

PREAMBLE

Purpose and Objectives

In 1977 the Miami City Commission approved the Miami Comprehensive Neighborhood Plan 1976-86 (Resolution #77-430). The purpose of the Comprehensive Plan is to provide an official guide to future development in the City of Miami. The preparation of this Plan is mandated in the City Charter and the State of Florida Local Government Comprehensive Act. The State mandates a five (5) year evaluation and appraisal of the Comprehensive Plan in order to insure the planning program shall be a continuous and ongoing process. The Comprehensive Plan is intended to be a current document and shall be amended to reflect the present community needs and development objectives. The revised plan document reflects major changes that have occurred within the City between 1976 and 1982, revised planning objectives and implementation strategies. Since 1976 an extensive planning program has been undertaken to implement recommendations set forth in the MCNP. Physical and socio-economic changes that have occurred within the City of Miami have been significant since 1976. Those changes that directly relate to the Comprehensive Planning effort include: the May 1980 civil disturbance; the Cuban/Haitian refugee influx; massive public and private investment activities within the Downtown area; changes in the local economy with major growth in international banking and trade, etc. The Land Use Plan has been modified to incorporate these changes and is consistent with the adopted Zoning Plan (Map) for the City - Ordinance #9500.

The Plan consists of all the required and optional elements identified by the State Comprehensive Act. These elements are coordinated and internally consistent and are aimed at achieving the basic objectives of health, safety and welfare stated in the City Charter and the State Act. Each element relates to specific issues which need to be addressed to insure the orderly growth and development, adequate provision of services and facilities and well-being of the future population of the City.

Study Approach

The Miami Comprehensive Neighborhood Plan is a result of a three-phase study. The first phase had a City-wide emphasis, the second had a Planning District and Neighborhood emphasis and the third provided for preliminary and final Plan preparation. In order to ensure citizen participation in the planning process, the Planning Department held public hearings in each of the six Planning Districts to review the status of the implementation of the Comprehensive Plan and to ascertain community needs.

Inter-Governmental Coordination

It is the policy of the City of Miami that the Comprehensive Plan and any modifications thereto shall be coordinated with and related to the Comprehensive Plans of the State of Florida, Dade County, the South Florida Regional Planning Council and adjacent municipalities as such plans exist or are prepared.

Economic Feasibility

Miami's bonding capacity, as established by State Law, is \$1.1 billion, or 15% of its assessed property values at \$7.4 billion. As of FY 82, the net debt outstanding from previously issued bonds was \$116 million, debt as a percentage of assessed valuation being 1.57%, leaving a legal debt margin of \$994 million for additional capital improvements. The degree to which Miami draws upon this amount, however, depends upon its ability to absorb increases in operating and maintenance costs as well as its bonding capacity.

Detailed economic assumptions underlying the Plan and all aspects of Plan elements requiring expenditures of public funds including fiscal proposals related to estimated costs, priority ranking and proposed funding sources are included in the Draft Capital Improvement Program prepared by the City Planning Department and are submitted with this Plan.

Implementation

The State Comprehensive Planning Act of 1975 requires that the Plan be adopted by July 1, 1979, and that this Plan have legal status and that "no public or private development shall be permitted except in conformity with Comprehensive Plan(s) or elements or portions thereof."

In order to fully implement this Plan, the following actions are required.

1. Revisions to Existing Land Use Controls and Regulatory Measures and Adoption

The Future Land Use Element is not an official zoning map. Present ordinances must be revised and zones mapped by an additional process already initiated by the Miami City Planning Department.

2. Adoption of a Capital Program and Budget

Coordinated and planned investment of public funds for capital improvements, including those from the Federal Community Development Program, must be committed to attract private development and encourage neighborhood stability as well as to provide needed public improvements.

3. Broad Use of Powers of Eminent Domain to Promote Redevelopment

Public urban renewal powers to promote private development of obsolescent and deteriorated areas need to be broadened and applied to help strengthen the economic base.

4. Use of the Tax Increment Financing for Redevelopment

This incentive legislation will provide additional tools for promoting redevelopment and strengthening the economic base.

5. Commitment of the Residents, Property Owners and Businesspersons to Implement to Plan

Citizens must individually and cooperatively work to achieve development objectives; maintain and improve residential neighborhoods and lend support to public actions required to implement the Plan.

6. Continuation of the Planning Process

The State Act stipulates that "the planning program shall be a continuous and ongoing process." This means continuing citizen involvement, monitoring implementation and effects of the Plan, revisions and Plan update.

The nature of the City's population growth has undergone drastic change during the 1970-1980 decade. Nearly the entire net growth in population can be attributed to the growth in the number of persons 65 years and over. Husband/wife households showed a net decrease of nearly 10%, while female-headed households increased over 40% and one-person households increased nearly 30%.

In 1970 less than 3% of the City's housing units were valued at greater than \$50,000. In 1980, nearly one-half (45.3%) of the units were valued in excess of \$50,000 and 7.4% were valued at greater than \$100,000, with over 2% valued at greater than \$200,000. This change is a net increase in average housing value after accounting for inflation. At the same time, contract rents in the City did not show as great a change. While in 1970 only 1.7% of the City's housing units had rents greater than \$250 per month, nearly 25% of the units in 1980 had rents greater than \$250 per month. Only 1.7% of the units had rents greater than \$500 per month in 1980.

Future growth in the City of Miami will be largely business oriented and will occur in the downtown area. Land use and employment growth in the downtown area is expected to be substantial. These changes are presented in the table below.

