

INTRODUCTION

Located along Biscayne Bay, the Northeast Community is one of the few coastal areas that has been able to retain a single family residential environment, although it also contains multiple family dwellings and regional and neighborhood commercial facilities. Northeast residents have been active in promoting appropriate land use conditions, a safe and viable residential living environment and have been opposed to the continual pressure to develop higher density apartments and condominiums near the Bay. This active interest by many of the single family homeowners has created a strong sense of community involvement and has provided the impetus for this comprehensive planning study.

In 1972, as community opposition to high rise development along Biscayne Bay mounted, the Northeast Improvement Association requested the City of Miami Commission to institute a moratorium, delaying further development in the area until appropriate land use controls could be recommended. The City Commission then directed the Planning Department to prepare a land use and zoning study encompassing an area bounded by NE 71st Street on the north, NE 60th Street on the south, Biscayne Boulevard on the west, and Biscayne Bay on the east. As a result of that report which was completed in December, 1972, several zoning changes were approved by the City Commission which reduced the potential development intensity.

In April of 1974 a petition for rezoning of a parcel along NE 83 Street from R-1 Single Family to R-3 Low Density Apartments was denied by the City Commission. The City Commission, while restating the policy of preserving the single family residential character in the Northeast Community directed the Planning Department to prepare a comprehensive planning study for the area which had not been included in the previous report. This Northeast Community Comprehensive Planning Study was initiated in August, 1974 and encompasses an area bounded by NE 87th Street on the north (City Limits), NE 71st Street on the south, Biscayne Boulevard on the west and Biscayne Bay on the east.

PURPOSE OF THE STUDY

The purpose of this planning study is to provide a comprehensive plan and program for the future development of the Northeast Community including an understanding of its people, their attitudes and needs, as well as a detailed analysis of the physical environment. The study provides an overall perspective of the various components of the area including land use, housing, traffic and transportation, public infrastructure, and socio-economic characteristics. This study recommends policies which will help to preserve those positive elements which have attracted people to live and work in this area while also identifying problematic areas and proposing ways to alleviate these critical environmental concerns. In addition, the Northeast Comprehensive Plan endeavors to accomplish the following objectives:

- 1) to help residents understand their community, its strengths and weaknesses;
- 2) to provide an information base which can be used to support future public policy decisions affecting the Northeast Community; and

- 3) to create an understanding of the nature of the planning process and the way in which public policy decisions are made.

ACKNOWLEDGMENTS

The City of Miami wishes to thank these individuals and organizations for their valuable assistance during the preparation of this planning study.

Members of the Northeast Miami Improvement Association

Mr. Alan Medof, President
Mr. Don M. Butler, 1st Vice President
Mr. John B. Castellino, 2nd Vice President
Mrs. Mary Ricciardella, 3rd Vice President
Ms. Edna Grioua, Treasurer
Mrs. Zola Commons, Secretary

Members of the Belle Meade Homeowners Association

Mr. Herman A. Thomas, President

SOCIAL AND
ECONOMIC PROFILE

SOCIAL CHARACTERISTICS

In order to describe the special socio-economic character of the Northeast Study Area data has been assembled from the 1970 U.S. Census. All information pertaining to social, economic, and housing characteristic has been taken from Miami Census Tract #13. Although Tract #13 encompasses an area larger than the pre-described Northeast Study Area, its characteristics are reflective of the Northeast Community. Therefore, throughout this report the Northeast Study Area and Census Tract 13 will be synonymous and referred to as the "Northeast Community". In the following section the social and economic characteristics are summarized. Detailed tables and charts with more specific information can be reviewed in Appendix I.

Population

In the ten years between the 1960 and 1970 Censuses the population of the Northeast Community increased by 13 percent to a total of 8,034 persons. By January, 1973, an estimated 8,200 people were living in the Northeast Area based upon Dade County Planning Department figures. Over 99 percent of the people in the Northeast area are white while 18.8 percent of the 1970 population are Spanish speaking.

Age

During the 1960's the number of persons in the Northeast Area over age 65 increased by 6.1 percent, while the number of residents between age 35 and 64 decreased by 10 percent. When compared to the City and County, the neighborhood has a much higher percentage of elderly residents. With less than 12 percent of its residents under 18 and only 20 percent under age 25 the Northeast tract diverges sharply from the County and the City age profile.

AGE DISTRIBUTION: 1970 (percentage of total population)

<u>Age Interval</u>	<u>Northeast</u>	<u>Miami</u>	<u>Dade</u>
Persons under 18	11.9%	25.2%	29.3%
Persons aged 18-24	8.2	9.7	10.1
Persons aged 25-34	10.5	12.0	11.5
Persons aged 35-54	25.3	26.2	24.8
Persons aged 55-64	17.6	12.3	10.6
Persons aged 65 and over	26.5	14.5	13.7
	<hr/>	<hr/>	<hr/>
	100%	100%	100%

Household Composition

The household composition in the Northeast Area changed significantly between 1960 and 1970. The number of family households in the area has declined by 10 percent while the number of primary individual households increased by an equal percentage. A distinctive characteristic of the Northeast Area is the greater percentage of primary individual households when compared with the City or the County: the Northeast had proportionately fewer husband-wife households. Nearly three-fourths of the non-spouse family households were headed by females.

HOUSEHOLD COMPOSITION: 1970 (percentage of all households)

<u>Households</u>	<u>Northeast</u>	<u>Miami</u>	<u>Dade</u>
Families	57.1%	70.0%	76.8%
Primary Individuals	42.9	30.0	23.2
	-----	-----	-----
	100%	100%	100%

Because of the higher number of primary individual households it is not surprising that the average household size in the Northeast is less than that of Miami or Dade County. The Northeast Area had 2.01 persons per household in comparison to 2.73 and 2.91 persons per household for Miami and Dade County respectively.

Education

The residents of the Northeast Area have a higher educational level than either of the averages for City or County residents. Nearly 60 percent are high school graduates. Over 14 percent of the population has spent one or more years in college and 11 percent have completed four or more years of college.

Mobility

The Northeast residents are relatively stable with 45 percent having lived in the same house between 1965 and 1970.

ECONOMIC CHARACTERISTICS

Income

Median income for the Northeast neighborhood is higher than the average for either Dade County or for the City. Over 22 percent of the neighborhood families had incomes over \$15,000 during 1969. A fourth of all families earned between \$10,000 and \$15,000 annually. Another 53 percent earned under \$10,000. The Northeast's income profile is strikingly similar to Dade County's.

MEDIAN FAMILY INCOME: 1969
(percentage of all families)

<u>Income Interval</u>	<u>Northeast</u>	<u>Miami</u>	<u>Dade</u>
Under \$5,000	22.3%	30.9%	22.1%
\$5-9999	30.9	37.7	32.6
\$10-14,999	24.9	19.3	23.9
\$15-24,999	15.7	9.1	15.1
\$25-49,999	4.5	2.3	5.1
\$50,000 or more	1.8	0.6	1.3
	100%	100%	100%
Median Income (All Families)	\$9,467	\$7,304	\$9,245

Transportation

Northeast residents relied more upon their automobiles for commuting to work and less upon buses than most Miamians. Sixty percent of the homes in the Northeast have at least one automobile available which is a higher percentage than for either the City or the County. Only 11 percent of the Northeast residents use the bus for commuting to work as compared to 16.7 percent for the City.

Labor Force Characteristics

Over a quarter of all employed Northeast residents are in professional or managerial positions. Nearly 40 percent are in lower-paid sales and clerical jobs. Another 19 percent are in the laborer or services categories. Some 16 percent are in better-paying (usually unionized) blue collar jobs: craftsman, foremen, and transportation workers.

The Northeast's labor profile differs from the City's. Miami as a whole has twice as many craftsmen/foremen, but fewer professionals and sales/clerical workers. The Northeast has a larger percentage of persons employed in clerical and sales fields than Dade County.

OCCUPATION: 1970
(percentage of total employed)

<u>Occupation</u>	<u>Northeast</u>	<u>Miami</u>	<u>Dade</u>
Professional, administrative and managerial	25.6%	15.8%	22.5%
Craftsmen, foremen, operatives	16.1	32.6	27.6
Sales, clerical	39.1	25.1	28.6
Laborers, service workers	19.2	26.4	21.3
	100.0	100.0	100.0

Females account for 45 percent of the Northeast's labor force which is a slightly higher percentage than Miami or Dade County. Over half of these women work in sales or clerical jobs. Another 9.8 percent are in low-paid laborer or service work categories. More Northeast women are employed in professional fields (which include teaching and health) than are Miami or Dade County women.

Employment by Industry

Retail trade employs more Northeast residents than any other economic activity. Services - both business and personal - employ over a fifth of the work force. Northeast residents are employed proportionately in nearly the same industries as are City or County Residents. However, employment patterns do differ from the County/City pattern in a few fields. Nearly twice as many Northeast residents work in the financial, insurance or real estate fields than do Miamians. A slightly higher percentage are occupied in personal services, in wholesale trade and in communications than are City or County residents. Fewer Northeast Area residents are employed proportionately in manufacturing, construction or in education.

INDUSTRY: 1970
(percentage of total employed labor force)

<u>Industry</u>	<u>Northeast</u>	<u>Miami</u>	<u>Dade</u>
Retail	18.9%	17.5%	18.3%
Personal Services	12.8	12.6	8.9
Manufacturing	12.3	19.9	14.8
Finance, insurance and real estate	9.7	5.6	6.6
Business, other professional services	8.1	8.8	9.0
Transportation	7.2	5.5	7.1
Wholesale	6.5	5.0	5.2
Health services	5.4	5.5	5.6
Construction	4.5	6.3	6.9
Communications, utilities and sanitary services	4.1	3.2	3.8
Education	3.4	4.4	6.2
Public Administration	3.2	3.1	4.2
Other industries	3.9	2.6	3.4
	100%	100%	100%

HOUSING CHARACTERISTICS

Tenure and Vacancy

In 1970, the Northeast Neighborhood contained 4,450 housing units with over half of these units renter-occupied: approximately forty percent are owner-occupied. In 1970, the Northeast Community had an 8.3 percent vacancy rate which was more than twice the City vacancy rate and nearly double that of the County.

Type of Housing

In the Northeast Community Study Area, the predominate type of housing is the single-family home. Of the 1,402 structures in the study area 1,202 or 86 percent are single family homes. However, of the 2,603 dwelling units in the study area 48% are single family and 1,441 or 52 percent are apartments or condominiums. Since the data for Census Tract #13 includes the multiple family areas south of NE 69th Street the percentage of single family unit is decreased. Considering this, the proportion of single family units decreased from 53 to 41 percent in the period 1960-1970. Multiple family structures with 5 or more units increased from 27 to 41 percent between 1960 and 1970. Based upon this data the Northeast Community, has a lower percentage of single family units when compared to the City of Miami or Dade County.

HOUSING UNITS: 1970 (percentage of all housing units)

<u>Type of Housing</u>	<u>Northeast</u>	<u>Miami</u>	<u>Dade</u>
Single family (1 unit)	41.4%	46.8%	58.4%
Duplex (2 units)	8.5	10.1	5.4
3-4 units	8.6	7.1	4.5
5-49 units	36.0	29.3	21.5
50 or more units	5.6	6.8	10.2
	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>

Age of Housing

The Northeast's housing stock is comparable in age to the City's: both had a higher proportion of older units than Dade County in 1970. Some 20 percent of the neighborhood's units were built between 1960 and 1970. Another 31 percent were built during the 1950's, with the remainder constructed over 25 years ago.

Housing Condition

The housing stock in the Northeast area is in standard condition and well-maintained for the most part, based upon a windshield survey by the Planning Department.

Those houses which were in deteriorated or dilapidated condition were single family wood frame residential structures located in the northwestern sector of the study area. Of the 1,402 structures surveyed by the Planning Department only 28 or 2 percent were identified as being in deteriorating and dilapidated condition based upon exterior analysis. In the Northeast, 107 housing units or 2.4 percent of the housing stock lack some or all plumbing, which is identified by the Census as a basis for determining substandard housing conditions. The City had 5 percent of its units in this category; Dade County, 2.8 percent. In the Northeast, (unlike the City or County), these units were nearly equally divided between owner and renter units.

SUBSTANDARD HOUSING: 1970
(percent of units lacking some or all plumbing)

<u>Tenure</u>	<u>Northeast</u>	<u>Miami</u>	<u>Dade</u>
Owner	1.2%	0.7%	0.7%
Renter	1.0	4.1	2.0
Vacant	.2	0.2	0.1
Total Percent	2.4%	5.0%	2.8%

Overcrowding

Overcrowding can be a major indicator of poor environmental conditions. The U.S. Census used a criterion of over 1.01 persons per room to indicate overcrowding. In 1970, less than 6 percent of the Northeast were overcrowded. In contrast, some 20.7 percent of the City's housing units were overcrowded and in Dade County, 13.6 percent were overcrowded.

Cost of Housing

Within the last five years the cost of owner-occupied and rental housing has dramatically increased with the nationwide inflation. Therefore, the Census data is not meaningful in respect to specific housing costs. It must suffice to state general assumptions about housing costs. The value of owner-occupied housing in the Northeast has remained generally higher than the averages of both the City and County. The percentage of homes valued over \$50,000 or more is estimated to be more than three times the percentage for the City. In respect to rental housing the median cost of housing closely parallels that of Dade County. An informal survey of rental costs in the area indicates that most of the new apartments have rental rates between \$200 and \$250 per month for one bedroom units. Recent vacant land sales figures indicate land values range from \$3.00 to \$5.00 per square foot for canal or river-front property. Values range from \$7.00 to \$10.00 per square foot for the bayfront property.

CRIME

The crime rate in the Northeast area is half that for the City as a whole. From January to July 31, an average of 29 crimes per 1,000 people were recorded for the Northeast Study Area (north of 71st Street, east of Biscayne to City Limits). In Miami, 59 crimes per 1,000 were committed during that time period. Both crimes committed against persons and against property were mainly half the City rate.

CRIMES per 1,000 population January 1 - July 31, 1974

<u>Crime</u>	<u>Northeast</u>	<u>Miami</u>
Murder	-----	0.2
Rape	0.2	0.2
Robbery	2.9	5.1
Assault	2.4	4.9
Total crimes against persons	5.5	10.4
Burglary	10.3	18.1
Larceny	11.8	25.3
Auto Theft	1.5	4.8
Total crimes against prop- erty	23.5	48.2
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Total Crimes	29.0	58.6

In the past year, fewer crimes have been reported in the Northeast area than in 1973, with the exception of robbery (up 35 percent) and larceny (up 9 percent).

NORTHEAST STUDY AREA Crimes reported January to July 31, 1974

<u>Crime</u>	<u>1973</u>	<u>1974</u>
Murder	-0-	-0-
Rape	1	2
Robbery	17	23
Assault	34	19
Total against persons	52	44
Burglary	85	82
Larceny	86	94
Auto Theft	18	12
Total against property	189	188
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TOTAL CRIMES	241	232

EXISTING CONDITIONS

LAND USE

The predominate land use of the Northeast Community is the single family residence, in spite of the fact that the area is dissected with liberal strip commercial development and regional arterial streets. The single family areas are divided spatially by the commercial strip along NE 79th Street and the natural barrier provided by the Little River Canal.

Existing multiple family housing is concentrated in two areas: expansion into single family areas is a persistent problem. The Northeast Community has resisted the continual pressure to create a "wall" along the Bay of high rise multiple family housing. This resistance has been aided by the high quality of the existing single family homes in the area and the fervent interest and active participation of the Community's residents.

The most obvious deficiencies within the community occur along the edges of the single family zones. Single family homes adjacent to liberal commercial uses often result in incompatible land use conditions. For example, expansion of commercial parking lots and storage areas into residential areas can erode the cohesiveness and stability essential to viable residential neighborhoods. Multiple unit high density zoning districts exist adjacent to single family zoning districts without proper landscape buffering and separations.

The Planning Department has conducted a land use and reconnaissance survey in the Northeast area. The Land Use map and accompanying data illustrate the land use characteristics. The outstanding environmental problems and potential of the Northeast Community are summarized on the Reconnaissance Survey map.

Single Family Residential Land Use

Of the 564 acres in the Northeast Study area over 41 percent of the land area is devoted to single family residential use. Most homes are one story structures constructed of concrete block and stucco. Lot sizes in the area are generally above average or greater than 6000 square feet. Almost all of the housing in the area is considered to be in standard structural condition and well-maintained, from exterior surveys. There are numerous well-designed quality homes along the bay and on larger lots throughout the area which add a distinctive character and stability to the area.

Multiple Family Residential Land Use

Apartments and condominiums cluster in two sectors of the Northeast Community, comprising 7.4% of the land area. The largest area is bounded by NE 83rd Terrace, East Dixie Highway, Biscayne Boulevard and NE 87th Street. While there are

EXISTING LAND USE

LAND USE	ACRES	PERCENT OF TOTAL
RESIDENTIAL	285.0	50.5
Single Family	233.1	41.3
Two Family	3.5	0.6
Multiple Family	41.8	7.4
Hotels and Motels	6.6	1.2
COMMERCIAL	42.5	7.6
Neighborhood Retail	3.1	0.6
Office and Professional	10.5	1.9
General	28.9	5.1
PUBLIC AND SEMI-PUBLIC	1.8	0.3
VACANT	37.5	6.6
STREETS AND WATERWAYS	197.5	35.0
TOTAL	564.4	100.0







Data Source: City of Miami Planning Department Survey

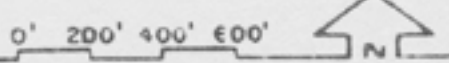


EXISTING LAND USE

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

- LEGEND**
-  SINGLE FAM. & DUPLEX.
 -  MULTI-FAM. RESIDENTIAL.
 -  HOTEL & MOTEL.
 -  NEIGHBORHOOD COMM. OFFICES & PROFESSIONAL.
 -  GENERAL COMMERCIAL.
 -  PUBLIC & SEMI-PUBLIC.



AREA GENERALLY DEVELOPED TO LESS DENSITY THAN ALLOWABLE R-4 ZONING

POOR LANDSCAPING & PARKING ARRANGEMENT

FRINGE AREA CONTAINS MANY SINGLE FAM. STRUCTURES ON LARGE LOTS IN POOR CONDITION

REGIONAL SHOPPING CENTER NEEDS LANDSCAPING

NE 79 ST NEEDS BEAUTIFICATION

POOR ZONING RELATIONSHIP R-4 ADJACENT TO R-4

EXCELLENT VIEW. ROYAL PALMS SOUTH SIDE OF NE 85 ST.

CANALS NEED DREDGING

LARGE VACANT TRACT. DEVELOPMENT TO BE CLOSELY MONITORED

NOISE FROM TRUCK TRAFFIC ON NE 82 ST DISTRACTING

LOGICAL AREAS FOR CONCENTRATING MULTIPLE FAMILY (R-3 & R-4)

TAXI CAB STAND. VISUALLY DISTRACTING & NOISY

POOR ZONING RELATIONSHIP R-1, R-3, R-4 & C-4 MIXED

LARGE PARCELS VACANT ALONG NORTH BANK OF LITTLE RIVER

GOOD VIEW TO BAY

VACANT LOT. EXCELLENT WATERFRONT VIEW

BACKWARD TRAFFIC INTERSECTION

NARROW BRIDGE DANGEROUS

EXCELLENT GROVE-LIKE COTTAGES IN DENSE FOLIAGE

HOUSEBOAT BLOCKING CANAL

MAJOR TRANSPORTATION

CORRIDOR THRU R-1 AREA

AREA IN POOR CONDITION TRASH ACCUMULATION R-1 ADJACENT TO C-4

NE 79 ST

LITTLE RIVER

EXCELLENT SINGLE FAMILY HOMES

POOR STORM DRAINAGE

LEGEND

-  SINGLE FAMILY
-  MULTI-FAMILY
-  COMMERCIAL

RECONNAISSANCE SURVEY

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT



numerous single family structures, this area is clearly a multiple family residential area. The apartments are predominately two-story structures and considerably underdeveloped with respect to the allowable zoning density provided in the existing R-4 zoning category. However, within the last three years several apartment buildings have been constructed at the higher R-4 intensity. Of particular note is the six story structure on NE 83rd Terrace containing 70 units. This new building emphasizes the discrepancy between the existing scale and character of the area and the density allowed by existing zoning. This structure is out of scale with the surrounding two or three story buildings, yet the building was designed in full conformity with the existing land use regulations. A survey of this area has indicated that there are 537 existing apartment or condominium units. If the area were to be redeveloped in accordance with the R-4 or Medium Density Apartment District regulations one could project an increase of from 1400 to 1600 units. The impact of this projected development upon the existing sanitary sewer and traffic systems would be highly detrimental. Clearly, rezoning of this area to allow lesser intensity is appropriate.

The second multiple family housing area is located both north and south of NE 79th Street near Biscayne Bay. Several condominium projects have recently been completed in the area along NE Bayshore Court, south of NE 79th Street varying from two to six stories in height. The existing zoning generally allows medium density apartments(R-4) along the bayfront with low density apartments (R-3) adjacent to the single family areas. This area is well established as a multi-family area and future high density development should be encouraged. However, proper landscaping and buffering must be provided, especially when the higher intensity zone abuts a single family residential lot.

