comprehensive Master Plan Tabulations

## VI. IMPLEMENTATION

### 1. GENERAL REQUIREMENTS

The purpose of the Comprehensive Plan is to provide official direction to future development in the City of Miami Springs. The preparation of the plan is mandated by the "Local Government Comprehensive Planning Act of 1975" with instructions to "encourage the most appropriate use of land, water, and resources consistent with the public interest; to overcome present handicaps; and to deal effectively with future problems that may result from the use and development of land" within the City's jurisdiction. The Act further requires that the plan, and all elements thereof, be adopted and implemented, and that the plan have the status of law.

The Land Use Plan element of the Comprehensive Plan will be implemented by the adoption and enforcement of appropriate land development regulations, and "no public or private development shall be permitted except in conformity with the Land Use Plan."

In order to fully implement the Land Use Plan, within a reasonable time after its adoption, the City needs to initiate and actively process the adoption of land development regulations that will insure that all future developments are in conformity with the Land Use Plan.

After the Land Use Plan is adopted, the Planning Act states "no land development regulation, land development code or amendment thereto shall be adopted until such regulation, code, or amendment has been referred to the local planning agency for review and recommendations as the relationship or such proposal to the adopted plan."

Following the effective date of the Land Use Plan, the City may not grant a development permit unless:



- \* The proposed development is consistent with the Land Use Plan.
- \* The proposed development is in compliance with applicable City development regulations, which are consistent with the Land Use Plan.

Permitted uses and densities must also be in compliance with, or be more restrictive than, the requirements of the Land Use Plan ("more restrictive" means allowing lower residential density than permitted by the Land Use Plan or permitting less than all of the uses indicated in the plan for a parcel of land.)

## 2. FOLLOW-UP PLANNING EFFORTS

Preparation and adoption of the Comprehensive Plan should not be the end of the City's planning efforts. The usefulness and effectiveness of the Plan cannot be accomplished without adequate implementation tools and a continuous and ongoing planning process. With this in mind, the Comprehensive Plan will recommend appropriate actions and identify problem areas that need further attention.

The first priority needs to be given to regulatory program development. It is essential that the City's existing zoning ordinance be revised and updated for conformance with the Land Use Plan. The importance of doing so cannot be overemphasized because this is the major tool available for implementing the Comprehensive Plan. It is important to recognize that Miami Springs has very little potential for additional development and, therefore, the changes the City might experience in the future will, in most instances, be made possible by redevelopment. Consequently, the revisions of the Zoning Ordinance need to be in the context of redevelopment and expand the scope of existing regulatory controls to correct inadequacies and accommodate new land uses.

More specific implementation policies will be delineated when all elements of the Comprehensive Plan are developed.

It is important also to recognize two problem areas in the City which require special attention, but where the actions that need to be taken are beyond the scope of the Comprehensive Plan.

One of those areas is the Ludlam Corridor. The existing conditions resulting from the activities at the F.E.C. railroad yard, located immediately west of the Ludlam Canal, are undesirable and objectionable to the abutting residential uses. Every effort should be made to mitigate the negative effects already felt in aesthetic degradation, increasing noise, water pollution and light spill. Since the area in question is outside of the municipal boundaries, the solution to the problem might best be resolved through the joint efforts of Miami Springs, Dade County and the F.E.C. Railroad.

The second area of concern is the Circle. Primary attention here should be paid to solving the problems associated with traffic and circulation patterns. It is recommended that the City request from the County a special study that would investigate possible solutions to this problem. To fully utilize the potential qualities of the Circle and stabilize its economic viability, it is further necessary to initiate comprehensive treatment, including an urban design study and revitalization program for the area.