Downtown Land Use	Office	Retail	Whsle.	Manu- facturing Wrhse.	Svc./ Inst.	Hotel Motel	Resi- dential	Total Employment
1975								
Square Footage	91.M	3.3M	0.6M	2.3M	0.8M	4362 Units	6982 Units	
Employment	40,609	9,028	883	4,765	1,233			60,880
1980								
Square Footage	10.6M	4.6M	0.6M	2.3M	0.9M	6210 Units	7281 Units	
Employment	46,971	12,540	883	4,765	1,370			72,739
1985								
Square Footage	15.5M	5.1M	0.6M	2.3M	1.8M	8496 Units	10,913 Units	
Employment	68,754	13,933	883	4,765	2,791			99,752

By 1985 the City of Miami will have a population of nearly 420,000, predominantly Hispanics. The downtown area is expected to employ nearly 100,000 persons.

Changes Within Miami That Have Impacted the Comprehensive Plan

Since 1977 Miami has undergone major changes which have significantly impacted the development patterns within the City. These changes have included:

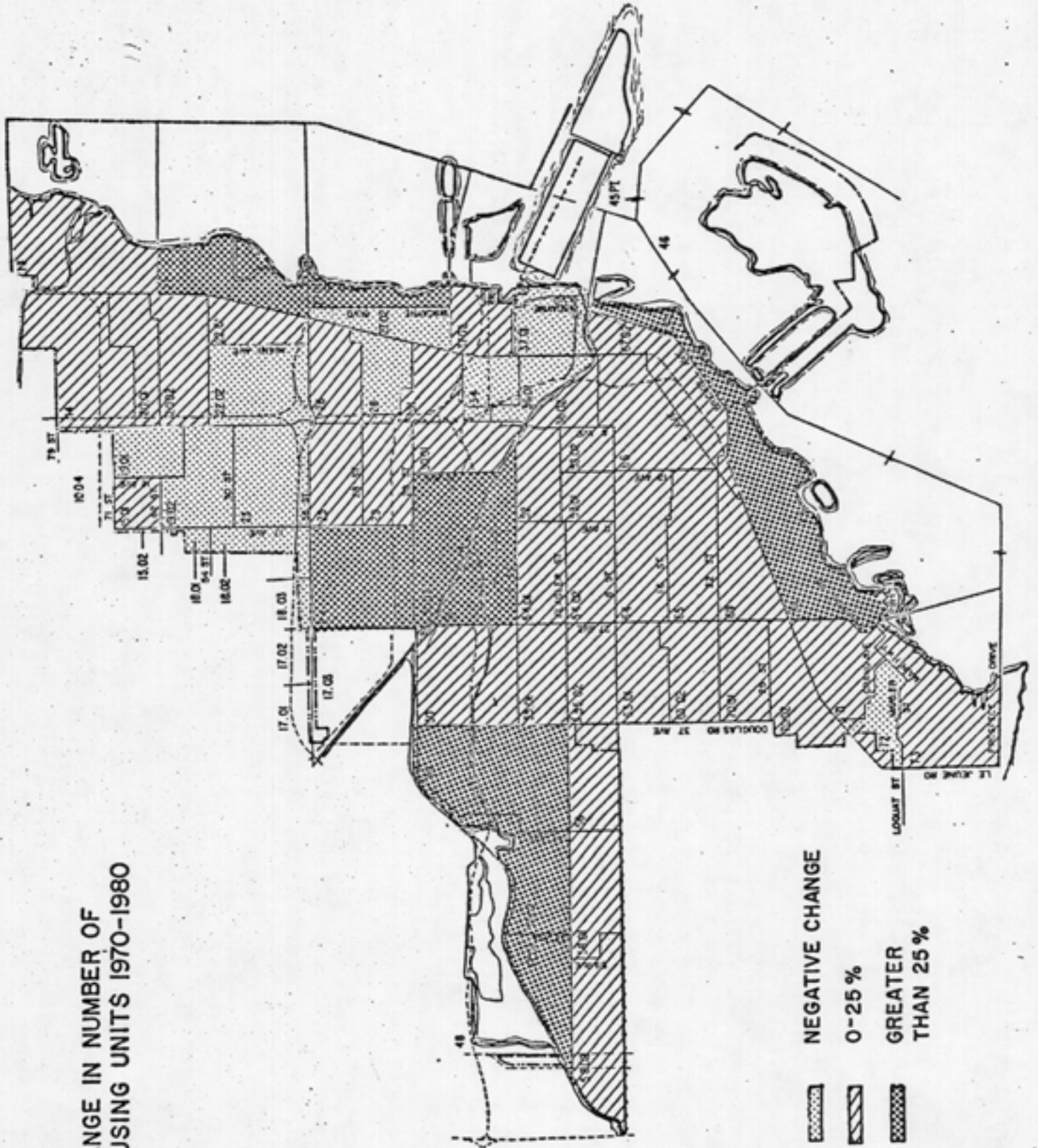
- The emergence of Miami as an international center for finance and commerce. The Downtown area in 1980 had over 10.3 million square feet of office and 4.2 million square feet of retail space with an employee population of 70,000. Planned or recently completed development include 6 million square feet of office space, 1,745,000 feet of retail space, 3,900 hotel rooms and 2,300 residential units. Projected growth for 1990 will result in an approximate doubling of the 1980 figures with an employee population estimated at 142,000. A higher intensity of development is occurring within the downtown area dramatically altering the Miami skyline and land use patterns adjacent to the CBD.
- Construction began in 1980 on the Metrorail System. The System is 70% complete and it is anticipated that the opening of this 26 mile system will occur in 1984. Ten stations will service the City. Funding has been secured and construction has begun on the Downtown Component of Metrorail (DCM). Future phases will link the Downtown Core with the Brickell and Omni areas. Transit development has encouraged a demand for higher intensity residential and commercial development adjacent to transit stations.
- Since 1977 the City has become the home of large refugee population. In 1980 approximately 140,000 Cuban refugees and 40,000 Haitian refugees (1979-82) have entered Dade County. It is estimated that 30,000 Haitian refugees and 60,000 recently arrived Cuban refugees reside within the City. This increased low income refugee population has lead to residential overcrowding, overutilization of public facilities, residential and commercial deterioration, etc. Both the Edison/Little River Area and the eastern portion of Little Havana have been heavily impacted by the increased refugee population which has lead to an accelerated out-migration of middle income residents from these areas.
- The May 1980 civil disturbances had a major negative impact on the community and has resulted in a decline in economic activity within the Overtown, Model City and Edison-Little River areas of the City. Properties within the City incurred over \$28,000,000 in damages, 117 businesses were damaged or destroyed during the civil disturbance and over 800 jobs lost. In addition, 17 people were killed. Most of the businesses destroyed have not reopened which has further exacerbated economic decline in the aforementioned areas. Adjacent business districts outside of the riot areas have also experienced a decline in commercial activity due to the reluctance of the public to go into inner City neighborhoods. A major public-private effort has been put forth to improve the economic viability of areas impacted by the civil disturbance.
- The continued growth of the South Florida economy with greater emphasis on service and import-export segments of the economy have impacted the demand for commercial and industrial space within the City. Major