Commercial Land Use

The Northeast Study Area contains two major commercial axes, Biscayne Boulevard and NE 79th Street, each differing in land use character and type of activities. Businesses along Biscayne Boulevard include retail stores, banks, offices, motels, restaurants and gas stations. Residents have complained that the several adult movies and bookstores have a negative impact upon the area. The Biscayne Shopping Plaza is a major regional commercial center which serves the Little River, Edison Park, and North Miami Area as well as the Northeast Area. In terms of the environmental character and appearance the structures along Biscayne Boulevard are structurally sound and are well maintained. However, the area is certainly in need of additional landscaping.

The commercial areas along NE 79th Street offer a wide variety of commercial uses consistent with that allowed by the general commercial (C-4) zoning. Most of the activities are regionally oriented large distributors and restaurants. Many of the smaller retail stores and service shops that serve local residents have suffered from competition with the regional shopping center. The NE 79th Street commercial is characterized by sign shops, bars, carry-out food stores, and service stations

with some viable retail shops intermixed. The result is a rather mediocre commercial area that is not well maintained, with minimal landscaping and distracting business signs. Since this C-4 commercial area is contiguous to the single family areas, residents have often complained that open storage areas and parking areas distract from the residential character.

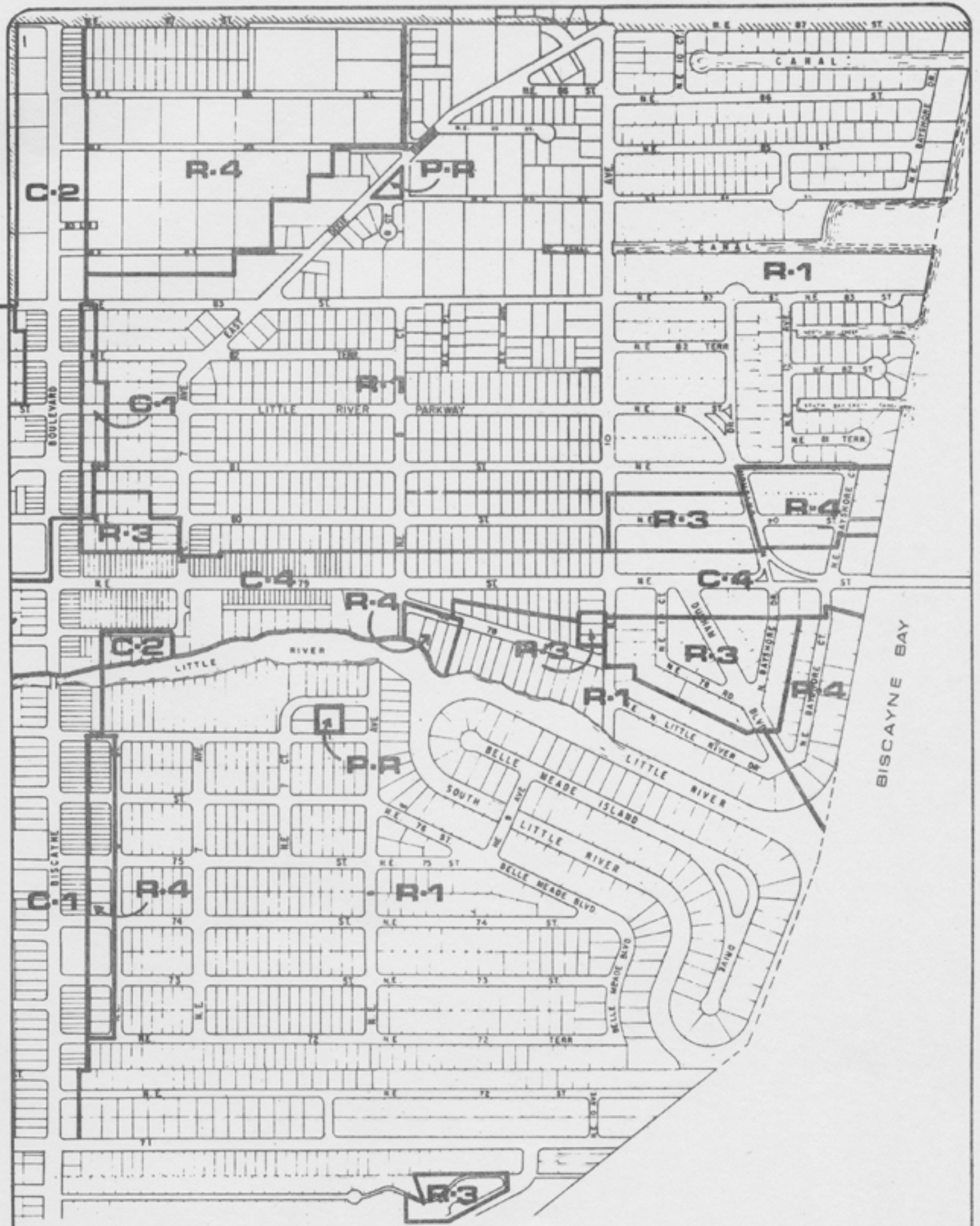
Zoning History

The Northeast Community has experienced few zoning changes over the past fourteen years; the last major change to the zoning pattern in the area occurred in 1961 when the entire Comprehensive Zoning Ordinance underwent a complete revision. At that time the existing R-1 single family zoning was generally retained. However, there was a general trend to increase the allowable zoning intensity in other categories. Several areas were rezoned from R-2 Two Family zoning designation to R-3 Low Density Multiple. Many existing R-3 areas near Biscayne Boulevard and NE 79th Street and the northwest sector above East Dixie Highway were rezoned to R-4 Medium Density Multiple. Commercial areas along NE 79th Street were changed from B-3 and B-1 to C-4 General Commercial. This change did not discourage the development of wholesale activities, gas stations, and other rather unrestrictive commercial activities along NE 79th Street. Unfortunately, these types of commercial activities do not promote a character compatible with the adjacent single family residential uses.

In 1972, the City of Miami Planning Department completed a zoning study in an area immediately south of the present Northeast Community. That study recommended that several parcels near the Bay which were zoned for high or medium density residential be "rolled-back" to R-4 or R-3 zoning classifications. Implementation of these recommendations by the City Commission indicated that the policies reflected in the 1961 Zoning Ordinance revisions were now being reversed. The policy of the City and that expressed by the residents continued to conserve the single family character of the Northeast Community and to restrict multiple family development to appropriate locations. Further actions by the Commission in 1973 denying application for rezoning from R-1 to R-3 on a parcel located on NE 83rd Street and the Bay reaffirmed the City's zoning policy for preserving the single family character of the area.

Background information for other specific areas within the Northeast Community is presented as follows:

1. R-4 (Medium Density Multiple) located along west side of NE 6th Court between NE 72nd Street and NE 77th Street. This five block strip has been designated R-4 zoning since 1946. Three to four story apartment buildings are now located in the area. Until 1952, the R-4 zoning extended north beyond the canal to NE 78th Street.



EXISTING ZONING

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

0 200 400 600



This area merits attention because of its location adjacent to the single family residential areas. The R-4 Medium Density Multiple does not have height limitations and therefore could permit structures which are incompatible in terms of scale with the surrounding single family residential character. It is normally not good zoning practice to allow R-4 zoning next to R-1 areas.

2. R-3 (Low Density Apartments) located along NE 80th Street west of NE 7th Avenue. This area now contains a mixture of single family and low density apartment structures and is located just east of the Biscayne Boulevard commercial properties. Multiple family zoning has been applied to this area since 1946. In fact, before 1961 the south side of NE 80th Street was zoned R-4. In February of 1974, the boundaries of the R-3 District were extended by the City Commission eastward to NE 7th Avenue, south of NE 80th Street. This zoning change from R-1 to R-3 represented further expansion of apartments into the residential areas.
3. C-1 (Neighborhood Commercial) located east of Biscayne Boulevard between NE 80th Street and NE 83rd Street. The principal purpose of this small strip of C-1 commercial zoning was to allow the use of adjoining parcels in the R-1 district for parking lots under the conditional use provisions of the zoning ordinance. There is no sound planning reason for maintaining this small area in a different zoning category than the district applied to the Biscayne Boulevard area.

COMMUNITY FACILITIES

Educational Facilities

Although there are no educational facilities within the boundaries of the Northeast Study Area, two schools are located in the immediate vicinity. Morningside Elementary School at 67th Street between Biscayne Boulevard and the Florida East Coast right-of-way provides facilities for approximately 440 pupils. Treasure Island School located on the 79th Street Causeway and North Bay Village offers facilities for approximately 420 pupils. Both of these schools serve kindergarten through sixth grade pupils. Pupils are assigned to various junior high schools according to the parent's home address. The nearest junior high school is Edison Junior High.

Fire Stations

The Northeast Community is served by two stations. Station #13 is located at NE 49th Street and NE 2nd Avenue and Station #9 is located at NE 76th Street and

NE 1st Avenue. These facilities provide adequate fire protection for the Northeast Community. A new fire station is planned near NE 78th Street and NE 1st Avenue in the Little River Commercial Area. The new station would provide more effective and modern service offering even greater protection for the Northeast Community. Funding for the new facility is tentatively scheduled to be allocated from the new Community Development Program. There are also fire stations located in the nearby villages of El Portal and North Bay Village.

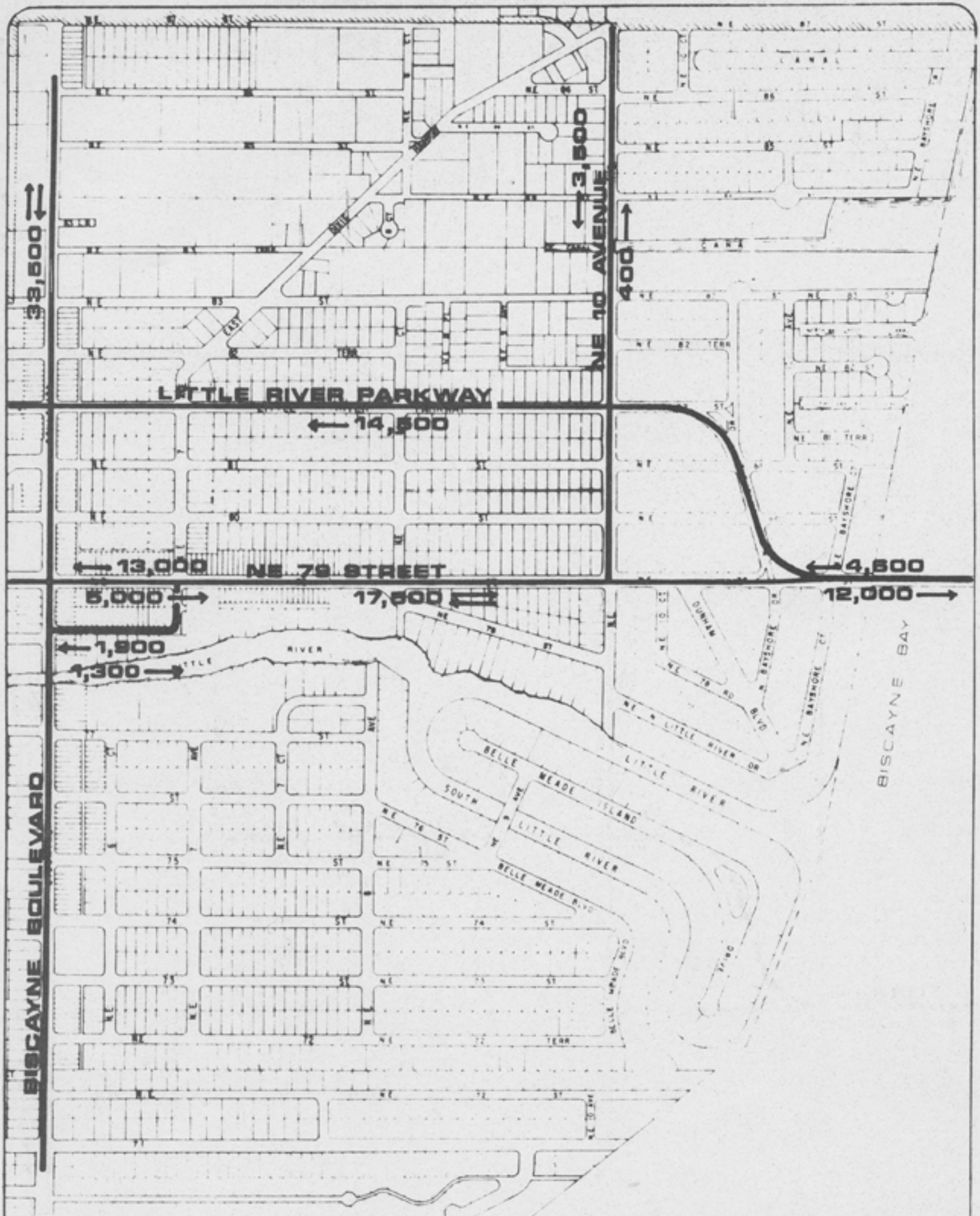
Parks and Recreation

The Northeast Community is located within "Parks for People" District #1. Two large community parks in District #1, Morningside Park and Legion Park, provide recreational facilities for Northeast Community residents. Two small neighborhood parks are located within the Northeast Community. Biscayne Heights Park, consisting of .3 acres, is located at East Dixie Highway and NE 84th Street and provides an open play area and landscaping. Belle Meade Park is located at NE 8th Avenue and 77th Street and is .4 acres in size. The Parks for People Program did not allocate any funds for additional parks in the Northeast Community, although \$6,000 has been allocated for improvements in Belle Meade Park. A proposed bicycle path is planned to extend along the Florida East Coast right-of-way up to 87th Street.

While the Northeast Community is served by community parks, there is a need for an additional neighborhood park approximately one acre in size in the Northeast Community providing recreational opportunities for all age groups within walking distance.

TRAFFIC, TRANSPORTATION AND CIRCULATION

The Northeast Community is presently served by three major arterial routes. Biscayne Boulevard (US #1) provides access to Downtown Miami and to Broward County. Northeast 79th Street bisects the area and is a direct route via the North Bay Causeway to Miami Beach. The third arterial street, NE 82nd Street or Little River Parkway, is coupled with NE 79th Street as an east-west pair to provide access to I-95 and Hialeah from Miami Beach. This latter component of the arterial transportation system, i. e., the 1970 transformation of NE 82nd Street into a one-way westbound arterial extending from the Causeway to I-95 has had a profoundly negative effect upon the single family character of the area east of Biscayne Boulevard that it traverses. According to the latest traffic counts over 14,500 vehicles travel on NE 82nd Street in a 24-hour period. Westbound traffic from the North Bay Causeway is directed to curve north to N. Bayshore Drive and then to curve west on NE 82nd Street; only local traffic is permitted to continue on the single westbound lane on NE 79th Street.

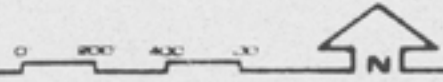


14,500 - 1974 AVERAGE
DAILY TRAFFIC
FLOW

TRAFFIC VOLUMES

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT



In September 1972 representatives of the Northeast Improvement Association appeared before the County Commission requesting that truck traffic be removed from NE 82nd Street. The County Commission directed that truck traffic be limited on NE 82nd Street for a 90-day trial period and that appropriate signs be installed by the Florida Department of Transportation. The system is presently operating on this trial basis. However, despite the large signs on the Causeway stating that "All Dual Wheel Trucks Use N. E. 79th Street," truckers still choose to follow other existing signs which direct through traffic to the I-95 Expressway and Hialeah following NE 82nd Street. As a result homeowners in the residential areas along NE 82nd Street are continually jarred by truck noise and vibrations. In October 1974, the Dade Department of Traffic and Transportation (DOTT) counted 279 trucks per day on NE 82nd Street between N. Bayshore Drive and NE 10th Avenue.¹ Trucks on NE 82nd Street have been clocked at an average speed of 37 mph. Those trucks traveling westbound on NE 79th Street were clocked at 32 mph. Police enforcement of the truck ban was initially effective. However, to seriously reduce truck traffic and reduce speed in this residential area more rigorous enforcement and new signs are required.

There are several other hazardous situations. Each area was examined by the City of Miami Planning Department and traffic engineers from the Dade County Department of Traffic and Transportation. The problems are discussed as follows:

1. The intersection of NE 82nd Street and North Bayshore Drive. Motorists driving west on the 79th Street Causeway must turn right onto N. Bayshore Drive, then negotiate a sharp left turn onto 82nd Street (Little River Parkway) as they travel toward I-95. Despite a 30 mph speed limit, cars have been clocked at an average of 44 mph. At the last curve, several homeowners have had automobiles and motorcycles hit their fences, parked cars and houses. Neighbors are therefore reluctant to use their front lawns or sidewalks. Currently, only a small "30 MPH" sign warns motorists turning off the causeway; there is no traffic sign on the west end of the causeway to give warning of the impending curve. Dade DOTT engineers are evaluating proposals to install signal flashers and reflector buttons on N. Bayshore Drive between 80th and 81st Streets. These devices will attract motorists' attention more quickly, particularly at night when visibility is poor, forcing them to slow down before negotiating the curve at 82nd Street. Residents along 82nd Street have requested that a guardrail be installed on the traffic island fronting their homes. While the flashing devices may slow oncoming traffic, a guardrail would afford positive protection for homes and lawns at that corner.

¹Fifty of these trucks were dual wheel or larger and the remainder were smaller trucks or vans.

Source: Dade DOTT

2. The intersection of 79th Street and NE 10th Avenue. Average daily traffic volumes at this intersection are substantial with over 17,000 vehicles traveling east and west on NE 79th Street, and 4,500 vehicles traveling north and south on NE 10th Avenue in 1974. Rush-hour counts averaged 1300 vehicles per hour on 79th Street and 300 vehicles per hour on NE 10th Avenue. Left-hand turns from southbound 10th Avenue onto 79th Street averaged 250 per hour during the peak rush hours (7-9 AM; 4-6 PM). Heaviest left-turning volumes were from eastbound 79th Street to NE 10th Avenue, an average of 84 turns per hour during the evening rush hours.

Accidents at this intersection are common. A check of police accident reports revealed 29 vehicle collisions at this intersection in 1974; most of these accidents were caused by improper lane changes.

3. The intersection of NE 85th Street, 8th Court and East Dixie Highway. Residents have complained about confusing signs and awkward turns at this 3-way intersection, although it does not carry a heavy volume of traffic.

PEAK HOUR TRAFFIC: 1974

	<u>Average Number Vehicles Per Hour</u>	
	<u>8-9 AM</u>	<u>5-6 PM</u>
<u>East Dixie Highway</u>		
Northbound	47	139
Southbound	129	48
<u>85th Street</u>		
Eastbound	237	82
Westbound	16	15

Right turns onto East Dixie Highway from 85th Street account for the heaviest turning volume in the intersection with nearly 200 recorded between 8 and 9 AM. These motorists spent an average of 4.25 seconds waiting to enter the intersection. In the evening peak hour, left turns from northbound East Dixie Highway to westbound 85th Street numbered between 25 and 40 per hour. Left turns by southbound motorists from East Dixie Highway are insignificant. This intersection is not a major problem area under present conditions. However, as traffic volumes increase, this awkward intersection could lead to a dangerous situation.

4. The intersection of Biscayne Boulevard and 79th Street. According to the traffic counts made by the Dade County Department of Traffic and Transportation, the intersection handles an average of 45,000 autos during a 24 hour period. Volumes along Biscayne did not vary over the years; counts taken in 1960, 1962, 1963 and 1970 revealed a volume of 18,000 vehicles per day traveling north and south. Traffic on 79th Street varied from 25,000 to 28,000 per day in the past 10 years. At other intersections along Biscayne Boulevard (77th and 78th Streets), volume averages 33,000 vehicles per day.

A check of police reports showed 34 accidents occurred at 79th Street and Biscayne Boulevard during 1973. The majority were due to rear-end collisions or people changing lanes. A few were due to left- or right-turns from 79th Street onto Biscayne Boulevard.

5. The intersection of 79th Street and NE 7th Avenue. Over 21,000 vehicles passed through this intersection during a 24 hour period in September 1970. In 1973, this intersection witnessed 29 traffic accidents.
6. NE 10th Avenue. Very few traffic counts are available for 10th Avenue. However, in 1970, the intersection of 10th Avenue and 79th Street had a volume of 20,747 autos. Some 6,000 vehicles were recorded traveling north and south at points between 80th and 84th Streets. (1958 to 1967)

Accidents along 10th Avenue were few in number.