growth has been noted at Miami International Airport and the Port of Miami.

- Fiscal restraints resulting from a cutback in federal funding for community, housing and economic development projects have severely impaired the ability of the City to initiate many major revitalization activities proposed in the original comprehensive plan.

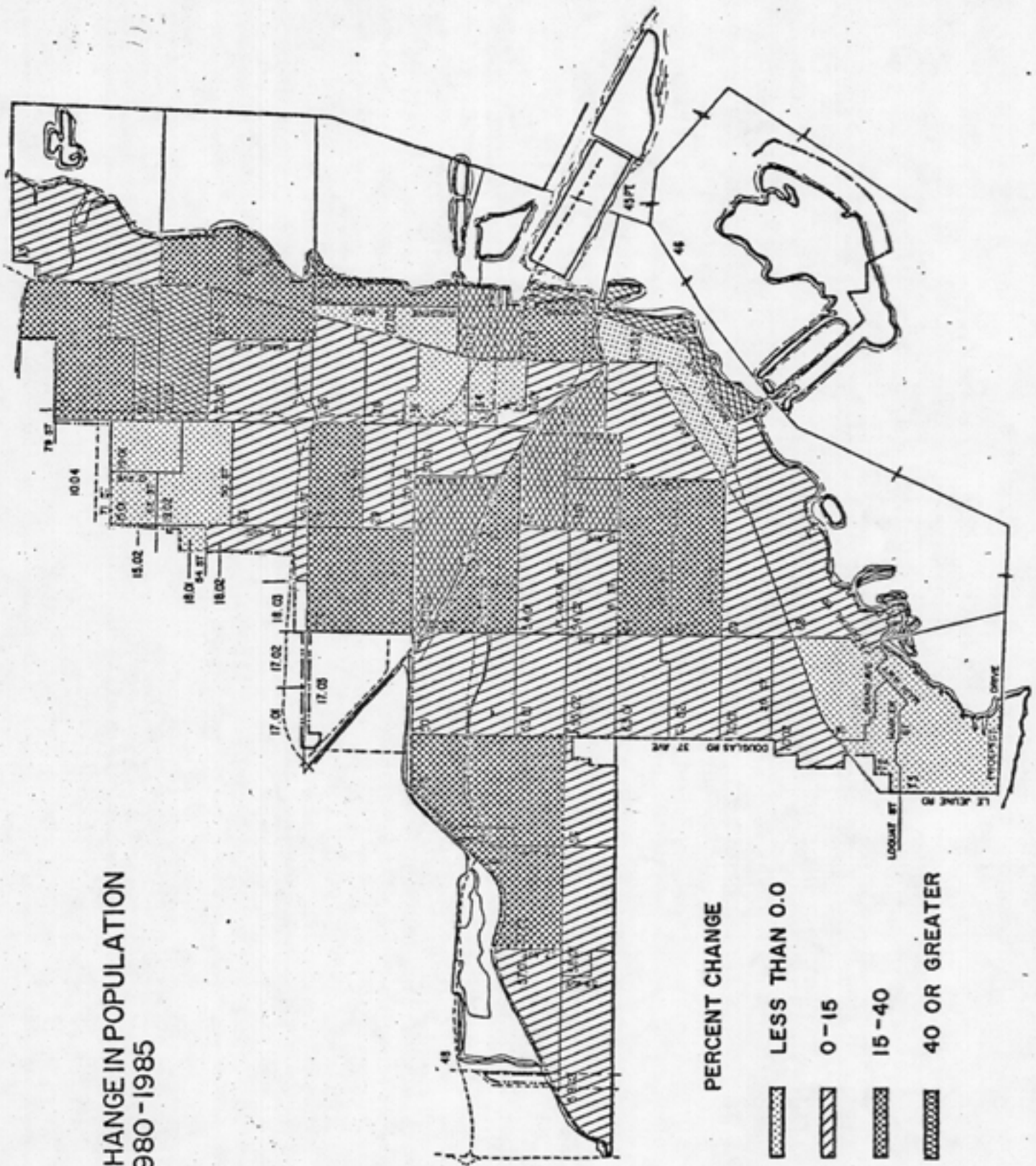
MAP 3

CHANGE IN NUMBER OF HOUSING UNITS 1970-1980



MAP 5

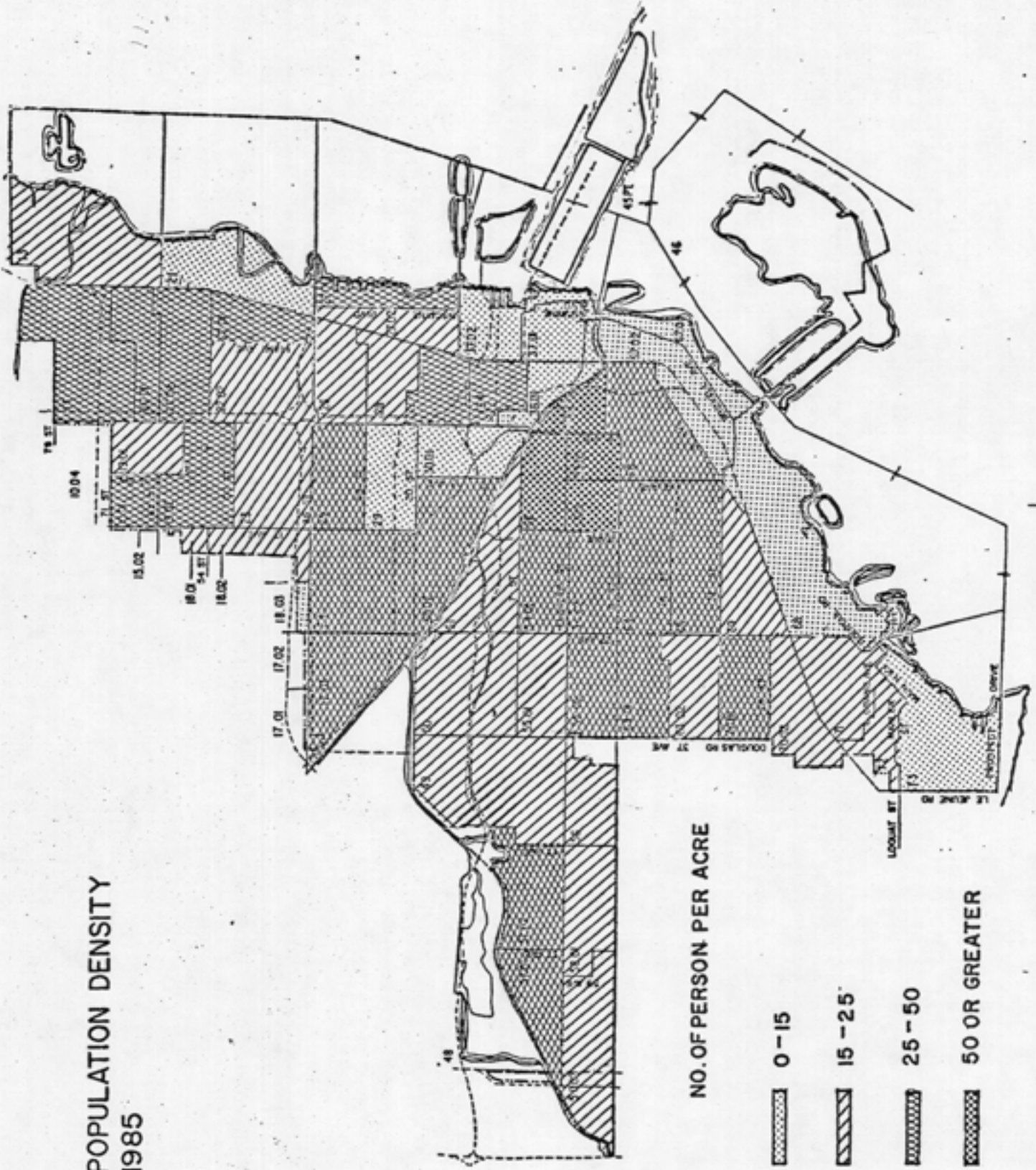
CHANGE IN POPULATION
1980-1985



- PERCENT CHANGE
- LESS THAN 0.0
 - 0-15
 - 15-40
 - 40 OR GREATER

MAP 6

POPULATION DENSITY
1985



Proposed Development Activities - 1982-1988

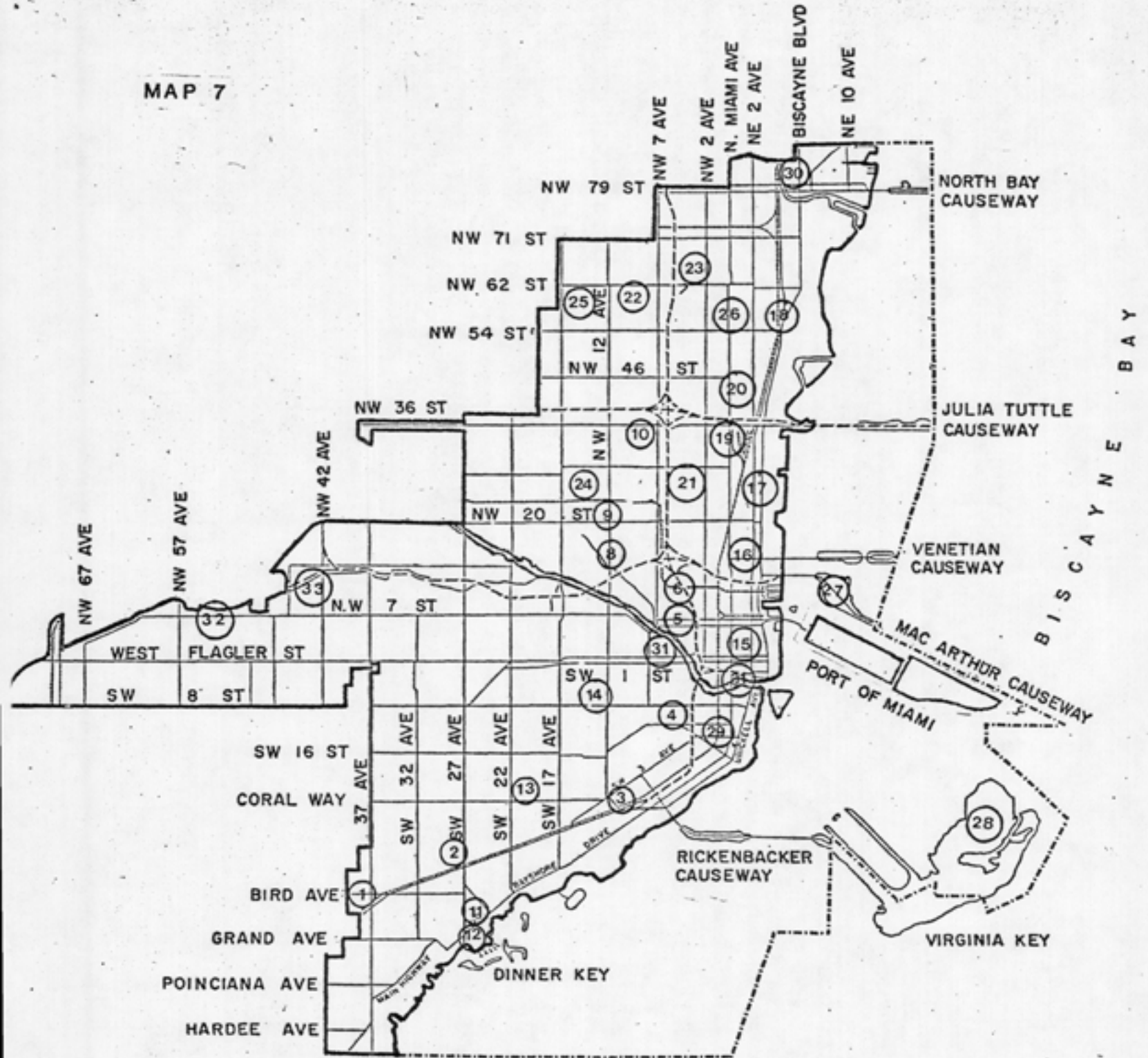
1. Douglas Road Station Area: Encourage redevelopment in conjunction with transit station. Emphasis on residential and office uses.
2. Coconut Grove Transit Station Area: Promote redevelopment of retail and moderate-to-high density residential uses with potential for air rights development in conjunction with rapid transit station.
3. Vizcaya Transit Station Area: Redevelop existing residential neighborhood adjacent to rapid transit station. Promote redevelopment directly adjacent to "Five-Points" for residential, retail and office uses. Provide pedestrian improvements and linkages.
4. Brickell Transit Station Area: Promote development in conjunction with transit stations to high density, moderate-income housing and office use. Provide assistance and bonuses for large-lot assembly, potential for transfer of development rights and leased development rights over public parking structures. Encourage ground level pedestrian activities through mandatory ground floor retail uses and street improvements.
5. Government Center: Continue development of the Government Center with special emphasis on pedestrian linkages to Downtown, Overtown and the riverfront.
6. Southeast Overtown/Park West Community Redevelopment: Initiate a major commercial and residential redevelopment program that will result in the creation of a new 200 acre and predominately residential community within the Downtown Area. Funding for the project will be from Tax Increment Financing Federal grants, private investment, etc.
7. Culmer Station Area: Redevelop adjacent residential neighborhood adjacent to transit station. Encourage the development of moderate income housing and improve linkages to Civic Center.
8. Civic Center: Promote high-density residential development in conjunction with medical offices and other related uses around this major employment center. Create a system of pedestrian linkages interconnecting the various medical and educational facilities, rapid transit stations, shuttle bus stops with surrounding residential development and the Miami River. Provide street improvements, beautification and signage to encourage pedestrian activities.
9. Santa Clara Transit Station Area: Create a diversified activity center with ground level, local-serving retail uses and produce center development around the rapid transit station. Provide pedestrian improvements and landscape buffering.
10. Allapattah Transit Station Area: Create a diversified activity center with ground level, local serving retail uses and moderate to high density residential and/or commercial development. Provide pedestrian and intersection improvements.

11. Coconut Grove Village Center: Encourage concentrated development and retail activity. Provide centralized parking facilities. Improve the public rights-of-way for pedestrian use.
12. Dinner Key: Relocate City Hall and governmental offices to the Government Center, expand marina and recreational activities.
13. Coral Way: Encourage office and retail development compatible with adjacent low density residential areas, promote mixed use development.