NUMBER OF ACCIDENTS: 1973

10th Avenue and 80th Street	5
" 81st Street	3
" 82nd Terrace	2
" 82nd Street	4
" 83rd Street	1
" 84th Street	2
" 85th Street	1
" 87th Street	1

7. Biscayne Boulevard Turning Movements. According to 1974 traffic counts, left turns from the southbound Biscayne Boulevard traffic onto NE 83rd Street average about 21 per hour during the evening rush hour. At the same time, left turns from NE 83rd Street to southbound Biscayne Boulevard average 13 per hour. In 1972 left turns from southbound Biscayne Boulevard traffic onto NE 85th

Street averaged about 18 per hour in the morning rush hour and 32 per hour in the evening. Left turn movements from NE 85th Street to southbound Biscayne Boulevard averaged about 10 per hour in the evening rush hour. In 1971, there were an average of 60 left turns from northbound Biscayne Boulevard onto Little River Parkway during the evening rush hour. Right turns from southbound Biscayne Boulevard onto Little River Parkway averaged over 95 per hour in the evening. Morning rush hour traffic on Biscayne Boulevard turning left or right onto Little River Parkway averaged 180 vehicles.

8. Little River Parkway (NE 82nd Street). In 1972 approximately 14,500 vehicles per day traveled westward along Little River Parkway as counted just east of NE 10th Avenue. More recently, 1973 counts indicate that the 24 hour traffic flow has decreased slightly to 12,300 vehicles. Over 46,000 vehicles pass through the intersection of Little River Parkway and Biscayne Boulevard. Movements as measured in a 24 hour period were:

NUMBER OF VEHICLES: 1971

<u>North-South</u>	<u>West</u>	<u>Total</u>
35,818	10,539	46,357

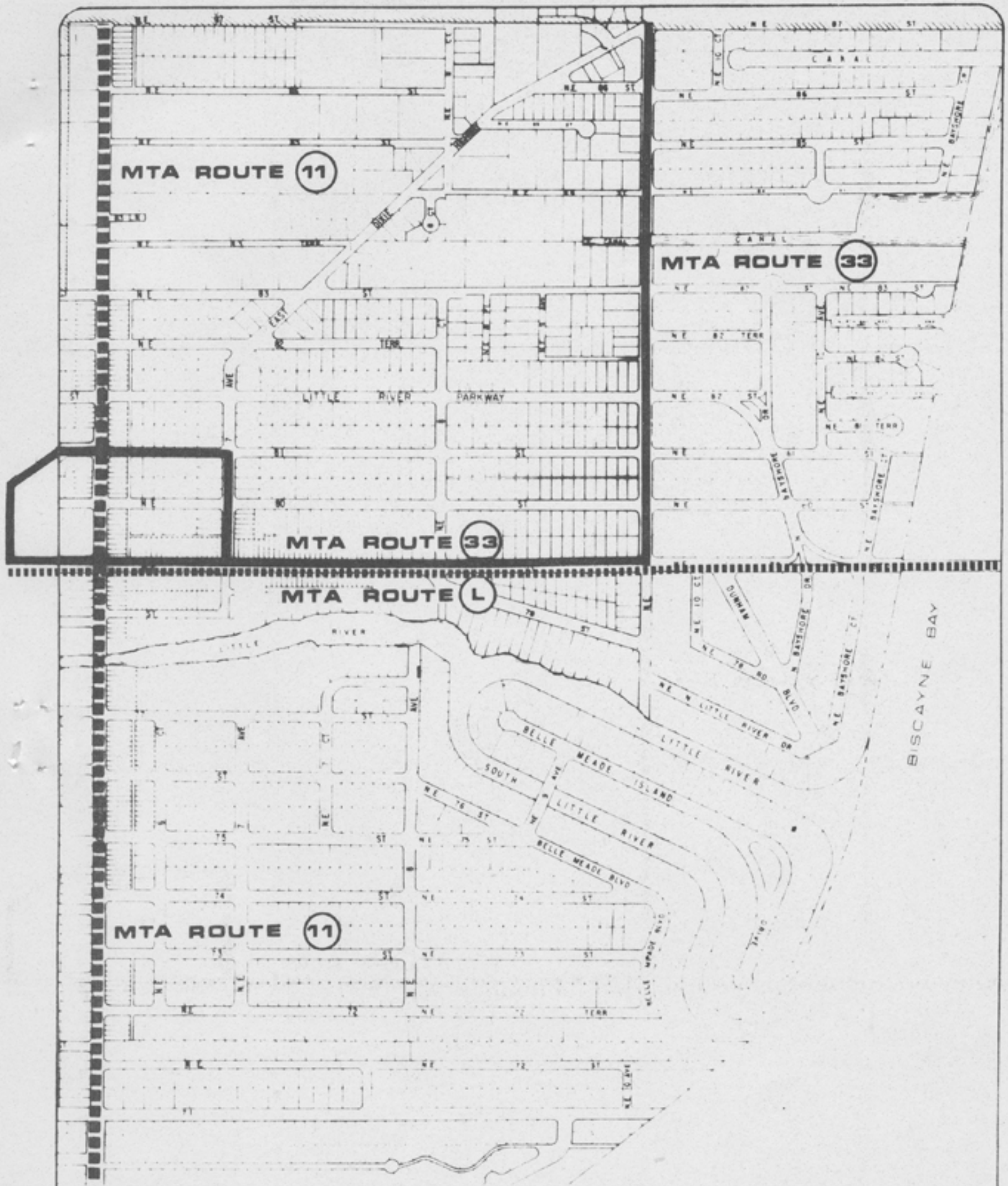
Left turn movement onto southbound Biscayne Boulevard has created a dangerous problem for pedestrians. According to 1972 counts, left turns onto Biscayne Boulevard averaged 115 per hour during the evening rush hour and 70 per hour during the morning rush hour. As a result of public requests for additional controls at this intersection, new pedestrian lights have been recently installed by Dade County Traffic and Transportation Department.

Bus Service

The Northeast Community is served by three bus routes: MTA Routes 33, L and 11, as follows:

Route 33: Provides service from Biscayne Boulevard and NE 79th Street along 79th Street to NE 10th Avenue. From the 10th Avenue area, Route 33 provides access to Miami Shores and west to Palm Springs Garden. (Operates at 60 minute intervals.)

Route L: Provides service between Hialeah and Miami Beach along NE 79th Street. (20 minute intervals.)



BUS ROUTES

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

Route 11: Provides service to areas north and south on Biscayne Boulevard including Downtown Miami. (40 minute intervals.)

A bus route is generally located within $\frac{1}{2}$ mile of all residences in the study area. However, since the north-south buses operate at only 40 or 60 minute intervals, the infrequency of the bus service discourages a high ridership. Only 11 percent of the Northeast residents commute by bus according to the 1970 Census. Discussions with representatives from the Metro Transit Authority indicate that in the near future the frequency of the buses will be increased to 30 minute intervals.

Rapid Transit Proposals

The rapid transit alignments and station locations proposed by the consultants have been accepted by the Dade County Commission. The proposed plan consists of a multi-modal system comprised of a core fixed rail rapid transit element; grade separated bus lanes (similar to that being built in the center of I-95) and collector-distributor feeder buses operating at grade. The plan indicates that Northeast Dade County east of NW 27th Avenue will be serviced by either collector-distributor feeder buses or the I-95 grade separated busway. In order to connect with a rapid transit station it will be necessary for residents to commute by feeder buses to the I-95 busway at 79th Street or to NW 27th Avenue.

This system would be favorable for Northeast Community residents according to the consultants. In terms of travel time to Downtown Miami the I-95 busway will have the fastest trip time in the entire system; the six mile trip to Downtown Miami from 79th Street will take an estimated 10 minutes. "The busway concept is considered by Kaiser Engineers to be the most cost efficient way to provide high level transit service to Northeast Dade in view of the demand in the area."

(Milestone 5 Report p. IV-5)

Street System

The street system in the Northeast Community consists of major arterials and residential streets. The major routes such as NE 79th Street, Biscayne Boulevard, and NE 10th Avenue (between NE 79th Street and the City limits) are Dade County arterial streets, designated in the State Primary Road System, and are maintained by the Florida Department of Transportation. East Dixie Highway, NE 7th Avenue and NE 78 Street are designated City arterial streets and are maintained by the City of Miami. Local streets are maintained by the City. Funds for construction and maintenance of local and county streets are allocated from Secondary Gas Tax funds and from local highway improvement bond programs.

The majority of the streets in the Northeast Community are in need of improvement, based upon surveys by the City of Miami Public Works Department. Problems cited include substandard width, poor ridability and low elevation resulting in poor drainage. Lack of sidewalks and curbs on several well traveled streets in the area has been a

major complaint of the Northeast Community residents, especially on NE 10th Avenue.

On May 9, 1974, the City of Miami Public Works Department held a public hearing to present a plan for street improvements in the Northeast Community. The Baycrest Highway Improvement Program included street and drainage improvements in an area east of NE 10th Avenue, and north of NE 79th Street to the City limits. Essential features of the program include:

- 1) Local drainage systems would be upgraded.
- 2) All streets would be improved to City standards at the same time as the drainage improvements. Streets would be widened to twenty-two feet with curb and gutter.

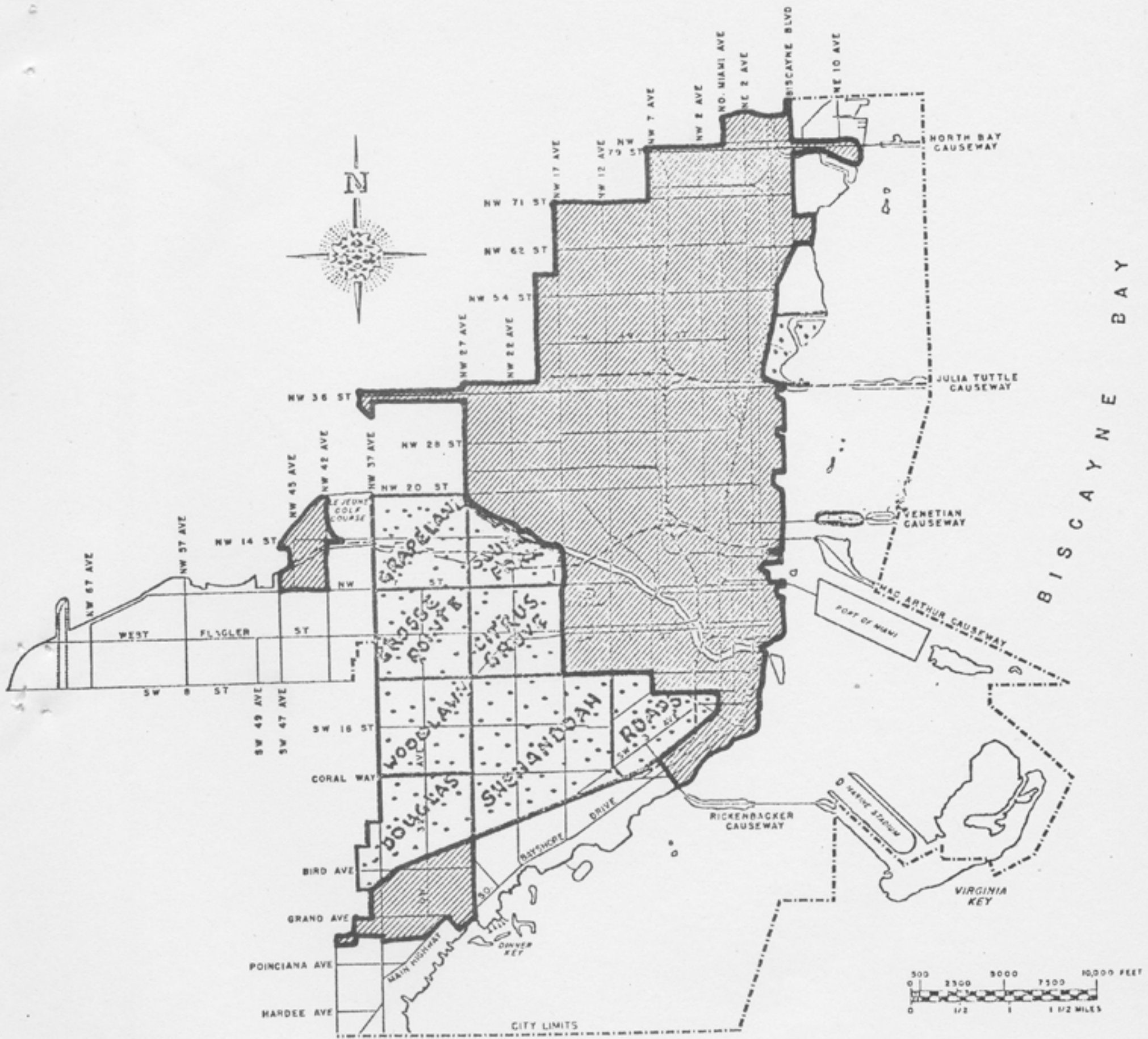
Cost of the improvements would be borne 75% by the City and 25% by the property owner. The Public Works Department estimated that the actual cost to the property owner would range between \$3.80 to \$4.60 per linear foot of lot frontage. Reaction to the program by the Northeast Community residents was predominately negative as residents felt that widening streets could lead to increased traffic volumes or to an increased potential for high density development.

As a result of the hearing, those streets with over 50% of the property owners objecting were deleted from the program. Improvements are now being constructed on the following streets:

NE 83rd Street - from NE 10th Avenue to the Bay
NE 80th Street - from NE 10th Avenue to NE Bayshore Court
NE Bayshore Court - from NE 79th Street to NE 81st Street.

Street Lighting

In 1971 as the City of Miami was in the process of its Mercury Vapor relighting program, the advantages of a high pressure sodium vapor (HPSV) lighting system became apparent. Through this newer lighting, greater illumination can be attained at less cost and with less energy consumption. The City Commission then directed the Public Works Department to undertake an ambitious program to relight the entire City with an HPSV system. The initial relighting program concentrated on the higher crime areas. However, as shown on the following map, HPSV lighting has now been installed or scheduled for a large portion of the City. At the present time, HPSV lighting is not scheduled for the single family residential areas in the Northeast Community. However, the high pressure sodium vapor lighting has been designated for the NE 79th Street area and the apartment areas near the Bay and the North Bay Causeway.



Areas with High Pressure Sodium Vapor lighting installed, or budgeted and ordered, as of September 30, 1974

Areas originally proposed for High Pressure Sodium Vapor lighting to be installed in 1974-75

STATUS OF CITY OF MIAMI HIGH PRESSURE SODIUM VAPOR RELIGHTING PROGRAM

March 1975

STORM AND SANITARY SEWER SYSTEMS

Storm Drainage

Inadequate storm drainage is one of the major problems confronting the Northeast Community. The problem is not new as the conditions were caused by residential development which preceded the requirement for filling land to elevations meeting flood criteria. The drainage problems have been aggravated by development not in accord with the criteria that water draining from any given property be contained and controlled on that property. Uncontrolled surface runoff which is not captured and directed to a local or positive system increases the level of oil and fecal matter in the runoff seriously degrading the water quality of Biscayne Bay.

The most serious drainage problems occur in the southeastern portion of the study area along NE 71st and 72nd Streets. The City installed a storm sewer in NE 71st Street from NE 10th Avenue to the Bay about four years ago which alleviated flooding and ponding in areas immediately south of the Northeast Community.

Sanitary Sewer System

The sanitary sewers in the Northeast Community were constructed in the late fifties and early sixties. The sewers were generally designed to support a density of approximately 60 persons per acre. Since the Northeast Community is predominately a single family area the existing sanitary sewer system is considered adequate by the City Public Works Department. However, this design criteria allows a considerably smaller population than the standard now used by the Miami-Dade Water and Sewer Authority for those areas zoned for multiple family dwelling and commercial structures. In multiple family zoned districts the design criteria for the sewer system calls for accommodating 150 persons per acre. Therefore, if the existing pockets of R-3 and R-4 zoning are developed, the maximum density could approach 50 units per acre. Based upon an estimated household size of 2.8 persons per unit the potential demand upon the sewer system could exceed 140 persons per acre, which is far greater than designed capability of the system. Any future increase in densities in the Zoning Ordinance should not be considered unless the sanitary sewer system is upgraded.

One persistent problem in the Northeast Community has been the corrosion of the sewer mains; consequently in the area north of the Little River Canal the sewer system has been overloaded due to ground water infiltration. During the past six months, the Miami-Dade Water and Sewer Authority has been working to remedy the situation by sealing the cracks in the sewer tiles. This approach may alleviate the problem for a short period. However, it may be necessary to excavate and replace the sewer system in spite of the considerable costs.



**EXISTING
STORM DRAINAGE SYSTEM**

LEGEND

- CATCH BASIN •
- MAINS - - -

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

0 200 400 600



These Plan Proposals include specific actions and alternatives with respect to zoning, utility improvements, open space, and traffic and transportation which help to implement the objectives and policies in the Policy Plan. These proposals are based upon the analysis of the existing conditions in the Northeast Community and present actions which should be accomplished in a short-range period. Each proposal can be evaluated for consistency with the Policy Plan.

ZONING RECOMMENDATIONS

1. Area bounded by East Dixie Highway on the southeast, NE 83rd Street on the south, NE 8th Court on the east, NE 87th Street on the north and Biscayne Boulevard on the west.
 - a. The existing commercial zoning along Biscayne Boulevard should be changed to C-1.
 - b. All parcels on the north side of NE 83rd Street should remain R-1.
 - c. All parcels facing the northwest side of East Dixie Highway should remain R-1.
 - d. The area presently zoned R-4 Medium Density Multiple should be rezoned to R-3A (Low Density Apartments).

The area which is presently zoned R-4 (Medium Density Multiple) is characterized by a mixture of housing types ranging from single family homes to a six story apartment building. With few exceptions most of the apartments in the area are one or two stories in height and developed at densities considerably less than permitted under the existing R-4 zoning. There are approximately 631 apartment units in this area. Projection of the allowable density for vacant and underdeveloped parcels under R-4 zoning indicates that the maximum redevelopment potential of the area would be approximately 1600 units. An increase even to half this amount would be detrimental to the area in terms of potential traffic generation and overburdening of the now overstrained sanitary sewer system. Although there has been little development activity in the area during the last five years, the most recent project developed in conformance with the R-4 provisions has excessive bulk and height when compared with the scale of the surrounding apartment area and adjacent single family areas.

SPECIAL ENVIRONMENTAL CONSIDERATIONS

Existing Canals

There are four existing residential canals located south of the City Limits (NE 87th Street) and north of 79th Street. The Ademar Park Canal is the largest of the four inlets. These canals are dead-end and generally serve as a catch basin for sediment and debris; excessive siltation thereby reduces the navigable depth of the canals. The water quality is poor and the opportunity for favorable aquatic growth is minimal.

Regulatory jurisdiction for the dredging or cleaning of these canals is under the Trustees of the Internal Improvement Fund of the State of Florida, and the U. S. Corps of Engineers. The procedure for applying to these agencies for permits is complicated as well as expensive. However for minor cleaning operations the process may be simplified. The cost of any dredging or cleaning work must be borne by those residents who live along the canals. Detailed procedures for securing permits for the dredging of canals are outlined in the Appendix of this report.

Adequate controls have been lacking for the docking and storage of vessels along the Little River Canal and other residential canals. Houseboats block a substantial portion of the narrow residential canals. According to existing zoning provisions houseboats are permitted to be docked on vacant R-1 property as long as the total number of dwelling units does not exceed one unit. Unless the residents of the houseboat are observed depositing trash or sewage into the canal Dade County Pollution Control can take no action. At the present time the Planning Advisory Board has recommended a new ordinance to the City Commission which would provide standards and controls for the wet storage of vessels in the rivers, canals and waterways in Miami. The proposed ordinance states specific fairway dimensions for the major waterways in Miami. For smaller canals and channels the required fairway would be at least 20 feet or one half the width of the waterway, whichever is less. A summary of the proposed ordinance is included in the Appendix of this report.

Water Quality

The quality of the waterways in the Northeast Community is of vital concern to the residents of the area. Of the 564 acres in the study area over 197 acres or 35 percent is devoted to the residential canals or the Little River Canal. Water pollution can reduce the quality of the environment for those persons living near the waterways and decrease the value of property fronting on the canals. Polluted inland canals further degrade the water quality in Biscayne Bay.

The level of water pollution is primarily measured by analysis of the dissolved oxygen (DO); biochemical oxygen demand (BOD); amount of phosphates (PO_4) in the water; most probable number (MPN) of fecal coliform bacteria; temperature; and turbidity or clearness of the water. A high level of dissolved oxygen indicates that

the water is capable of sustaining plant or fish life. Closely dependent upon the DO is the biochemical oxygen demand, which is a measure of the quantity of dissolved oxygen consumed by bacteria during the process of reducing oxygenic waste materials to a less harmful form. When analyzed together the BOD and DO are used to evaluate the self purification capacity of the waterway. The MPN indicates the number of fecal coliform bacteria in the waterway and is an indicator of potential bacterial contamination. An MPN of greater than 1000 is considered unsafe for body contact - especially swimming.

The yearly averages for the Little River Canal as compared with water quality data from the Miami River are shown below:

ANNUAL AVERAGE WATER QUALITY: LITTLE RIVER CANAL

Indicator of Quality	Little River Canal 1974 (4 station averages)	Miami River 1973 (10 stations)
DO	3.9	3.7
BOD	1.9	2.3
PO ₄	0.11	0.12
MPN	7,990	11,570

Source: Community Improvement Program; Dade County Pollution Control.