14. Latin Quarter: Continue the redevelopment of commercial residential district that will provide tourist related activities. Promote tourist related activities, provide off-street parking and continuation of areawide beautification. New development should provide amenities which will encourage street activities and enhance area's Latin character.
15. Miami CBD: Provide a wide variety of businesses and residential opportunities within an intensely developed urban center offering a range of commercial, cultural, residential recreational activities, 24-hour activities, a pedestrian orientation, and a sensitive response to the climate and culture. Improve vehicular access, initiate Phase II of the DCM (People Mover) and redevelop Bayfront Park.
16. Omni/Midtown: Encourage the development of a high-intensity commercial/office/residential district with pedestrian amenities, adequate parking, improved vehicular access, and preservation of historic structures.
17. Edgewater: Promote the redevelopment of Biscayne Boulevard north of the Omni for moderate-high intensity residential and commercial development, coordinated with street and circulation improvements along Biscayne Boulevard and adjoining streets. Encourage pedestrian linkages along the bayfront, maximize waterfront views, and preserve moderate income housing.
18. Biscayne Boulevard North: Promote the conversion of marginal motel operations into moderate-density residential and mixed commercial-residential uses through zoning incentives and modifications, street beautification, residential rehabilitation and marketing assistance.
19. F.E.C. Yard: Promote the redevelopment of this 60+ acre tract for high intensity commercial and industrial activity.
20. Design Plaza: Continue the provision of off-street parking, street beautification, and ancillary facilities to encourage expansion of this unique employment center.
21. Fashion District: Continue industrial redevelopment between NW 2nd Avenue and I-95, revitalize and promote the expansion of the wholesale/retail sector through zoning incentives, marketing assistance and areawide beautification.

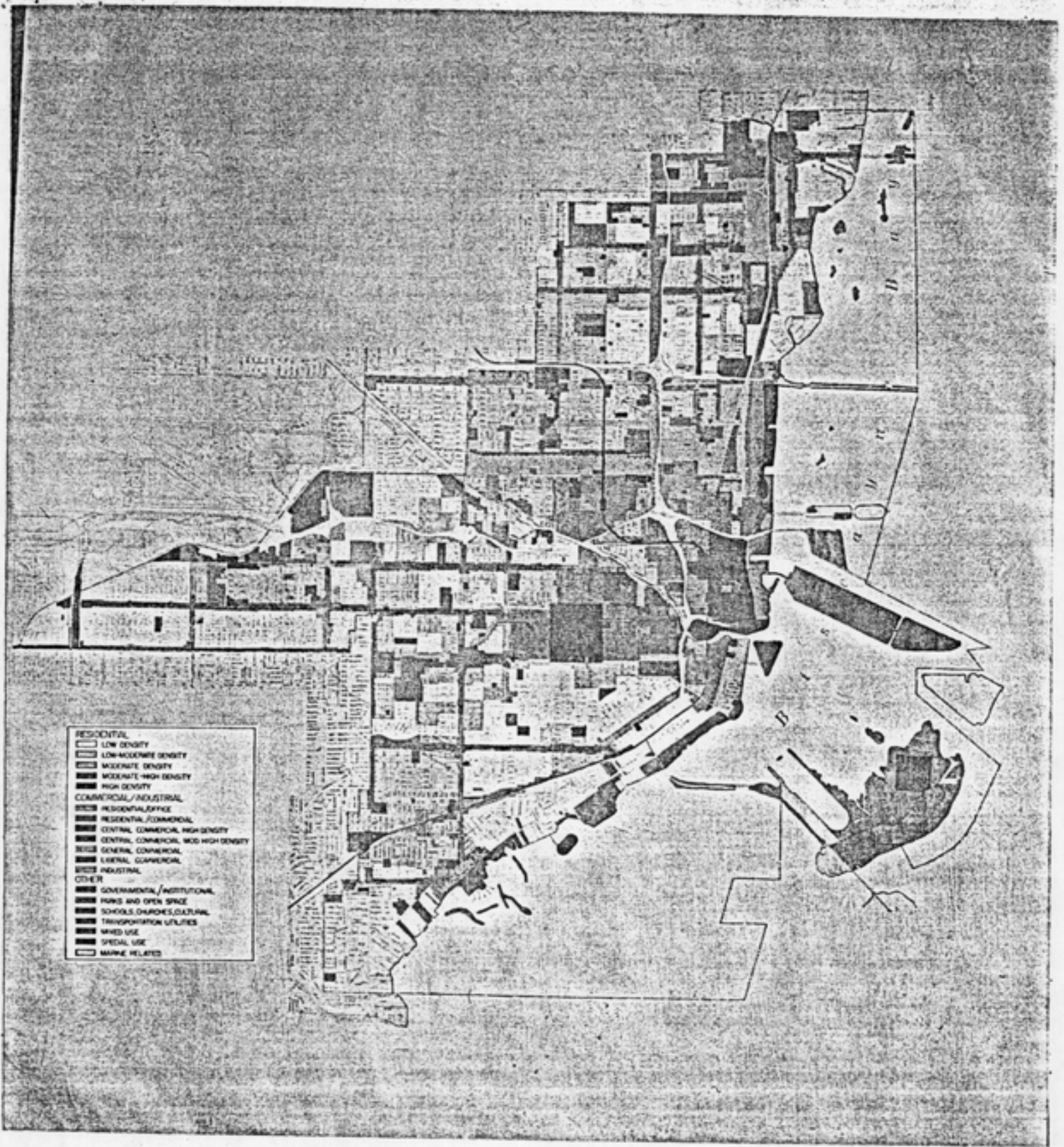
22. Dr. Martin Luther King Boulevard/Edison Center: Provide technical/financial assistance to Black businesses and incentives for new development in order to enhance economic vitality of Liberty City. Redevelop the Edison Center Commercial District into a major activity
23. Lemon City/Little River Industrial District: Promote the development of this industrial district into a quasi-industrial park through improved signage and commercial rehabilitation assistance, improved security, business development assistance and the removal of non-conforming uses.
24. Allapattah Industrial District: Promote the continued expansion of commercial and industrial activities. Provide improved public parking facilities, signage, street improvements and marketing assistance.
25. King Heights Redevelopment: Initiate an intensified program for housing redevelopment including new infill construction, and single family and multi-family housing rehabilitation.
26. Little Haiti: Establish a comprehensive program to improve the physical, economic and social conditions of the refugee population. Promote the development of NE 2nd Avenue between 54th and 67th Streets as a Haitian oriented retail center and tourist attraction.
27. Watson Island: Develop through private enterprise, a unique recreation and amusement complex, appealing to diverse age and interest groups with emphasis on waterfront orientations and tropical landscape settings to feature the South Florida environment.
28. Virginia Key: Develop this major undeveloped recreational area in a manner that will improve public access and preserve unique natural setting. Expand marine oriented research, tourist and recreational facilities.
29. Brickell Avenue: Concentrate office development along Brickell Avenue and reinforce pedestrian activities. Encourage new development to provide needed ground level public amenities and linkages. Provide pedestrian and street improvements between proposed transit stations and office center.
30. Little River/79th Street Commercial Center: Continue providing assistance for the promotion of business development, commercial rehabilitation and infrastructure improvements.
31. Miami Riverfront: The Miami River is a working river, a major resource. It is presently underutilized and offers many redevelopment opportunities. Promote the development of residential and compatible marine commercial uses. Encourage multiple use developments. Maintain and enhance river views, provide public amenities, encourage waterfront activities, entertainment and marinas. Promote programs for the restoration of water quality and shoreline.