Maximum monthly MPN for the Little River Canal was recorded in the month of June 1974 when two of the four stations indicated an average monthly MPN of 54,000. Maximum readings for the Miami River indicate an average maximum MPN reading for the 10 stations of 88,090 with the maximum 1973 MPN for certain stations equal to 240,000. While the pollution level for the Little River Canal is considerable less than the Miami River the water quality is definitely unsafe for bodily contact.

COMMUNITY ATTITUDES

A comprehensive plan must be based on an understanding of the expressed needs and problems confronting the community. Through numerous meetings, informal discussions and correspondence with the residents of the Northeast Community, the Planning Department has listened to the residents and attempted to incorporate their ideas into the plan. The following statements are representative of the questions and attitudes of the residents conveyed during the course of the study.

- "We wish to express opposition to any zoning change that would permit smaller setbacks, more living units per acre and generally greater congestion than existing in the R-1 Single-Family residential classification."

- "What can we do to avoid having the sodium vapor street lights installed in the area?"
- "The R-1 (One Family) zoning in the area has been abused and is being abused to the point of being destroyed. . ."
- "The widening of 82nd Street east of the Boulevard and use as a one-way speed-way has played a major share in breaking the area down."
- "The R-1 areas the single family structures are now being used for renting rooms which reduces the quality of the area."
- "The canals near my home is slowly being filled in with sediment. What can I do to have it dredged or clean up. I have called so many agency and haven't found anyone who can give me information about it."

Regarding the curve at 82nd Street and Bayshore Drive:

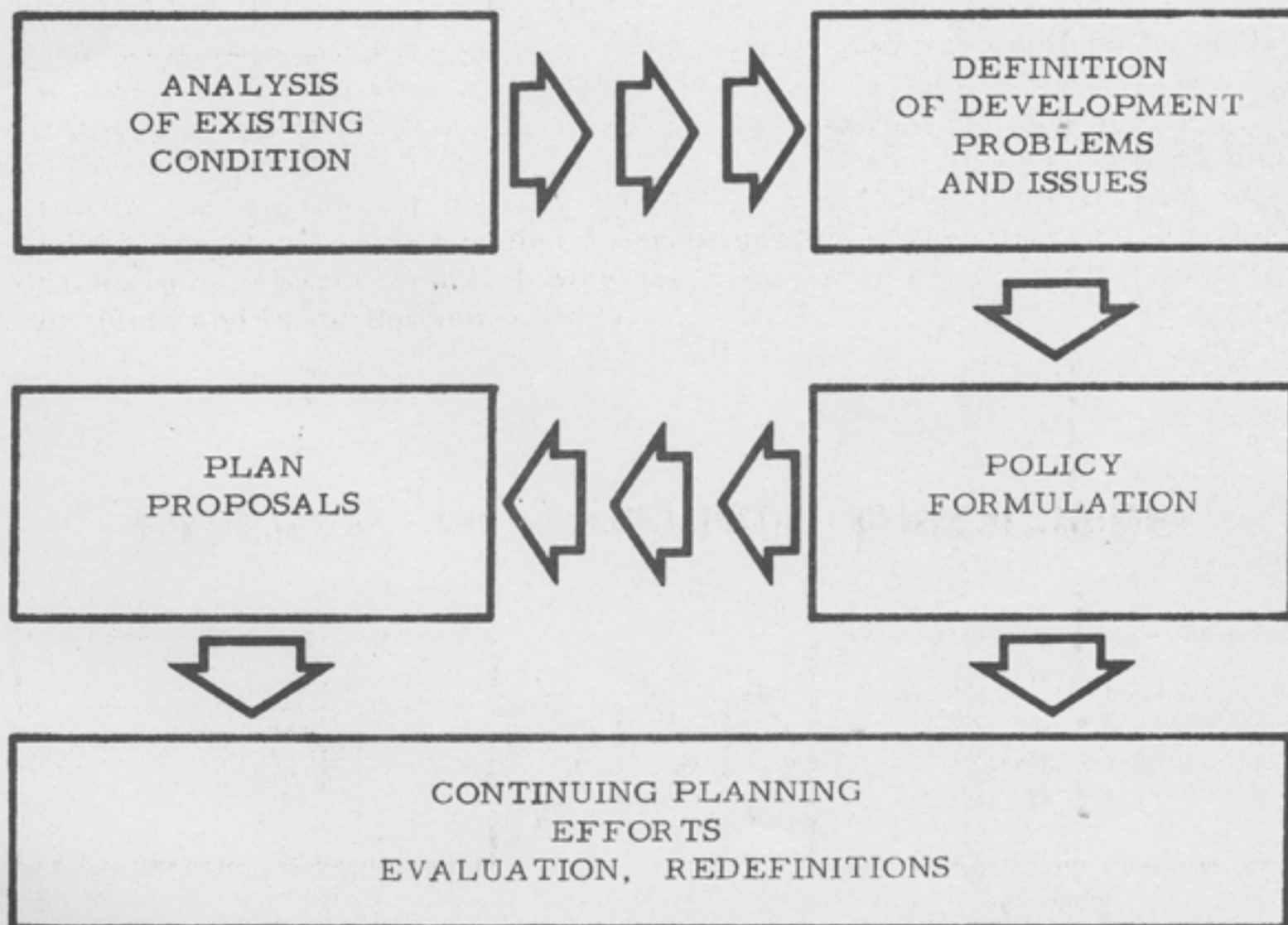
- "Houses on 82nd Street directly in the path of oncoming traffic, that is the first four houses on 82nd Street west of Bayshore Drive, have been sitting ducks ever since traffic was rerouted onto 82nd Street, and are inadequately protected from careening automobiles. Fences have been hit, walls crushed, lawns ruined and parked cars totalled. Only by fortune have no residents been killed or maimed while tending to their front gardens or collecting the morning newspapers. No one dares to linger in the front or even walk the sidewalk without taking a great risk."
- "My neighbors and I are totally dissatisfied with official apathy, on the matter."
- "Hopefully someone in a position of responsibility will take action on this problem at once and not wait for lengthy studies and discussion to ensue. I invite anyone who is so interested to sit on my front porch any hour of the day or night to witness the horror of this threatening traffic, in what otherwise would be a very pleasant safe neighborhood. Please, someone, help us. We are desperately in need of protection."

POLICY PLAN

POLICY PLANNING PROCESS

This policy plan presents objectives and, building upon the preceding study elements, presents policies with emphasis on the short-term. Without these clearly defined development policies indicating specific courses of action, a planning study cannot achieve a maximum degree of effectiveness. A policy plan progresses from defining community needs to statements indicating specifically "how" the problems may be eliminated or alleviated and the objectives may be achieved. The underlying effort is to present a flexible guide to assist community decision-making; to serve as a guide for the City Commission and City administration when addressing development issues confronting the Northeast community; and to serve as a basis for developing new programs, re-evaluating existing projects and initiating new actions.

POLICY PLANNING PROCESS



A SUMMARY OF COMMUNITY DEVELOPMENT ISSUES

WATER AND SEWER SYSTEM AND UTILITIES

Low topography - three to four feet above sea level in certain areas.

Inadequate storm sewers. Local drains not connected to positive outfall.

Drainage controlled within development site.

Storm sewer backup at high tide.

Ponding with heavy rainfall.

Sanitary sewer system overburdened - R-4 area above E. Dixie Highway.

Ground water infiltration in sanitary sewer.

Repair existing system vs. new system.

Street lighting - sodium vapor not necessary.

TRAFFIC AND CIRCULATION

Accidents on N. E. 79th Street.

Increased traffic flow in single family areas.

Heavy truck traffic on Little River Parkway.

Streets needing improvement - widening, sidewalks, curbs and gutters.

Sidewalks on N. E. 10th Avenue.

Accidents on N. E. 10th Avenue.

Dangerous curve at N. E. 82nd Street and N. Bayshore Drive.

Signs on N. E. 79th Street Bridge directing traffic to N. E. 82nd Street.

Left turn from westbound on 79th Street to Biscayne Boulevard.

Intersection design - crosswalks needed.

OPEN SPACE AND RECREATION

Distance to Community Center and Parks - Legion Park.

Lack of neighborhood parks.

Bicycle paths - connection to proposed FEC right-of-way bike path.

OTHER ENVIRONMENTAL CONSIDERATIONS

Inadequate Vessel Control in residential canals.

Pollution and sedimentation in canals.

Water quality in Little River Canal.

Crime, especially in Biscayne Boulevard area.

HOUSING

High-rise and Multiple Family Development along the Bayfront.

Improper zoning in residential areas - R-1 adjacent to R-4.

Conversions to rooming houses in single family zones.

Poor landscaping in apartment areas.

Deteriorating housing.

Parking in Single Family Areas.

COMMERCIAL

Commercial expansion in residential areas.

Liberal commercial uses on N. E. 79th Street.

Incompatible commercial uses adjacent to single family.

Sign Ordinance violations.

Improper commercial zoning.

Poor landscape amenities in commercial areas.

POLICY FORMULATION

ENCOURAGE REDEVELOPMENT TO LOW OR MODERATE DENSITY APARTMENTS OR DWELLINGS. PROMOTE ASSEMBLY OF LARGER PARCELS FOR PLANNED AREA DEVELOPMENT APPROACH

CONTAIN EASTWARD MOVEMENT OF C-1. ALLOW USES COMPATIBLE WITH S.F. RESIDENTIAL. LANDSCAPE & BUFFER PARKING AREAS FROM RESIDENTIAL USES

PROTECT RESIDENTIAL AREAS NEAR C-1 STRIPS. ENFORCE CODE. SCREEN & LANDSCAPE PARKING AREAS.

CONTAIN EXISTING MULTIPLE FAMILY DEVELOPMENT

EXISTING B-2 ZONING DENSITY SHOULD BE REDUCED

PRESERVE SINGLE FAM. RESIDENTIAL AREAS

LITTLE RIVER PARKWAY

ENCOURAGE MARINE ORIENTED USES

PRESERVE SINGLE FAMILY RESIDENTIAL AREAS.

IMPROVE DRAINAGE

REHAB. DETERIORATING SINGLE FAMILY STRUCTURES

PRIVATE CANALS SHOULD BE DREGGED & WATER QUALITY IMPROVED

IMPROVE DRAINAGE

ENCOURAGE NEIGHBORHOOD COMMERCIAL USES NEAR RESIDENTIAL AREAS

CONCENTRATE MEDIUM & LOW DENSITY RESIDENTIAL DEVELOPMENT

ESTABLISH ENVIRONMENTAL PRESERVATION DISTRICT. ENCOURAGE PRESERVATION OF SCENIC VIEWS AND PUBLIC ACCESS TO BAYFRONT

LEGEND

=====	MAJOR ARTERIALS
▨	SINGLE FAMILY
▨	MULTI-FAMILY
▨	COMMERCIAL
▨	COMMERCIAL (MARINE)

LAND USE CONCEPTS

0 200 400 600



N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

RESIDENTIAL LAND USE POLICIES

Objective A To Preserve and Protect The Existing Single Family Residential Character In The Northeast Study Area.

1. The existing R-1 Single Family zoning should be retained in all areas where it is now appropriately applied.
2. Periphery areas of the R-1 district should be protected from unnecessary intrusions which are incompatible with the single family residential character. Such intrusions include unenclosed storage areas adjacent to commercial zones, off-street parking lots and illegal conversions to multiple occupancy.
3. Property owners should be encouraged to maintain the condition of their property. Through active code enforcement by the Building Department, deteriorating properties should be required to be repaired by their owners.
4. The City of Miami in cooperation with Dade County should be encouraged to adopt or extend existing programs to provide low interest rehabilitation loans or grants to those property owners who cannot afford the cost of market rate home improvement loans.
5. All zoning policies for the Northeast Area should be reviewed, reiterated or modified as appropriate at five year intervals.

Objective B To Encourage The Development Of Well-Designed Low To Medium Density Apartments or Condominiums.

1. Higher density residential development should be concentrated at existing locations.
2. Apartments and condominiums shall be designed at intensities which will not overburden the existing sanitary sewer system.
3. Multiple family residential development should be designed to be compatible in scale and proportion with surrounding land uses.
4. Property owners in multiple-family areas should be encouraged to assemble larger parcels of land for redevelopment under Planned Area Development guidelines.
5. Developers should endeavor to provide the highest quality of design in accordance with approved design guidelines and the intent of applicable zoning regulations. The Planning Department should review multiple family development proposals for the area.

COMMERCIAL LAND USE POLICIES

Objective A To Contain Existing Commercial Areas Along Biscayne Boulevard and NE 79th Street and Prevent Expansion Of Commercial Uses Into Single Family Residential Areas.

1. The development of commercial parking lots in single family residential areas should not be encouraged.
2. Extensive landscaping and/or decorative walls should be required between commercial uses and adjacent residential development. Existing landscape requirements should be enforced.

Objective B To Encourage Those Commercial Uses Which Are Amenable And Complementary To A Viable Residential Living Environment.

1. The existing C-4 General Commercial zoning district along NE 79th Street and Biscayne Boulevard should be rezoned to exclude or control warehousing, unenclosed auto repair shops, large billboards and other liberal commercial uses.
2. Neighborhood commercial activities should be encouraged to be developed along NE 79th Street and Biscayne Boulevard to serve the adjacent areas.

Objective C To Improve The Quality Of Design And Landscape Amenities In The Commercial Areas.

1. Existing sign control ordinances limiting the size and type of advertising signs and displays should be rigorously enforced.
2. Additional landscaping requirements in the front yard areas in C-1, C-2 zoning districts should be provided.
3. The Comprehensive Zoning Ordinance should be actively enforced with respect to open automotive repair activities and other visual nuisances on NE 79th Street.
4. All private developers of commercial property should be encouraged to utilize good design principles when constructing new structures and to incorporate creative design principles into future remodeling schemes.

TRAFFIC AND CIRCULATION POLICIES

Objective A To Promote Safe And Convenient Pedestrian Circulation Throughout The Area.

1. All multiple family apartment areas to be developed or redeveloped should be required to provide sidewalks and extensive landscaping in the front yard areas.
2. The street system throughout the Northeast Community consists of local streets, collector streets and arterials. Sidewalks should be provided along collector streets or those routes with moderate traffic flow feeding NE 79th Street or Biscayne Boulevard.
3. All major traffic intersections should have well defined pedestrian crosswalks.
4. Bicycle routes should be established along collector and residential streets. In most instances, special signs warning motorists are sufficient. As collector streets are reconstructed, consideration should be given to adding special lanes for bicycles.

Objective B To Provide For A Vehicular Circulation System Which Is Safe And Compatible With The Character Of Surrounding Land Uses.

1. All heavy truck traffic except for deliveries should be excluded from NE 82nd Street or Little River Parkway.
2. The Florida Department of Transportation should be requested to change the existing signs on NE 79th Street and the Causeway which encourage through traffic to I-95 to use NE 82nd Street. These signs are inconsistent with the existing signs on the 79th Street Causeway which prohibit dual wheel trucks on NE 82nd Street.
3. The City should request that the Dade County Department of Traffic and Transportation provide necessary warning signs and signals to alleviate dangerous conditions that exist along N. Bayshore Drive and NE 82nd Street.
4. The City of Miami Police Department should be requested to undertake an intensive enforcement program for speed limits violations and truck traffic on NE 82nd Street.

RECREATIONAL AND OPEN SPACE POLICIES

Objective A To Promote Recreational Opportunities For Residents Of All Ages In The Area.

1. A system of neighborhood parks should be developed; parks should be located within walking distance.
2. Developers should be required to provide adequate recreational open space area as a part of redevelopment proposals for multiple family housing.
3. A system of bicycle routes should be developed throughout the area and linked with the proposed bike path along the FEC right-of-way.

Objective B To Preserve, Protect And Improve The Landscape Character Of The Northeast Community.

1. Environmental Preservation Districts should be designated according to the criteria of the new Environmental Preservation Ordinance.
2. A tree planting program should be initiated for the commercial areas especially along NE 79th Street and NE 82nd Street and Biscayne Boulevard.

ENVIRONMENTAL POLICIES (WATER AND SEWER)

Objective A To Improve The Water Quality In All Water Areas In the Northeast Study Area.

1. Property owners should be encouraged to initiate applications to have private residential canals cleaned or dredged to proper navigable depth.
2. Pollution control laws should be actively enforced by all agencies and private citizens, especially with regard to the dumping of trash and debris into the Little River Canal.
3. The storm drainage system should be improved to provide the most direct flow to a storm outfall.

Objective B. To Improve The Sanitary Sewer System Throughout The Area.

1. The present efforts by the Miami-Dade Water and Sewer Authority to stop the infiltration of ground water into the sanitary sewer system should continue as a short term solution.
2. The Miami-Dade Water and Sewer Authority should include in its 5-10 year program plans the necessary funding to reconstruct portions of the sanitary sewer system in the Northeast Area, especially in the northwest sector of the area near East Dixie Highway.

Objective C To Alleviate Existing Storm Drainage Problems And To Provide For An Efficient Storm Sewer System Through The Area.

1. Existing local drains should be linked to positive drainage systems where practical.
2. Additional outfalls to Biscayne Bay should be provided where necessary, but only if existing outfalls cannot be utilized because of slope conditions or size of sewer mains.
3. When streets in the area are improved the cross-section should be designed so as to improve problem drainage areas.

PLAN PROPOSALS

It is recommended that the areas now zoned R-4 be rezoned to R-3A (Low Density Apartments) to encourage the development of low density apartments which are compatible in terms of density, height, and traffic with the existing single family residential areas adjacent to East Dixie Highway, while encouraging the development of well-designed apartments or condominiums.

COMPARISON OF ZONING PROVISIONS

	<u>R-3A Zoning District</u>	<u>R-4 Zoning District</u>
Dwelling Unit Density	Maximum of 24 units/acre (one unit for every 1800 square feet of lot area).	Maximum of 58 units/acre although density ranges vary from 30 to about 58 units per acre dependent upon lot size.
Height	30'-0" with parking below	no height limitation
Minimum Lot Size	10,000 sq. ft. (100 feet average width) on smaller lots two family or townhouses may be permitted.	6000 sq. ft. (60 feet average width).
Landscaping	A flowering tree to be spaced and average of 50 feet center. Special landscaping adjacent to R-1 or R-2 areas.	No special requirements.
FAR Floor Area Ratio	0.5	1.0 1.1 with bonus.
Site Plan Approval by Planning Dept.	Required	Not Required

It is recommended that zoning be changed from C-4 to C-2 (Community Commercial) to help to create a commercial area which will complement rather than distract from the residential character of the community. Since the majority of existing commercial activities are permitted also in the C-2 zone, the immediate impact upon property owners would be minimal. Over the long run, however, the effect of the zone change would be to phase out non-compatible commercial uses. Through the conditional use provisions of the Zoning Ordinance there would be special control over the future location of gasoline stations, second hand shops, and supper clubs and the sign regulations more restrictive. One area as indicated on the map and described in (a) above should appropriately remain zoned C-4 (General Commercial). The existing boat services, marina and service station uses are not incompatible with adjacent land uses.

2. Commercial Areas along NE 79th Street from NE 5th Avenue to Biscayne Bay as shown on following map.

- a. Existing C-4 (General Commercial) area located south of NE 79th Street between NE 8th Court and NE 7th Avenue should remain C-4.
- b. The areas now zoned C-4 (General Commercial) with the exception of (a) above should be rezoned to C-2 (Community Commercial).

The C-4 (General Commercial) district presently applied to NE 79th Street Area permits a liberal assortment of commercial uses. The C-4 District regulations allow commercial uses including manufacturing assembly, compounds, wholesale merchandise, general advertising signs, gasoline stations, laundries and second hand shops. Under the C-4 regulations there is little chance of promoting a commercial land use character which is compatible with the single family residential character. The liberal commercial uses create storage areas in close proximity to single family residential. Noise from the commercial activities and heavy truck traffic generally create adverse conditions for the surrounding residential community.

COMPARISON OF ZONING PROVISIONS

	C-2 (Community Commercial) Zoning District	C-4 (General Commercial) Zoning District
Permitted Uses	Neighborhood Retail Uses as permitted in C-1 District and other community-oriented commercial uses including New Auto Parts, Auditoriums, Leather Goods, Commercial Recreational Establishments, Coin-operated Laundries, etc. (27 uses).	Uses as permitted in the C-3 District and other general commercial uses including Hotel and Motels, Supper Clubs, Assembly of Electrical Appliances, Boat Sales, Drive-In Business, General Advertising Signs, Laundries, Manufacturing, Assembling, Gasoline Stations, Second Hand Stores, etc. (40 uses).
Residential Uses	Multiple Family units (one unit for every 600 sq. ft. of lot area) (Requirements based on R-C)	Not Permitted
	Hotel-Motel Uses Permitted	Hotel-Motel Uses Permitted
Limitations on Uses	All products must be sold at retail.	Any permitted use may operate at retail or wholesale.
	Open storage not permitted.	Open storage permitted on rear $\frac{1}{2}$ of lot.
Area	No required area or width of lot for non-residential use.	No required area or width of lot for non-residential uses.
	Residential-6000 sq. ft. with a minimum average of 60 feet.	
Height	No absolute limits	No absolute limits
Floor Area Ratio	2.0	2.0
Conditional Uses	Mortuary, funeral home Charitable sale of second hand or used merchandise Sale and display of monuments Dry Cleaning Establishment Contractor's Office Gasoline Stations Supper Clubs	Wholesale rebuilding of auto parts Auto Overhauling Auto Paint and Body Additions to non-conforming building or structure Catering Service Social home or airline

3. Biscayne Boulevard Area between NE 79th Street and NE 87th Street.

-- Change C-2 (Community Commercial) to C-1 (Local Commercial).

The general character of the Biscayne Boulevard extending from downtown Miami to the Northeast is intended to be that a quality office and retail commercial development. Uses such as gasoline stations or second hand stores and auto repair shops would not be appropriate along this area of the Boulevard.

It is recommended that this area be rezoned from C-2 to C-1 to encourage the development of neighborhood retail and office uses and create a zoning pattern consistent with that applied to the other portions of Biscayne Boulevard.

4. Existing R-4 strip along NE 6th Court between NE 72nd Street and NE 77th Street.

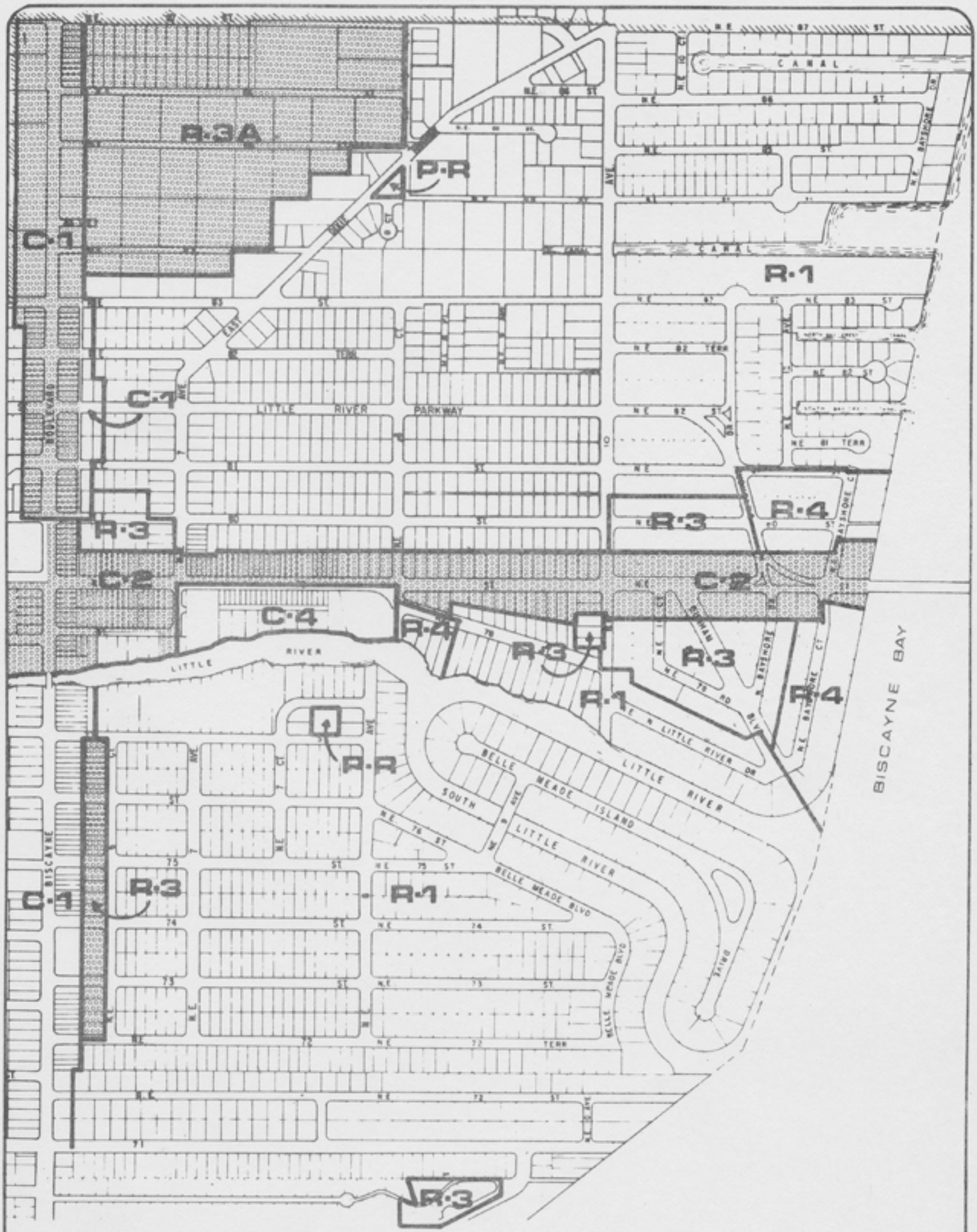
-- Change R-4 (Medium Density) to R-3 (Low Density).

With the exception of the northern portion of this R-4 strip the area is generally developed with two to three story apartment buildings. On the east side of NE 6th Court the zoning is for single family residential. R-4 zoning adjacent to an R-1 district generally is considered an improper zoning relationship because of the potential height and scale of medium density multiple family development.

It is recommended that the existing R-4 zoning be changed to R-3 in order to insure that future redevelopment is compatible with the adjoining R-1 areas.

5. Biscayne Shopping Plaza

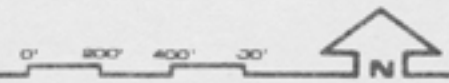
The Biscayne Shopping Plaza at Biscayne Boulevard and NE 79th Street is presently zoned C-2 (Community Commercial). No zoning change is recommended at this time, however, future planning studies should examine the possibility of rezoning to C-1A Planned Shopping Center in an effort to encourage the most beneficial future development of the commercial center.



PROPOSED ZONING

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

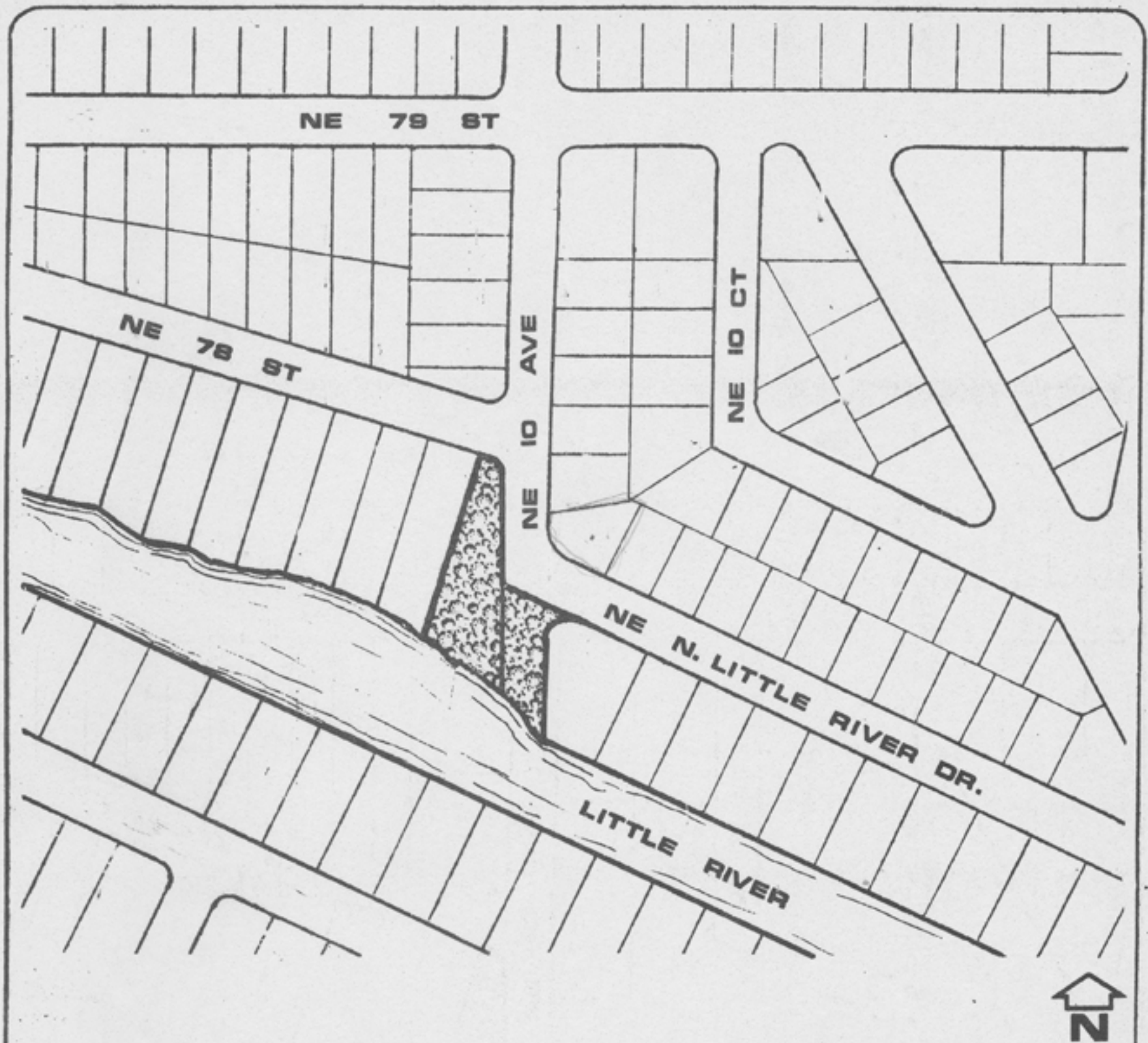


PARK RECOMMENDATIONS

The Northeast Community is served by two community parks but is deficient with respect to neighborhood parks. The Miami Community Renewal Program Study (Shorecrest-Baypoint Area) prepared in the mid-sixties recommended a neighborhood park 1-2 acres to be located between NE 10th Avenue and East Dixie Highway. It is recommended that at least one neighborhood park be considered in this area, slightly larger than Belle Meade and Biscayne Heights Parks. Preliminary design criteria for the park would be as follows:

- 1) As the park would be located within close walking distance, parking facilities would not be necessary.
- 2) Activities within the park would be mainly "passive" recreational activities. There would be no organized sports activities or recreational equipment.
- 3) The park should range from 10,000 square feet to a maximum of about one acre in size.
- 4) The park should be designed to create a pleasant landscape setting without extensive paving.
- 5) Park furniture should be innovative in design and use and be of the type and form which can be well integrated with the park landscaping.
- 6) The park should be well lighted; however, the lighting should not be objectionable to neighboring residences.
- 7) All areas within the park should be easily seen from the street in order to promote maximum safety.

Several alternative park sites have been analyzed which are located in different sectors of the Northeast Community and are presented on the maps following for future consideration for public acquisition and park development. Each alternative is ranked in priority (A to D) with emphasis on waterfront sites are are described and analyzed with respect to suitability for park development.



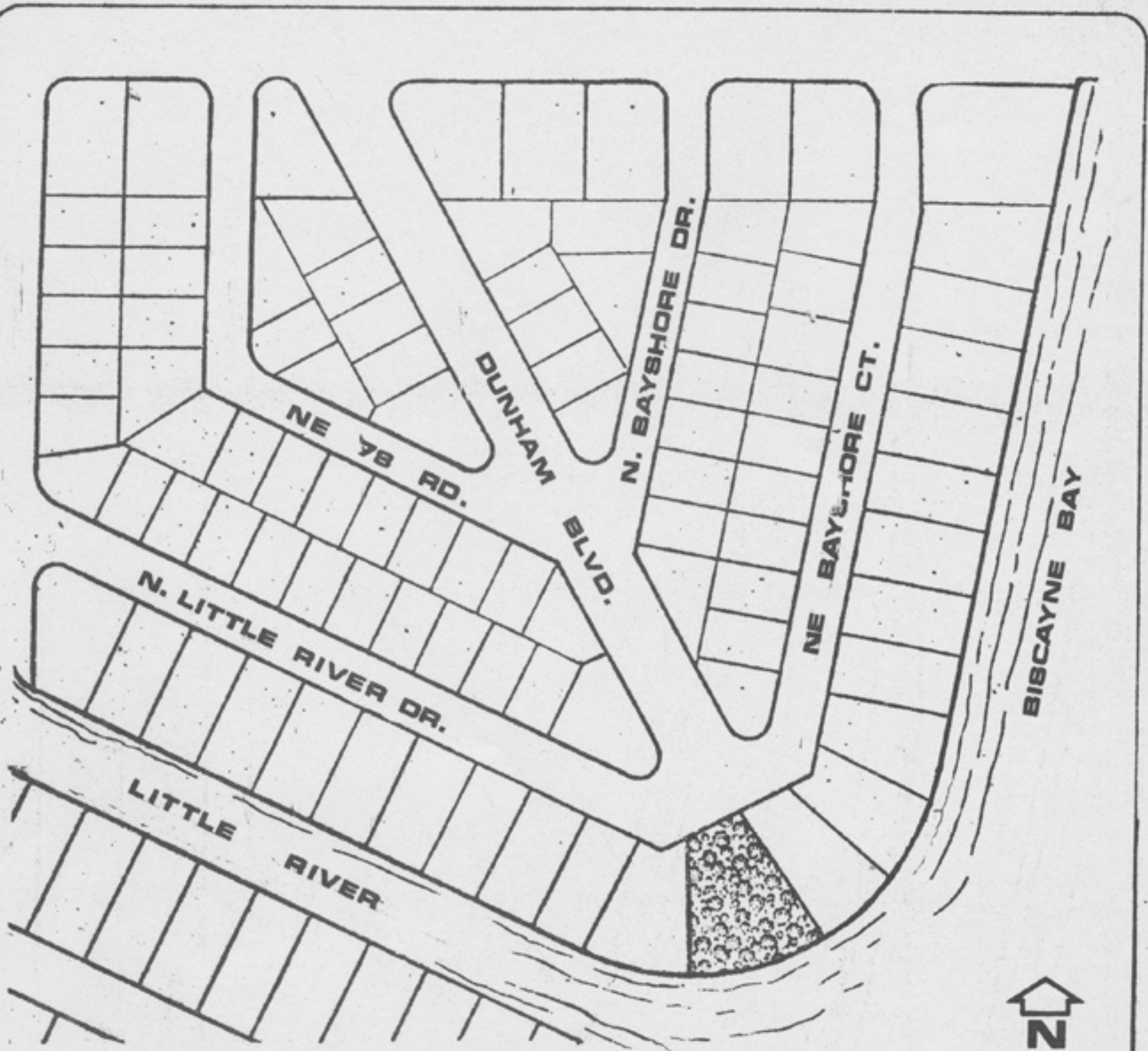
Alternative A: NE 10th Avenue and the Little River Canal

This alternative would involve the development of the existing dedicated right-of-way for NE 10th Avenue as it terminates at the Little River Canal. In addition an adjacent parcel could be acquired to create a park consisting of approximately 26,000 square feet or about .6 acres in total. The location is easily accessible from the multiple family apartment areas to the east and west and from the adjacent single family residential areas.

The acquisition and development of this parcel as a park would provide needed public open space along the Little River Canal.

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

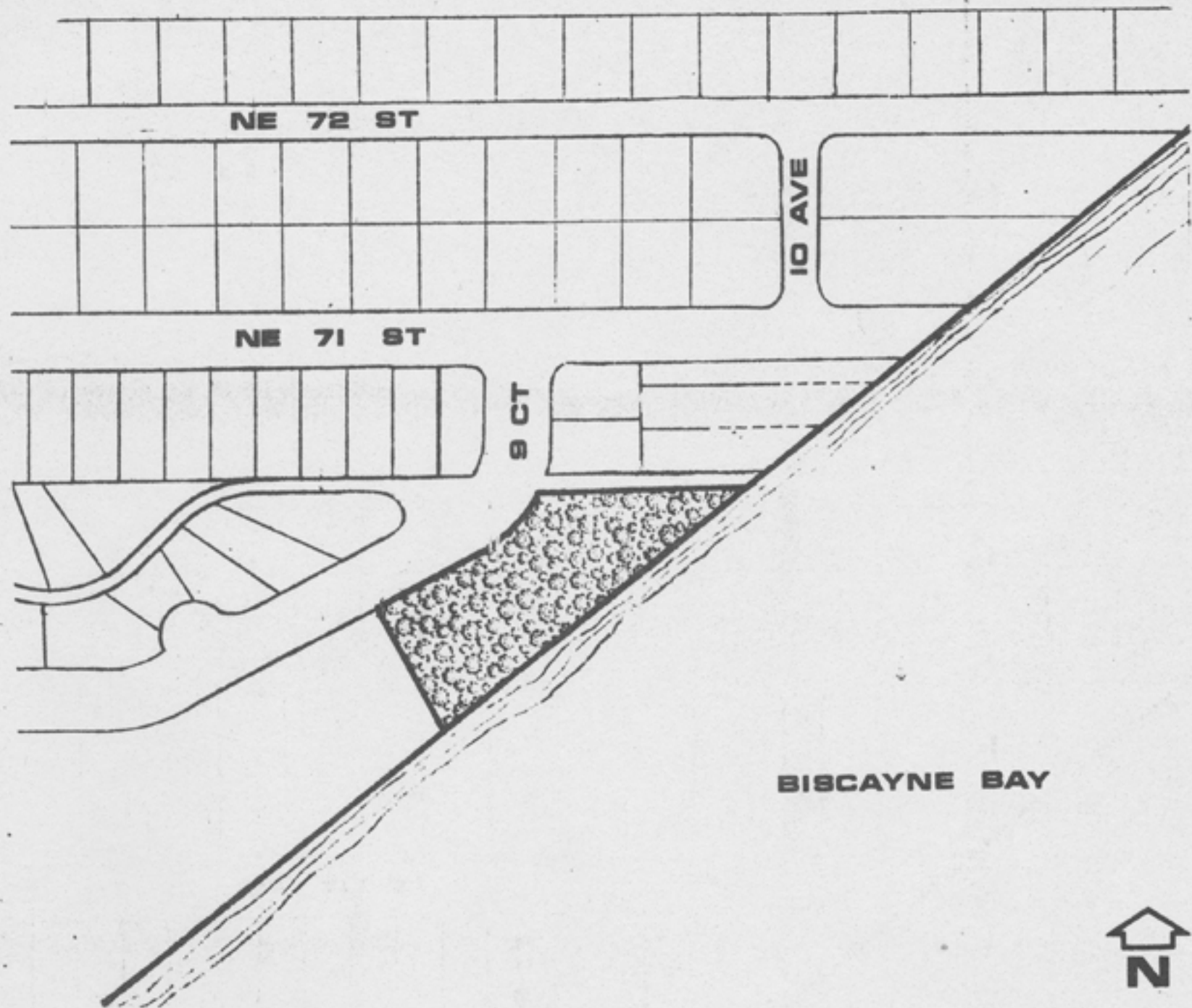


Alternative B: NE North Little River Drive at the mouth of the Little River Canal and Biscayne Bay

The proposed site is approximately one-half acre in area. In conjunction with adjacent vacant lots, this site can be described as one of the most unique in the Northeast Community. The Planning Department has recently recommended that these parcels be included in an Environmental Preservation District in order to help protect the existing landscaping and views of the Bay. However, the acquisition and development of a small park on this site would assure the preservation of the panoramic view of the Bay from this location.

A park at this location would provide needed open space for the nearby multiple family residential area.