32. Blue Lagoon: Continue moderate to high density residential development while providing water-oriented amenities and public access to the shoreline. Preserve indigenous vegetation, consolidate retail around major intersections, and improve the public rights-of-way for pedestrians.
33. LeJeune Road/Airport: Promote continued expansion of hotel, commercial and industrial activity related to the airport.
34. East Little Havana: Promote its physical and economic revitalization and create a linkage to Downtown Redevelopment. Provide social service and economic development assistance to the refugee population residing within this area.

MAP 7


















**PROPOSED DEVELOPMENT
ACTIVITIES 1982-1988**



FUTURE LAND USE PLAN

GENERALIZED LAND USE/ZONING CONVERSION TABLE¹

<u>Legend</u>	<u>Classification</u>	<u>Name</u>	<u>Symbol</u>
A. Residential			
	1. Low Density	One Family Detached Residential	RS-1/1 RS-1.1/1 RS-2/2
	2. Low Moderate Density	General Residential (One and Two Family)	RG-1/3 ..
	3. Moderate Density	General Residential	RG-2 RG-2.1/3 RG-2/4
	4. Moderate High Density	General Residential	RG-2/5 RG-2/6 RG-3/5
	5. High Density	General Residential	RG-2.2/7 RG-3/6 RG-3/7
B. Commercial			
	1. Residential-Office	Residential-Office	RO-1 RO-2.1 RO-3
	2. Residential-Commercial	Commercial-Residential (Neighborhood) Commercial-Residential (Community) Commercial-Residential (General)	CR-1 CR-2 CR-3
	3. Central Commercial High Intensity	Central Business District	CBD
	4. Central Commercial Mod. High Intensity	Central Business District	SPI-1
	5. General Commercial	General Commercial	CG-1
	6. Liberal Commercial	General Commercial	CG-2

<u>Legend</u>	<u>Classification</u>	<u>Name</u>	<u>Symbol</u>
	C. Industrial	Light Industrial Heavy Industrial	I-1 I-2
	D. Governmental	Governmental Use	GU
	E. Marine Related	Waterfront Recreational Waterfront Industrial	WF-R WF-I
	F. Special Use	Public Interest District	SPI

^{1/}All land use classifications are not included in this table
(Mixed Use; and School, Churches and Cultural).

PUBLIC SERVICES AND FACILITIES ELEMENT

Background

The Downtown Government Center is currently under development within the Miami CBD. This Center, when completed, will house State, County and City offices and the Dade County Cultural Center and main library. Estimated employment within this 60 acre complex when completed will be 15,000.

In addition to local government, the City provides police and fire safety services. The Miami Police Department operates from one of the nation's most modern facilities using the latest technological equipment. The Department reached its goal in 1982 of 1,000 uniformed police officers, the highest level of sworn personnel in the department's history. Expansion plans call for the construction of facilities to house Police Department support services that includes the Mounted Patrol, the K-9 Detail, the Marine Patrol, the Helicopter Patrol, and an outdoor firing range.

Fire Department headquarters relocated in 1980 to a new facility within Government Center. The Fire Department has been given the highest rating, Class 1, by the Insurance Services Office. A new fire training facility is under construction in South Grove and will be ready for occupancy in early 1983. One of the major components in the training facility will be a closed circuit television system servicing all fire stations. The City has recently completed a program to centralize and modernize fire stations within the City. No new stations are programmed for the near future.

A series of comprehensive social service centers have recently been developed within designated CD Target Areas. Centers are operational in Overtown, Wynwood, Little Havana, Allapattah, Edison-Little River, Model City and Coconut Grove.

The County Board of Public Instruction is responsible for the provision of educational facilities. A new vocational training center has recently been completed, a new high school is programmed for the Overtown Community to replace Booker T. Washington and renovation of older school facilities will be undertaken to bring them up to state standards when feasible. Miami-Dade Community College has acquired land within the Downtown area adjacent to their facility and will be constructing additional facilities. Expansion of the Medical Center Campus is also proposed.

The City has transferred most of its responsibility for the provision of social services to Dade County, although through the Community Development program and General Revenue sharing it has provided assistance to supplement County and private efforts. The City has assumed a major role in conjunction with the State and County in assisting the recently arrived Cuban and Haitian refugee population.

The Civic Center Complex located within the City houses the largest concentration of medical facilities within the State of Florida. A \$200,000,000 expansion and modernization program is currently underway at Jackson Memorial Hospital (County Medical Facility) which will greatly improve the delivery of medical services to the residents of the City.