N.E. STUDY AREA



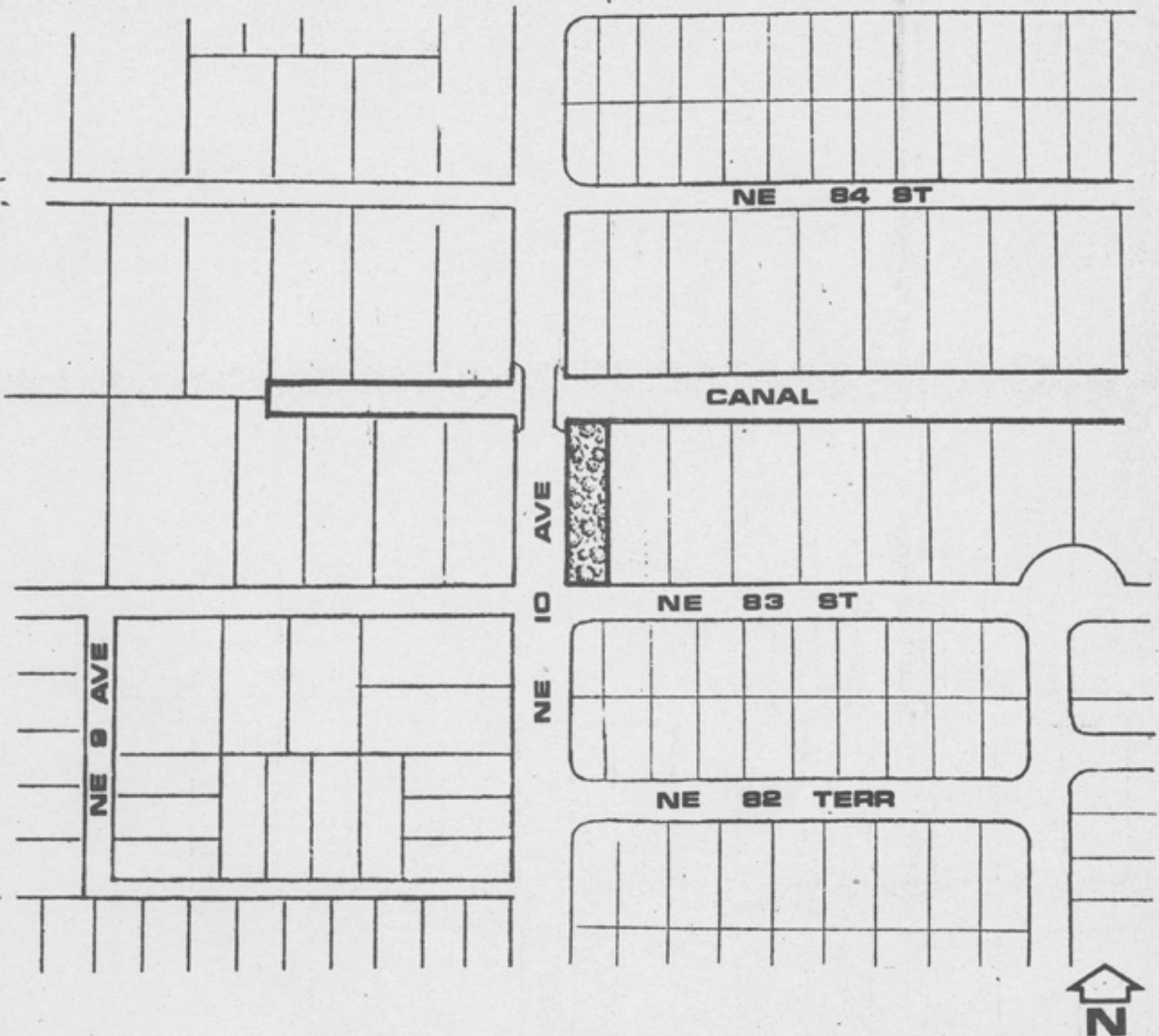
Alternative C: NE 69th Street and NE 9th Court and Biscayne Bay

Over one acre of vacant bayfront land, this parcel offers great potential for open space development. As compared to the other alternatives, this parcel is the largest site suggested for possible park development. As with most unused vacant tracts of land along the Bay, the site already attracts fishermen and nearby residents.

Acquisition of this parcel for park development would not only help to preserve views of the Bay but would also create an open space buffer between the existing R-4 zoning south of NE 69th Street and the R-1 areas to the north.

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

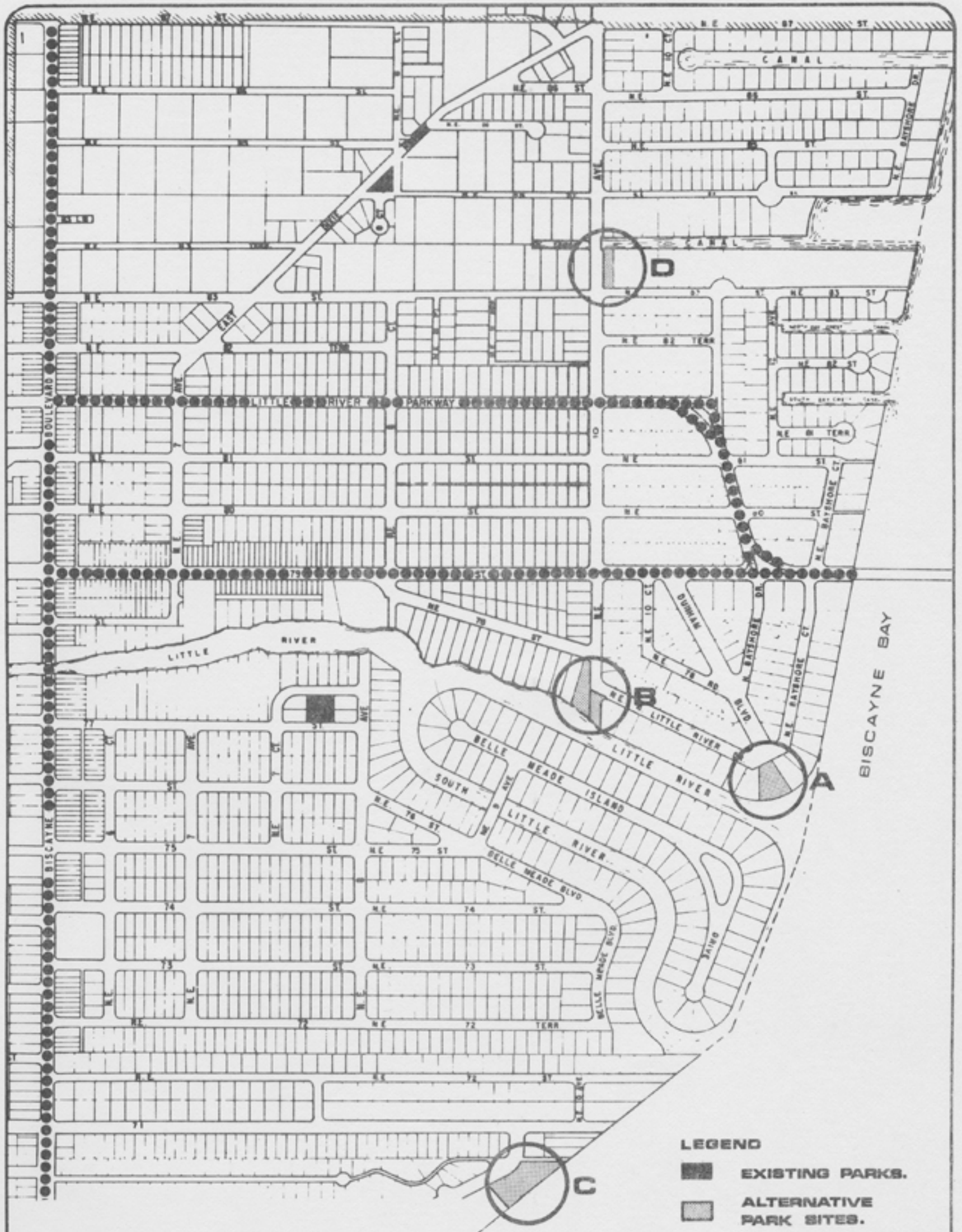


Alternative D: NE 10th Avenue and NE 83rd Street, south of the Ademar Park Canal

This site is comprised of approximately 15,000 square feet. The location is accessible from the single family residential areas on either the east or west side of NE 10th Avenue. Access to the canal provides an excellent opportunity to create a pleasant canal front park. Since this parcel is located on the corner of NE 83rd Street and NE 10th Avenue all areas of the site can be easily seen from the street. The activities should be passive in nature without recreational equipment. The park should function primarily for sitting and picnicking.

The western portions of the parcel are now City of Miami property. The City acquired the land to provide access for a storm sewer outfall. The eastern portion of the parcel was eventually sold. Therefore, some land acquisition would be necessary if this alternative was selected.

N.E. STUDY AREA

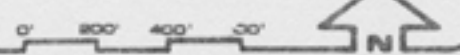


**PROPOSED OPEN SPACE AND
LANDSCAPE IMPROVEMENTS**

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

- LEGEND**
-  EXISTING PARKS.
 -  ALTERNATIVE PARK SITES.
 -  AREAS FOR STREET TREE PLANTING & BEAUTIFICATION.



TRAFFIC AND TRANSPORTATION RECOMMENDATIONS

1. Truck Traffic on Little River Parkway (NE 82nd Street)
 - a. All truck traffic should use NE 79th Street.
 - b. The existing traffic signs on the North Bay Causeway should be changed to clearly direct truck traffic to NE 79th Street. Recommended modifications are shown on the attached exhibits.
 - c. The truck ban on NE 82nd Street should be strictly enforced by the Miami Police Department.

2. Dangerous Curve at N. Bayshore Drive and NE 82nd Street
 - a. A guardrail should be immediately erected on the median strip at NE 82nd Street and N. Bayshore Drive.
 - b. A flasher signal should be installed at NE 80th Street and N. Bayshore Drive and at NE 82nd Street and N. Bayshore Drive.
 - c. A warning sign indicating dangerous curve ahead should be installed at the west end of the causeway.
 - d. The 30 mph speed limit at N. Bayshore Drive and NE 82nd Street should be strictly enforced with a police officer stationed near the intersection at regular intervals.

STREET IMPROVEMENTS

As street improvements are needed the City of Miami Public Works Department may recommend to the City Commission that Highway Improvement Districts be established. Within such districts street improvements may be implemented utilizing 75 percent City funds and 25 percent assessed to property owners fronting on the street. Drainage improvements are provided simultaneously at no charge to property owners. Normally such street improvements must be initiated at the property owner's request.

As a result of this Comprehensive Planning Study it is recommended that streets be improved as shown on the Street Improvement Map and listed, as follows:

- 1) The multiple family apartment area northwest of East Dixie Highway. This would include the following streets from Biscayne Boulevard to East Dixie Highway:

NE 86th Street
NE 85th Street
NE 83rd Terrace

ALL TRUCKS
DUAL WHEELS & OVER
USE NE 79 ST.

KEEP LEFT

EXISTING

ALL TRUCKS
USE NE 79 ST.

KEEP LEFT

RECOMMENDED

DANGEROUS
CURVE





AHEAD
25
M.P.H

RECOMMENDED



N.E. STUDY AREA

NE. 79 th ST.
BUS. DIST.
← ONLY

NE. 82 nd ST.
TO  
↗ ↗

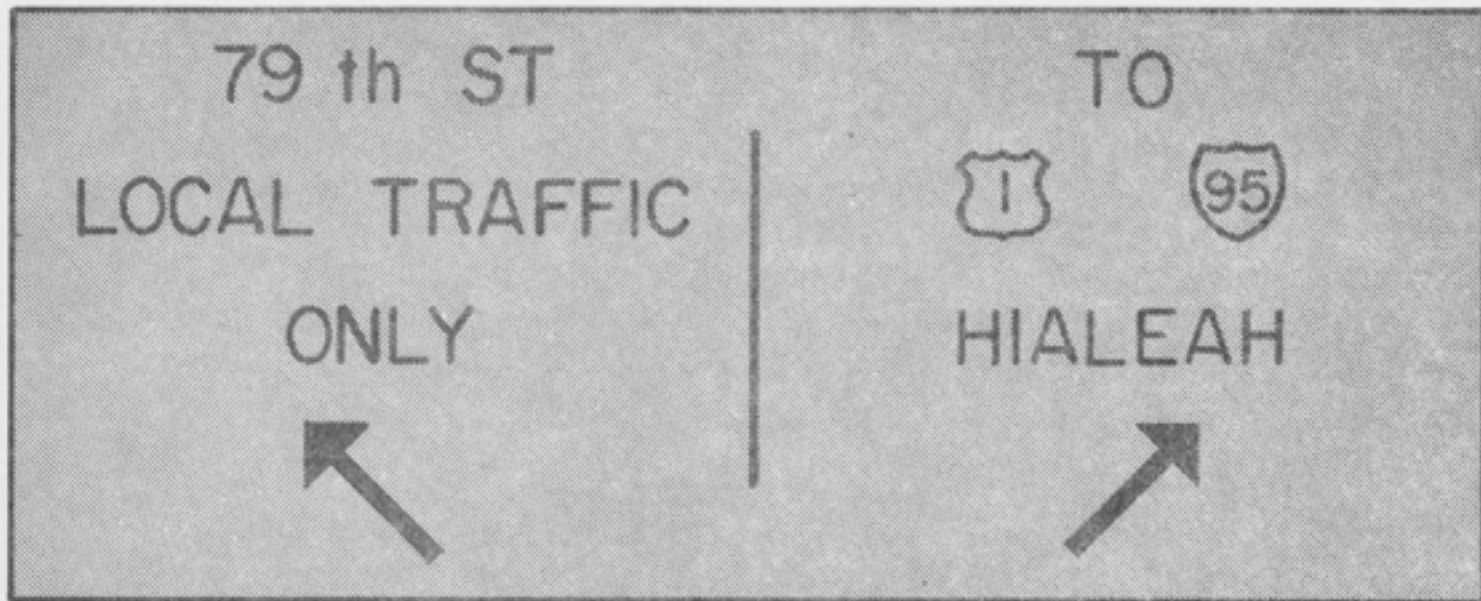
EXISTING

NE. 79 th ST
ALL TRUCKS
←

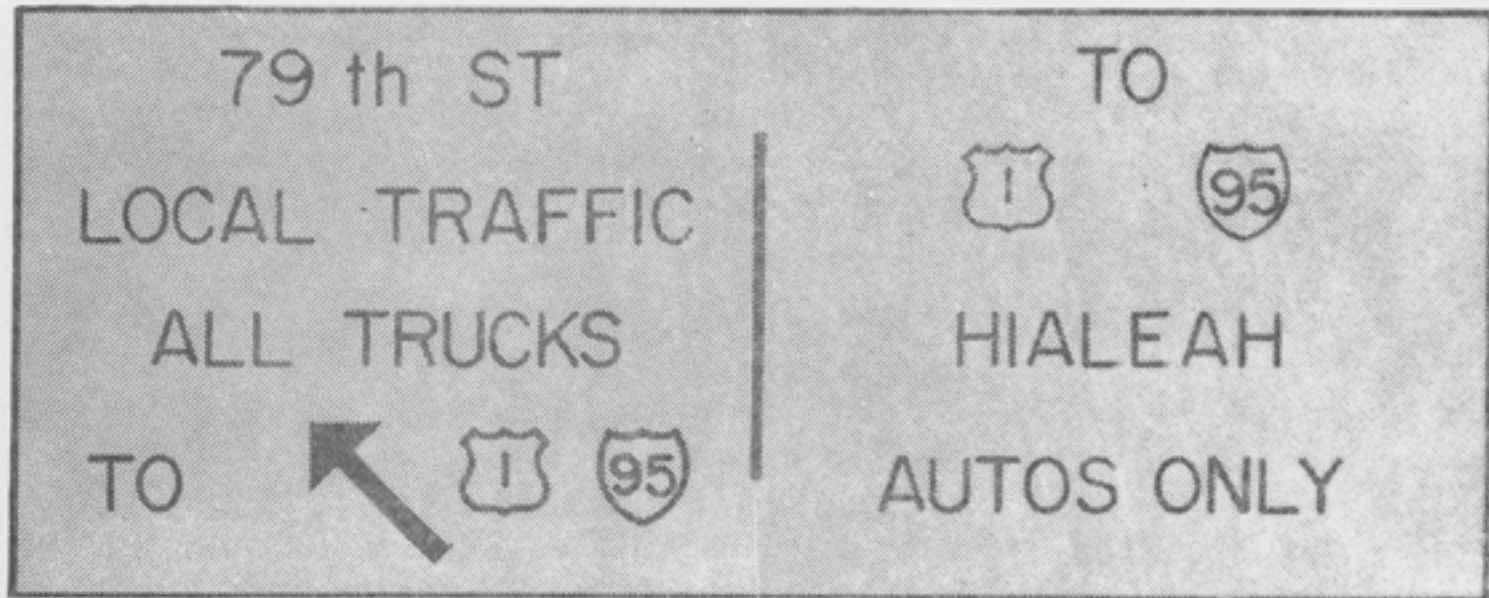
NE. 82 nd ST.
TO  
↗ ↗
AUTOS ONLY

RECOMMENDED

N.E. STUDY AREA

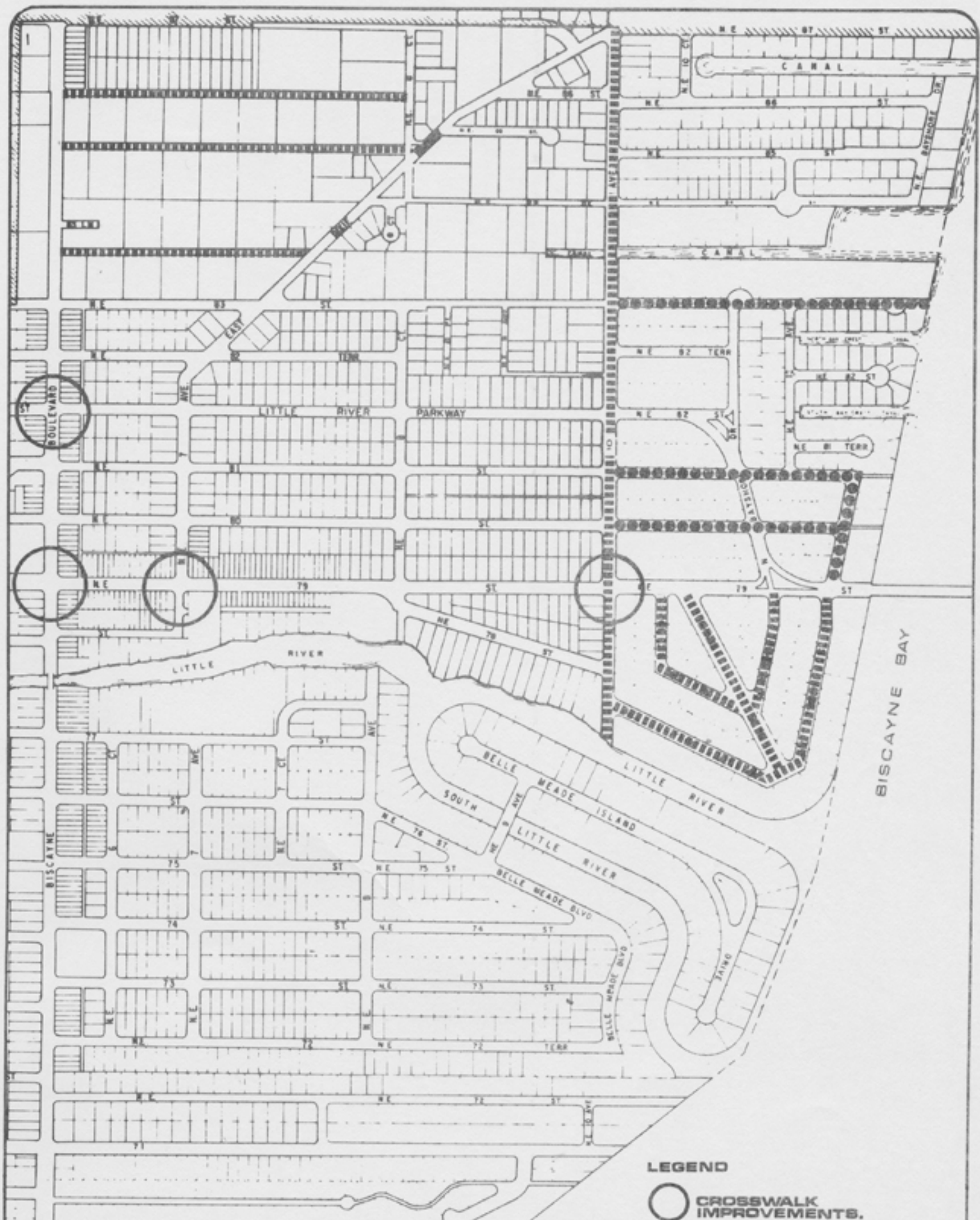


EXISTING



RECOMMENDED

N.E. STUDY AREA






STREET AND INTERSECTION IMPROVEMENTS

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

LEGEND

-  CROSSWALK IMPROVEMENTS.
-  PROPOSED STREET IMPROVEMENTS.
-  STREET IMPROVEMENTS IN PROGRESS OR COMPLETED.

0' 200' 400'



- 2) The multiple family area south of NE 79th Street and east of NE 10th Avenue including the following streets:

Dunham Boulevard
NE 10th Court
NE 78th Road
N. Bayshore Drive
NE Bayshore Court
NE North River Drive

- 3) Northeast 10th Avenue should be improved to include sidewalks and a bicycle lane.

STORM DRAINAGE IMPROVEMENTS

Storm drainage problems are extremely difficult to completely control in the Northeast Community because of the low elevation of certain portions. However, the following proposals are recommended to help alleviate these critical drainage problems:

1. All streets to be improved shall be properly designed with curbs and gutters to help facilitate the flow of water to the storm sewer system.
2. Existing local drains in the areas should of the Little River Canal should be tied together with french drains. The location of these suggested drains are shown on the Drainage Improvements Map. Potential locations include NE 6th Court, NE 76th Street, NE 7th Avenue, NE 71st Street and NE 77th Street.
3. A special drainage project should be initiated for NE 72nd Street. This project would involve the provision of a storm sewer main extending along the street east of NE 8th Avenue and a new storm outfall into Biscayne Bay. In addition, a main should be extended west of NE 8th Avenue to tie into the drainage structure at Biscayne Boulevard.
4. On NE 71st Street the existing local drains located west of NE 9th Court should be linked to the existing storm sewer and outfall.

These recommendations have been prepared in consultation with the City of Miami Public Works Department. Preliminary cost estimates are presented in the Implementation Program section of this report.

ALL TRUCKS
DUAL WHEELS & OVER
USE NE 79 ST.

KEEP LEFT

EXISTING

ALL TRUCKS
USE NE 79 ST.

KEEP LEFT

RECOMMENDED

DANGEROUS
CURVE





AHEAD
25
M.P.H

RECOMMENDED



N.E. STUDY AREA

NE. 79 th ST.
BUS. DIST.
← ONLY

NE. 82 nd ST.
TO  
↗ ↗

EXISTING

NE. 79 th ST
ALL TRUCKS
←

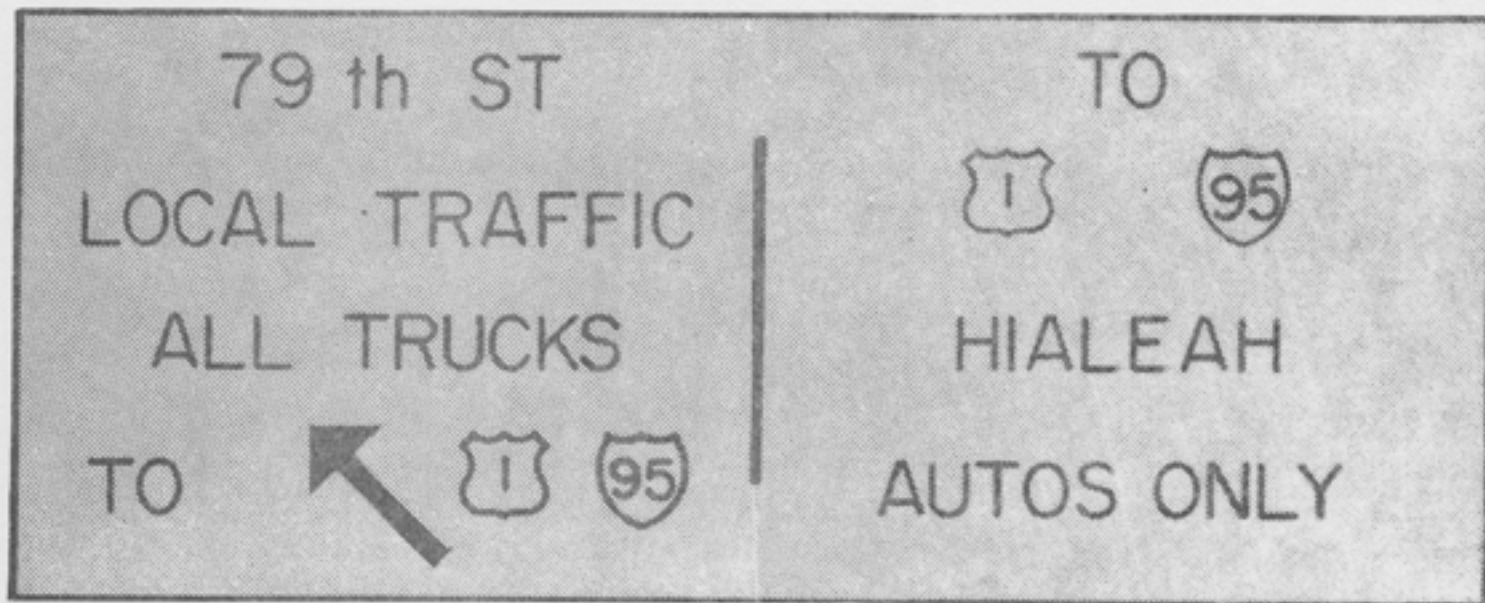
NE. 82 nd ST.
TO  
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AUTOS ONLY

RECOMMENDED

N.E. STUDY AREA

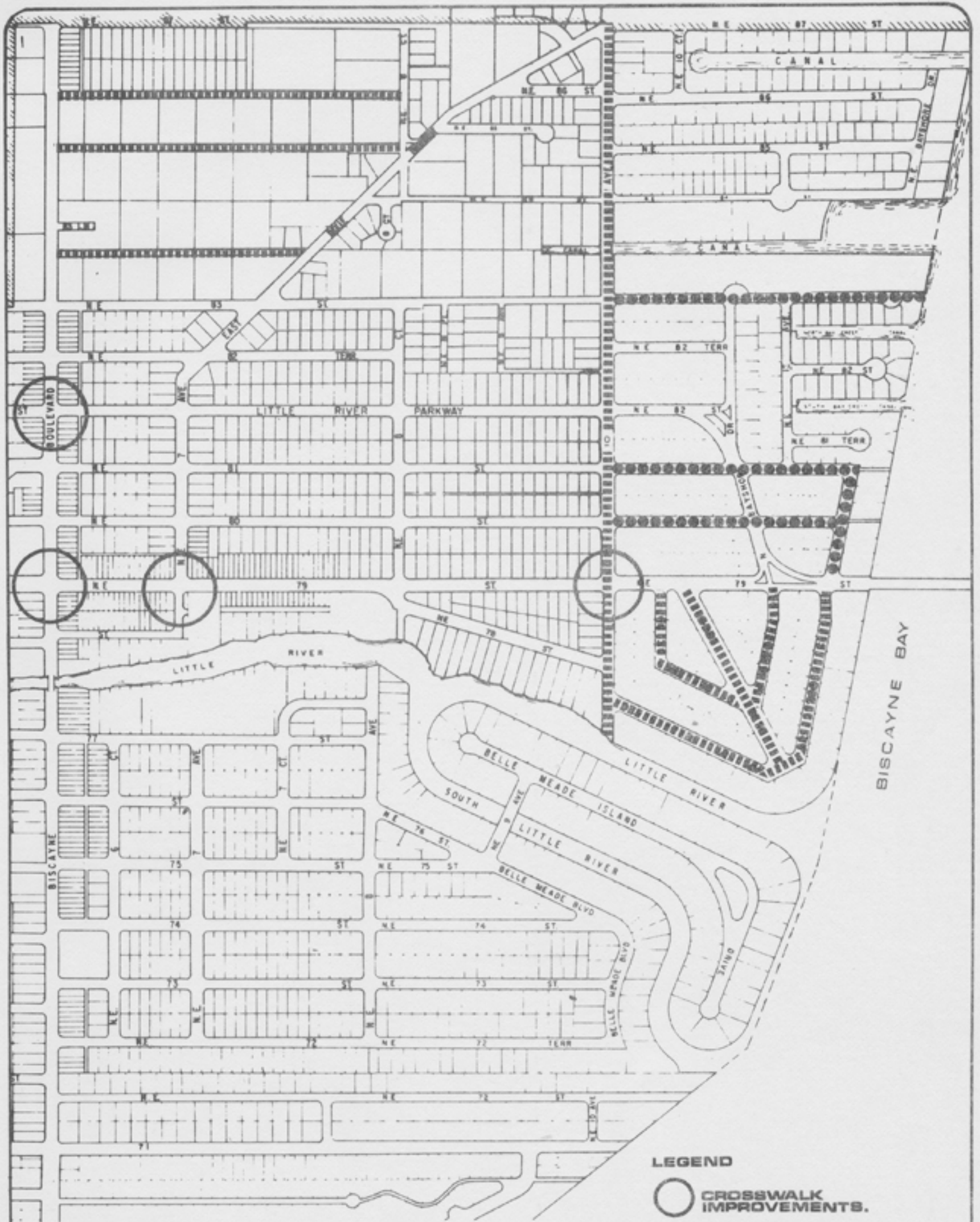


EXISTING



RECOMMENDED




N.E. STUDY AREA

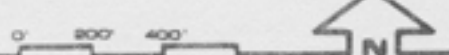


STREET AND INTERSECTION IMPROVEMENTS

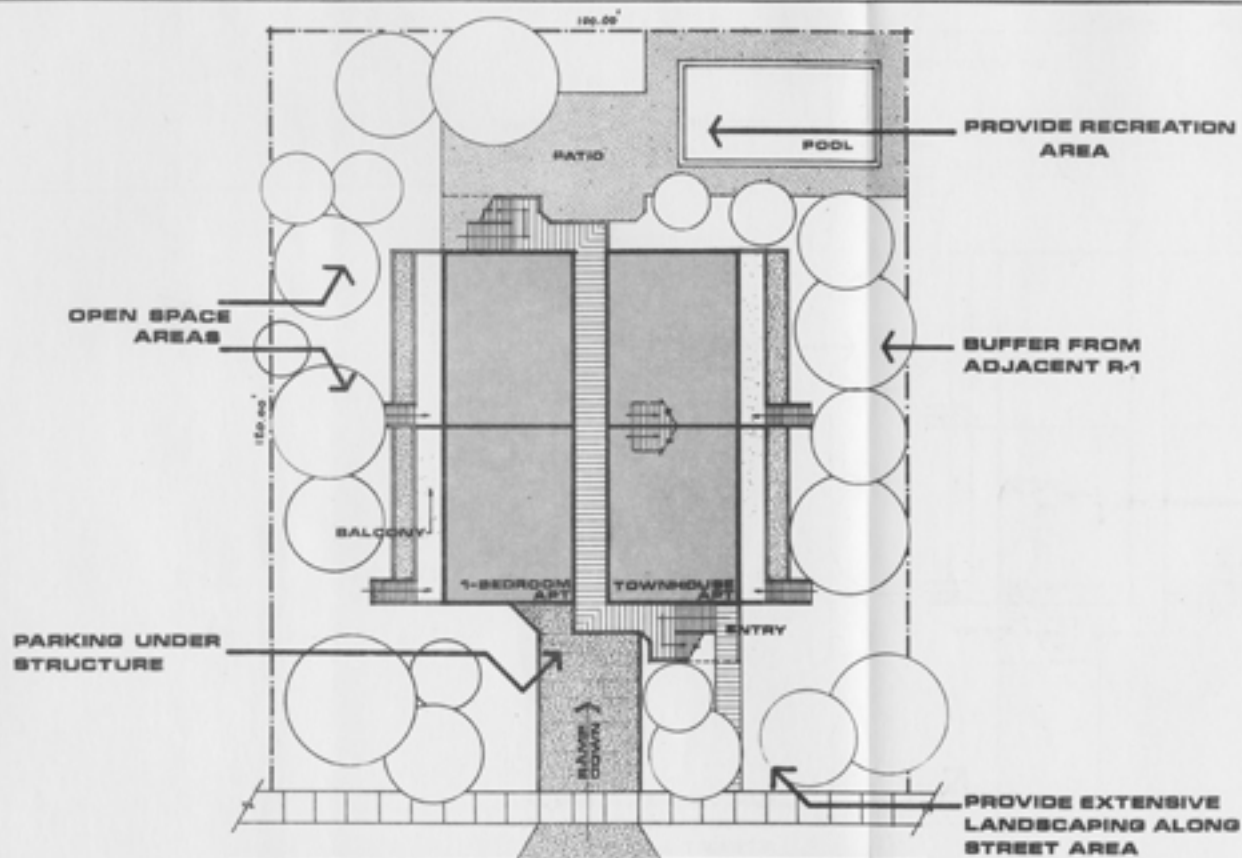
N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

- LEGEND**
-  CROSSWALK IMPROVEMENTS.
 -  PROPOSED STREET IMPROVEMENTS.
 -  STREET IMPROVEMENTS IN PROGRESS OR COMPLETED.



DESIGN GUIDELINES



SITE PLAN
1" = 50.0'

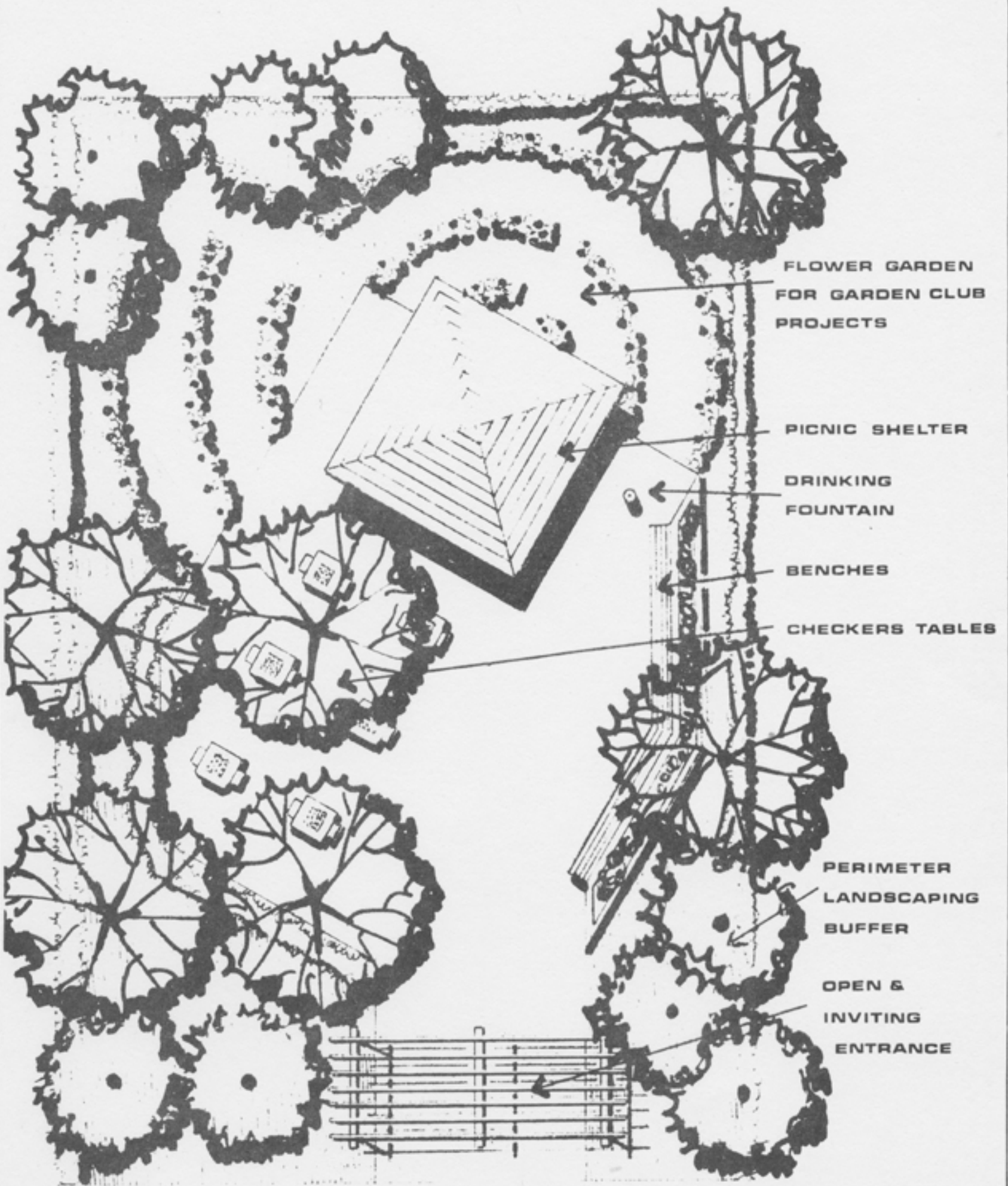
HEIGHT & SCALE
OF APARTMENT
COMPATIBLE WITH
ADJACENT
RESIDENTIAL
AREAS



ELEVATION
1" = 50.0'

ILLUSTRATIVE DESIGN

LOW DENSITY APARTMENT
AS PER R-3A ZONING
REGULATION



NEIGHBORHOOD PARK DESIGN CONCEPTS

N.E. STUDY AREA

CITY OF MIAMI PLANNING DEPARTMENT

IMPLEMENTATION PROGRAM

IMPLEMENTATION PROGRAM

The recommendations of this study for future public improvements by City, Metropolitan Dade County and State agencies are summarized in the accompanying chart. None of these recommendations are currently on the work program of these agencies: implementation requires specific direction.

CONTINUING PLANNING ACTIVITIES

As a community matures its needs sometimes change, consequently, continuing reappraisal of the forces of change and an appropriate response are necessary. In this respect, the Northeast Community Comprehensive Planning Study can serve as a basis for further analysis of the dynamics of change within the community.

IMPLEMENTATION PROGRAM

PROJECT NO.	PROJECT DESCRIPTION	ESTIMATED COST	RESPONSIBLE IMPLEMENTING AGENCY	POTENTIAL FUNDING SOURCE
I	<u>Rezoning Actions</u>		Miami Planning Department	--
Ia	Rezone area NW of Dixie Highway from R-4 to R-3A.	--	All rezoning action must be reviewed by the City of Miami Planning Advisory Board with recommendations forwarded to City Commission for final action.	
Ib	Rezone 79th Street Area from C-4 to C-2.	--		
Ic	Rezone NE 6th Court Area from R-4 to R-3.	--		
Id	Rezone Biscayne Boulevard Area from C-2 to C-1.	--		
Ie	Rezone Biscayne Shopping Plaza from C-2 to C-1A.	--		
II	<u>Traffic Improvements</u>			
IIa	Installation of Guard Rail at NE 82nd Street and N. Bayshore Drive.	\$ 300	Dade County Department of Traffic and Transportation and Florida DOT.	State Section 203 Funds, Dade DOTT.
IIb	Installation of flasher signals at NE 82nd Street and N. Bayshore.	NA	Dade DOTT.	Dade DOTT

IMPLEMENTATION PROGRAM

PROJECT NO.	PROJECT DESCRIPTION	ESTIMATED COST	RESPONSIBLE IMPLEMENTING AGENCY	POTENTIAL FUNDING SOURCE
IIc	Providing warning signs and modifying existing signs on NE 79th Street and Causeway.	NA	Dade DOT, Florida DOT.	State Road Funds.
IIId	Signing for Bicycle Routes	\$ 1,000	Dade DOT, Miami Public Works.	Dade DOT.
IIe	Crosswalk Marking and Intersection Improvements	\$200,000 (including some landscaping.)	Dade DOT, City Public Works.	State Road Funds, Dade DOT.
III	<u>Street or Drainage Improvements</u>			
IIIa	NE 10th Avenue	\$660,000	Dade County Public Works	
IIIb	NE 83rd Street NE 84th Street NE 85th Street	\$560,000	Miami Public Works	Miami Highway Improvement Program - 75% City funds, 25% assessed to property owner.
IIIc	Dunham Boulevard Area	\$375,000	Miami Public Works.	

IMPLEMENTATION PROGRAM

PROJECT NO.	PROJECT DESCRIPTION	ESTIMATED COST	RESPONSIBLE IMPLEMENTING AGENCY	POTENTIAL FUNDING SOURCE
III d	Drainage Improvements - NE 72nd Street	\$125,000	Miami Public Works	Special Drainage Funds
III e	Drainage Improvements - Local Drains south of Little River	\$112,500	Miami Public Works	Special Drainage Funds
IV	Dredging or Cleaning of Canals	Ademar Park Canal Est. \$25,000 - \$30,000	U. S. Corps of Engineers Trustees of the Internal Improvement Fund	Adjoining Private Property Owners.
V Va	<u>Open Space and Recreation</u> Acquisition and Development of Neighborhood Parks Alternative A Alternative B Alternative C Alternative D	\$250,000 125,000 500,000 75,000	City of Miami Parks and Recreation	Parks for People Bond Program Community Development General Revenue Sharing

IMPLEMENTATION PROGRAM

PROJECT NO.	PROJECT DESCRIPTION	ESTIMATED COST	RESPONSIBLE IMPLEMENTING AGENCY	POTENTIAL FUNDING SOURCE
Vb	Improvements to Belle Meade Park for Biscayne Heights	\$ 6,000	Miami Parks and Recreation.	Parks for People Bond Program.
Vc	Establishment of Environmental Preservation Districts	--	Miami Planning Department.	--

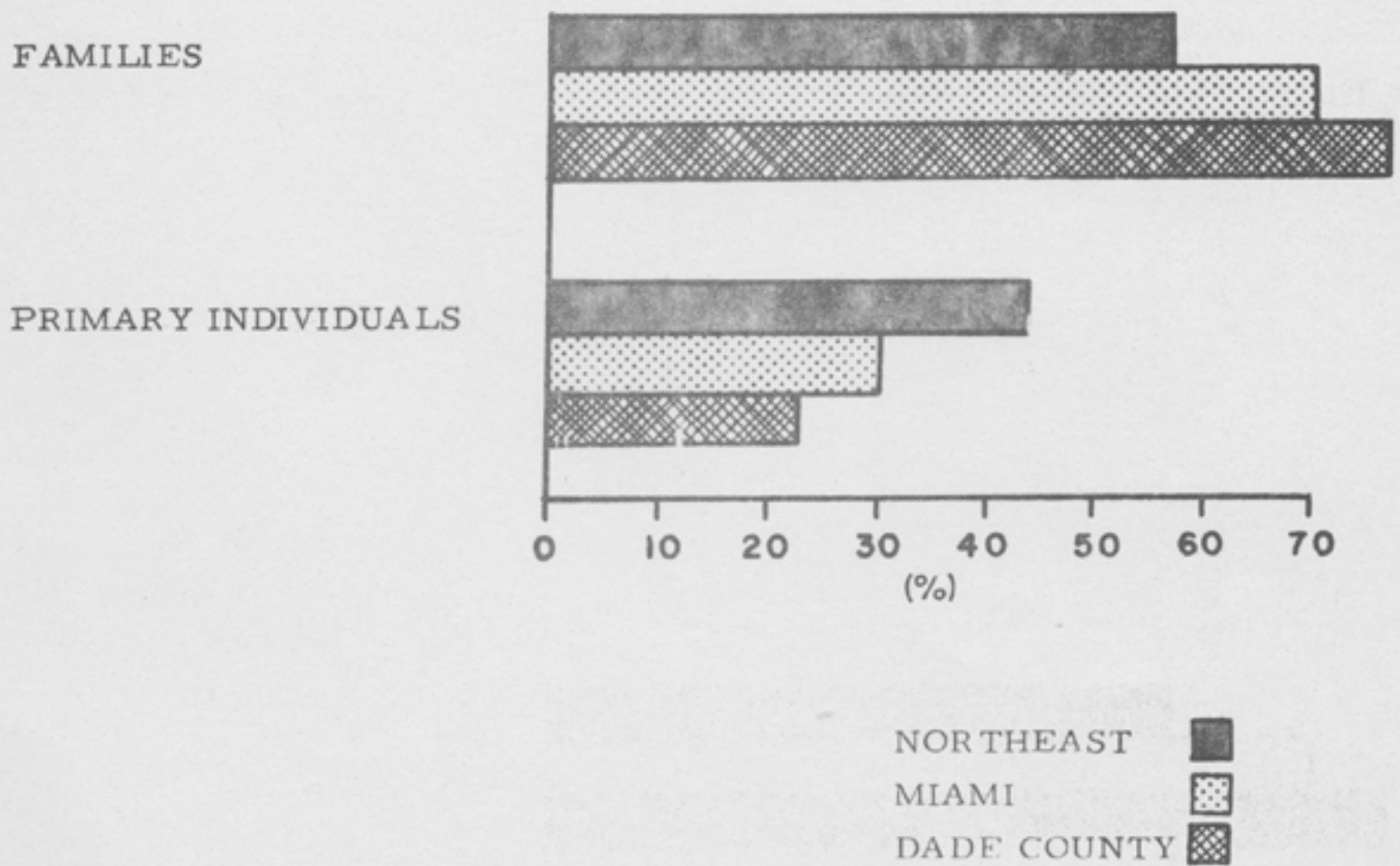
APPENDIX

APPENDIX I SOCIAL AND ECONOMIC DATA

As a supplement to the information provided in the Social and Economic Profile of this report the following material has been prepared to provide a graphic presentation of the social characteristics in the Northeast Community. All information is based upon the 1960 or 1970 Census for Census Tract #13.

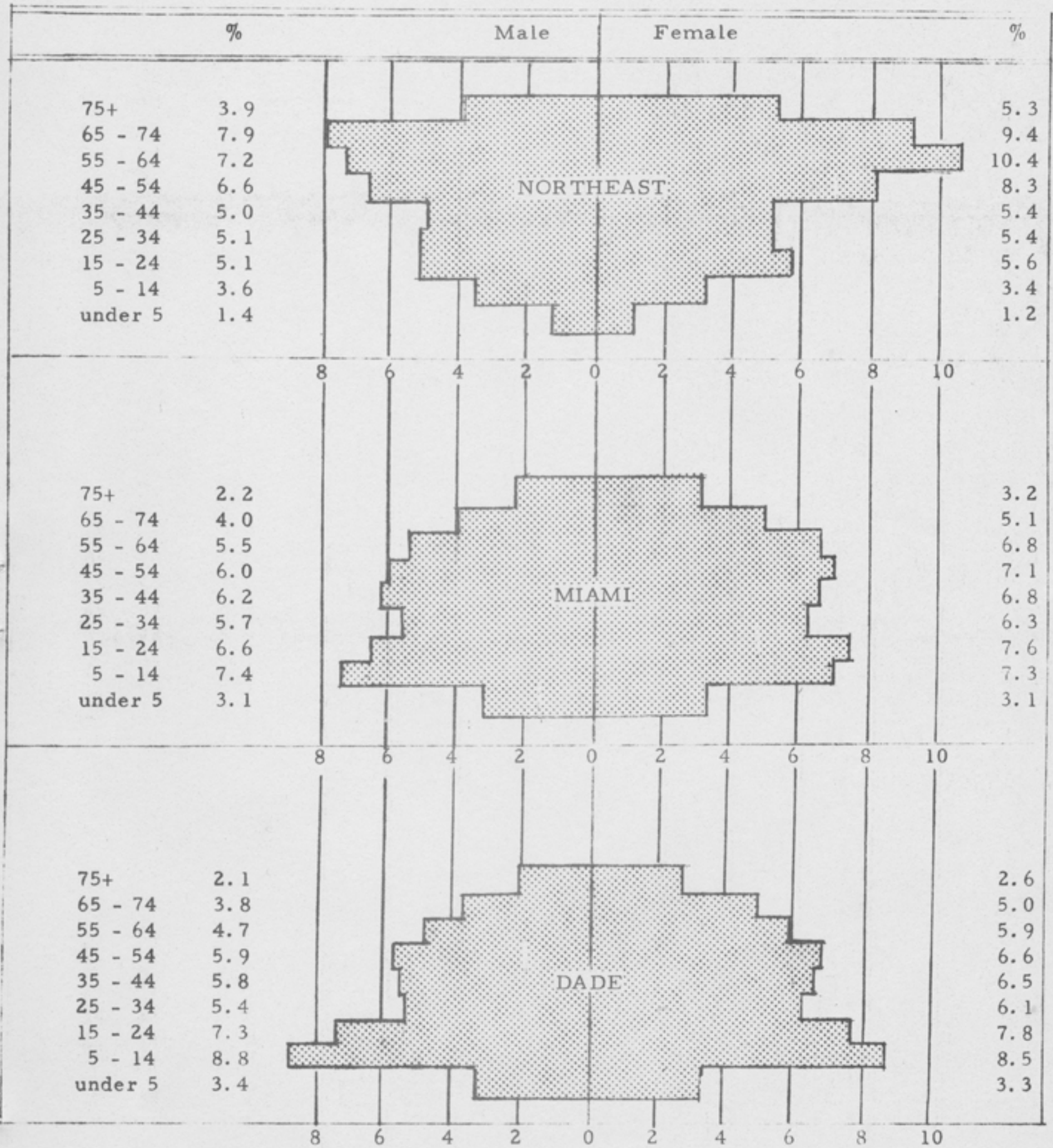
1970 HOUSEHOLD COMPOSITION

(AS % OF ALL HOUSEHOLDS)



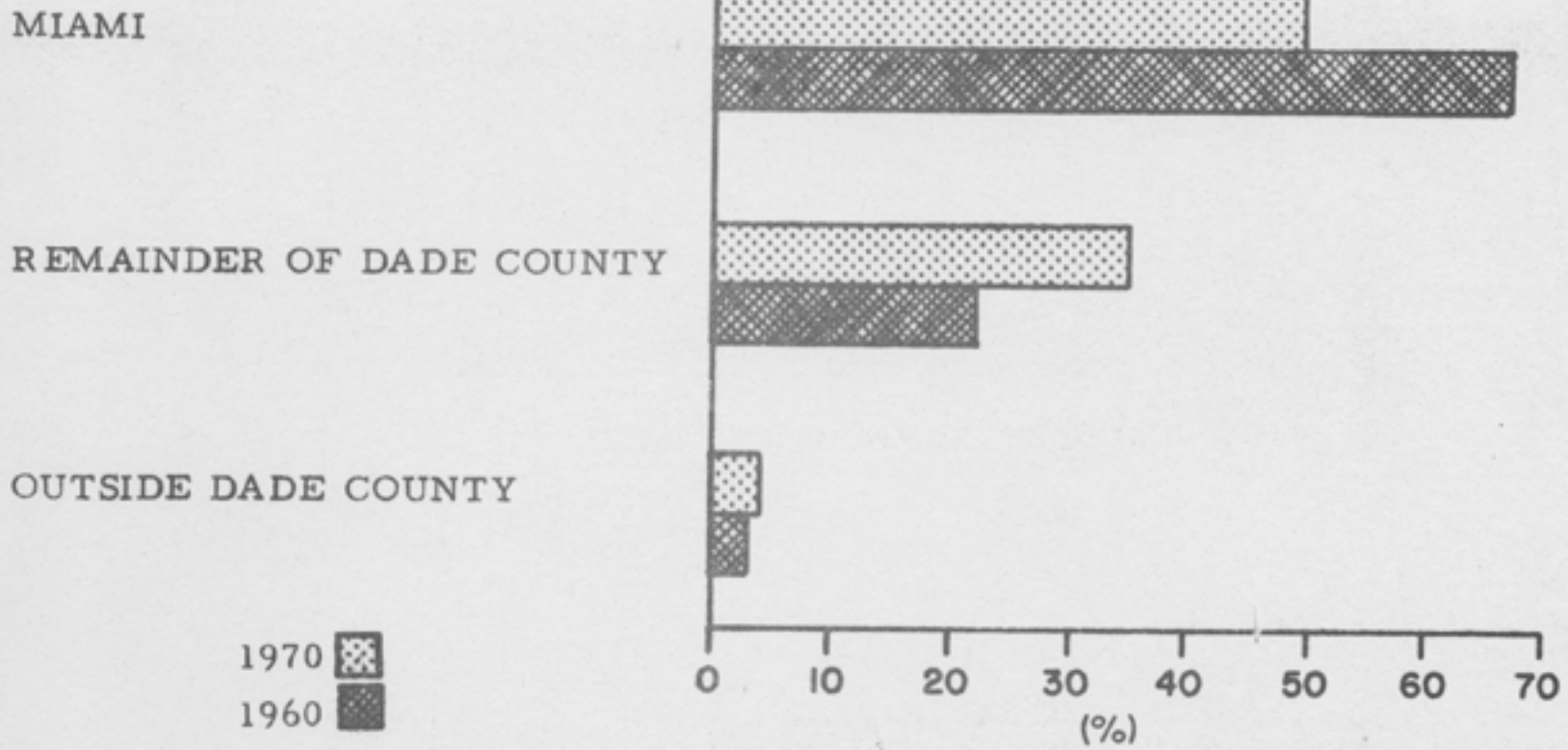
AGE DISTRIBUTION, 1970

Northeast Census Tract



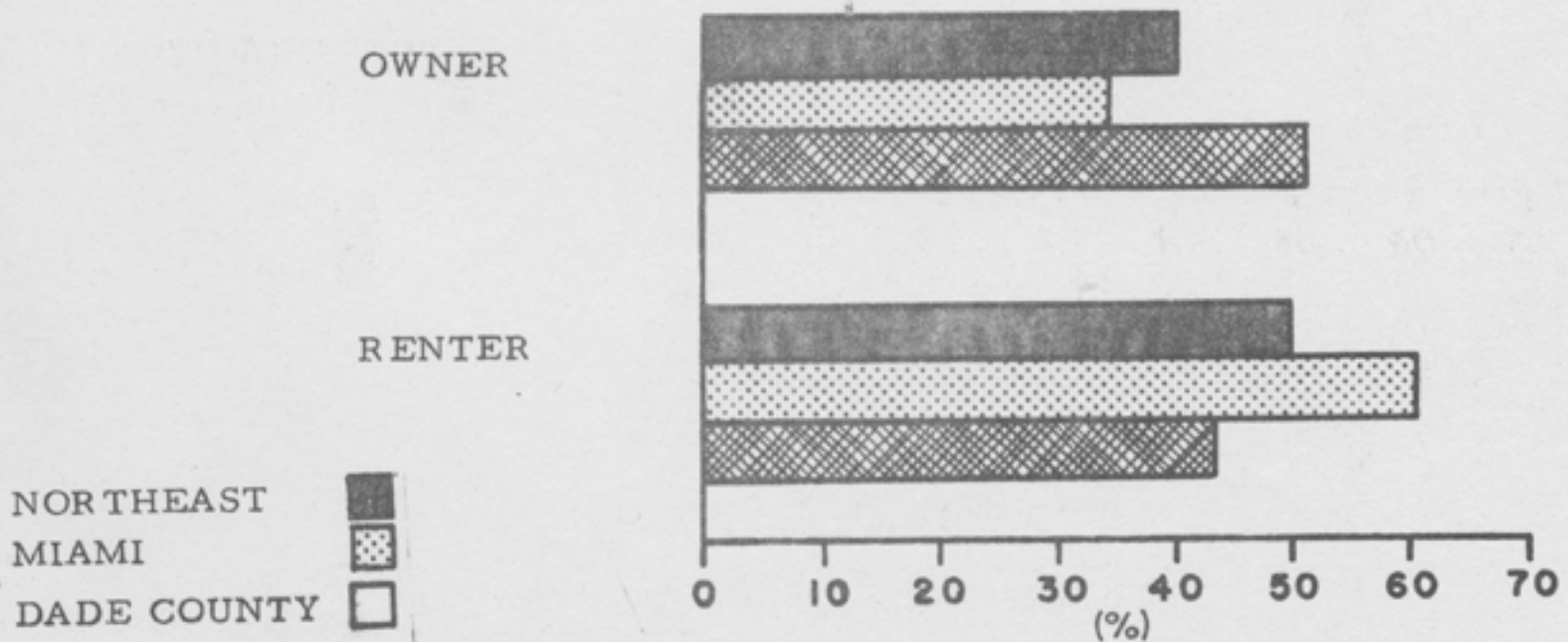
PLACE OF EMPLOYMENT, 1960 - 1970

(% OF ALL NORTHEAST WORKERS)



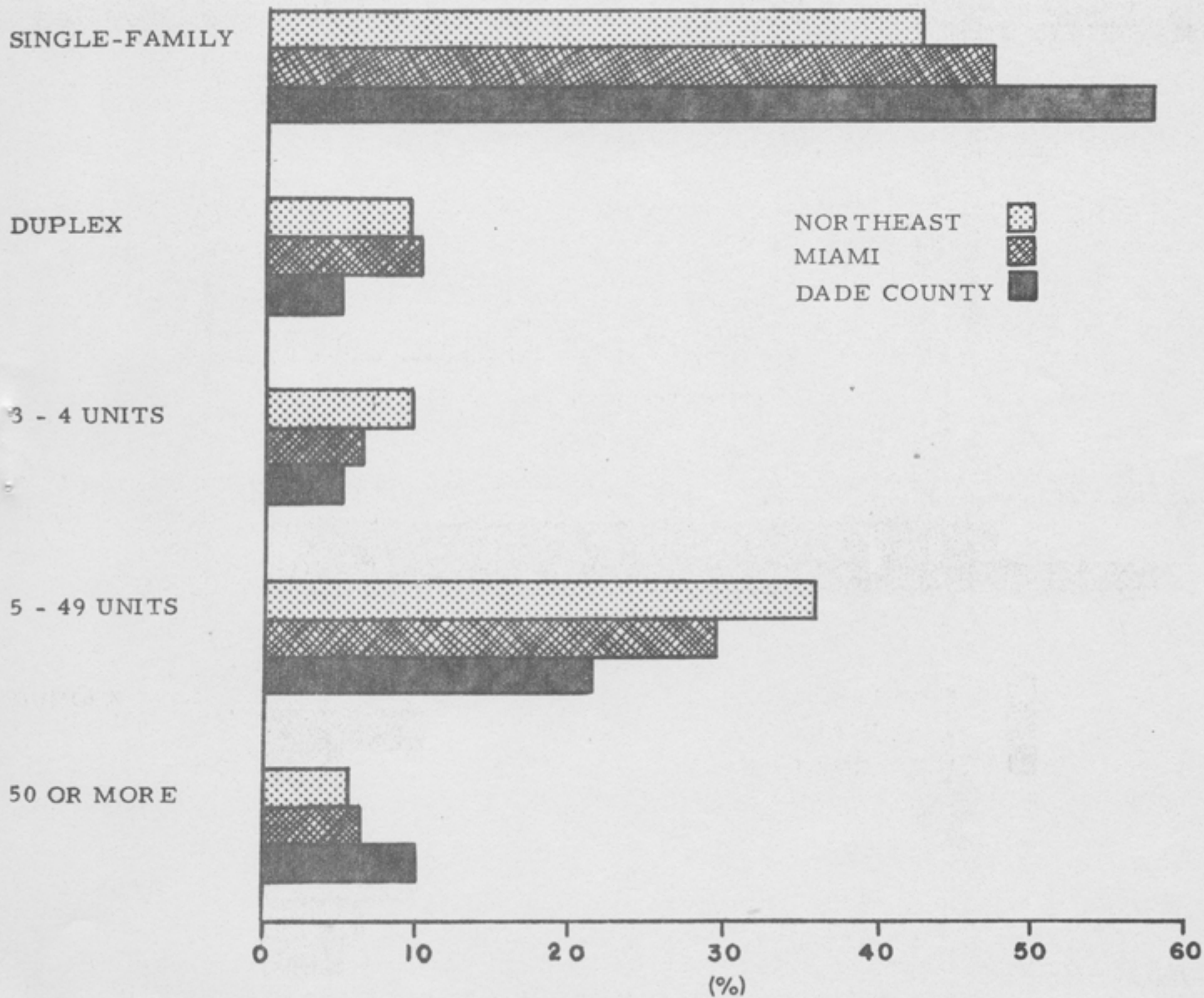
1970 HOUSING TENURE

(AS % OF TOTAL HOUSING UNITS)



1970 HOUSING, BY NUMBER OF UNITS IN STRUCTURE

(% OF TOTAL HOUSING UNITS)



APPENDIX II - PROCEDURES FOR DREDGING OF RESIDENTIAL CANALS

Permits Required: Any private or public work in or over navigable waters-- including a canal--requires a series of permits before any dredging may begin. Waterways with surface outlets to the ocean are under Federal jurisdiction, as well as state and local.

Final permit authority rests with the Department of the Army, Corps of Engineers. After approval has been granted by all state and local agencies, the Corps will review the application and advertise the project for 30 days. If no objections are registered during that time, the Corps grants final approval for the dredging operation.

Who Grants Permits: Permits must be obtained from:

1. State of Florida, Trustees of the Internal Improvement Trust Fund, Fort Lauderdale Regional Office.
2. State of Florida, Department of Pollution Control, Suite 400, Tallahassee Bank Building, 315 South Calhoun Street, Tallahassee, Florida 32301.
3. City of Miami, Public Works Department, Dinner Key.
4. Army Corps of Engineers, P. O. Box 4970, Jacksonville, Florida 32201.

Permit Processing Time: If your project does not exceed \$5,000 in labor and material cost or 5,000 cubic yards in size, an "exemption permit" would be in order. The application, made to the State of Florida, Trustees of the Internal Improvement Trust Fund, requires approximately 60 days for processing. Without the exemption permit the processing takes about 120 days. This same application constitutes a request for the Department of Pollution Control to consider issuance of a water quality certificate. This certificate is expected to take the same length of time to process.

After receiving State permits and another from the City of Miami, the Army Corps of Engineers issues a 30-day public notice. If no objections are received, the Corps permit will be issued within 6 weeks to 2 months. However, any delays in obtaining State permit approvals will increase the waiting period.

Fee: The exemption permit from the Trustees carries a \$25.00 processing fee.

Contractor: The firm handling your dredging contract will obtain all the necessary permits for you. In doing so, one property owner may file the application for a permit. He or she will then be designated the responsible party. Neighboring

property owners may also sign the permit application. Alternatively, the contractor could apply for the permit in the name of all the property owners.

A contractor will require releases from all property owners having boat docks along the canal. He will first perform a survey in order to determine how much material will be removed during the dredging. This survey will determine the cost of the project and the state fee. (Prints of the plat of this survey must be attached to your permit application.)

Cost: Current dredging costs by private contractors now run between \$3.00 and \$4.00 per cubic yard of material removed.

APPENDIX III - SUMMARY OF WET BOAT STORAGE ORDINANCE

The Comprehensive Zoning Ordinance of the City of Miami is proposed to be amended to establish standards and controls for the wet storage of vessels within City waterways and water areas. The Wet Boat Storage Ordinance will determine what uses, activities, services and facilities will be allowed or required in conjunction with this wet boat storage and provides for the development of additional safe and well-kept wet storage facilities. Under this ordinance, waterfront site owners are responsible for the docking and mooring of vessels and other uses that occur on, over or below the water area fronting the site (insofar as reasonable and within control of the property owner). For all navigable waterways, the ordinance establishes a minimum fairway width, wherein vessels shall not dock, moor, or anchor. Little River Canal has a required fairway width of 25 feet. Rafting or double file dockage would be prohibited along Little River, where the waterway is less than 85 feet in width. In all residential districts and on any lot adjoining a residential district, no vessel shall be allowed to dock closer than 5 feet to the side property lines. Separate provisions have been made for vessels in residential, commercial, and industrial districts. Each district has varying requirements for on-site parking, open space, sanitary facilities and safety.

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