Health, education, welfare, elderly services and child care needs were evaluated for the City and areas of most critical need are Overtown, Model City, Edison-Little River, Coconut Grove, Little Havana, Allapattah, Wynwood and Downtown.

Strategies

1. Health

- Improve access of area residents to health care facilities.
- Develop a regional health care facility within Edison/Little River when operational funds become available.
- Intensify the delivery of health services to the refugee population in Little Havana and Edison/Little River.

2. Safety

- Continue expansion and modernization of police force.
- Continue modernization of police support equipment and facilities including construction of new facilities to house the Mounted Patrol, the K-9 Detail, the Marine Patrol, the Helicopter Patrol, and an outdoor firing range.
- Continue to support the Urban Crisis Unit in data analysis and procedural response in the event of civil disorders and natural disasters.
- Provide assistance to and the increase of neighborhood crime watch organizations.
- Continue modernization of Fire Stations throughout the City and the refurbishing and/or replacement of fire equipment and apparatus.
- Continue to instruct citizens in fire safety through public presentations before schools, civic groups, PTA's, condominium associations and commercial firms.

3. Day Care

- Expand day care facilities near employment centers (Downtown, Garment Center, Allapattah, Civic Center and the airport).
- Provide zoning incentives for the inclusion of day care centers within residential and commercial developments.
- Encourage the establishment of day care facilities at underutilized public facilities and parks.

4. Elderly Services

- Increase outreach efforts at existing senior centers and neighborhood facilities.
- Provide assistance for the alleviation of residential code violations for low income senior citizens.
- Assist in the provision of counseling for those displaced by private redevelopment activities underway within the downtown area.

5. Substance Abuse

- Enforce existing restrictions on the location of substance abuse in-patient (alcohol and drugs) facilities within any one area.

6. Education

- Locate the new high school in the Downtown. Take advantage of all educational, cultural and other Downtown facilities to establish innovative educational programs and vocational training. Expand the use of the Olympia Building and Gusman Hall to include educational programs for the performing arts. Develop a performing arts center within the Downtown area.

7. Handicapped Programs and Facilities

--Continue modification of public facilities and design street improvements to improve accessibility to the handicapped.

8. Refugee Assistance

--Continue to provide assistance to the Cuban and Haitian refugee population in order to increase economic and social adjustment. Special attention should be provided for job and language training.

HOUSING AND RESIDENTIAL NEIGHBORHOODS ELEMENT

Background to the Housing Market

The existing housing stock of the City of Miami is in good condition, with only 2% of the total in need of major repair or dilapidated. Given the cost of new housing, one of the City's most valuable resources is its existing housing stock. The major problem related to housing is not condition, but cost. Housing costs in Dade County are in the top fifteenth in the nation and less than 30% of the population can afford to buy a single-family home today. According to the 1980 Census, 44% of the population paid more than 25% of their income for rent and evidence indicates that overpayment in the last two years has worsened. Forty-five percent lived in overcrowded units in 1980.

There is an oversupply of high-priced condominiums and an undersupply of low-priced housing. There are 22,593 applicants on the waiting list for public housing. Of the 10,329 public-assisted units in Dade County, 60% are in the City. The 1980 population of Miami was 400,061. Projections to 2000 are of 448,412. If this growth is a continuation of the trends of past five years, the City can expect to have fewer of the region's middle class and more of the very rich and very poor. To meet this housing crisis, the City has recently passed a \$25 million bond program.

The City of Miami is faced with the continued concentration of low income, minority households and rapidly increasing housing costs. These conflicting trends have created a multitude of housing problems which can only be alleviated by a comprehensive housing program designed to meet the specific needs of a local market characterized by:

- A housing stock which has become unaffordable to the majority of low and moderate income households.
- Continually increasing levels of overcrowding and overpayment as a result of the disequilibrium between housing supply and effective demand.
- Low and decreasing levels of homeownership which continue to erode the stability and vitality of transitional neighborhoods.
- A sound but deteriorating stock experiencing increased disinvestment.
- An overconcentration of family public housing units relative to Dade County.
- Extremely low vacancy rates in the existing housing stock for units suitable for providing shelter to medium sized and large families with low and moderate income levels.

Furthermore, the massive influx of Cuban refugees resulting from the 1980 "Freedom Flotilla" and the continuing steady flow of Haitian refugees seeking asylum in this country have greatly taxed this community's social, economic and institutional resources.

In an effort to address the City's housing needs, particularly the needs of low and moderate income families, the City of Miami has implemented a comprehensive Housing Action Program.

Housing Market Strategies

1. Increase the rental housing stock for low and moderate income families.

An important component of the City's Housing Action Program for low and moderate income renters is new rental housing development. The City, utilizing all available assisted housing resources will attempt to develop new rental units. The City's success in achieving this goal will be partially determined by the extent of program resources made available by the Federal Government.

In December of 1978, the City of Miami in conjunction with Dade County submitted a proposal to the U. S. Department of Housing and Urban Development pledging up to \$6,000,000 in local housing bond funds for the acquisition of new public housing sites in return for a three year commitment of public housing unit reservations.

As a result of this proposal, the U. S. Department of Housing and Urban Development awarded 362 units of public housing contract authority to the City of Miami in 1981.

The City also has plans to undertake a 1,000 dwelling unit housing production program to be financed through tax-exempt mortgage revenue bonds. Land acquisition will be through housing bond funds. These units will be geared for moderate income families.

2. Expedite rehabilitation of multi-family rental housing for low and moderate income families.

In addition to utilizing the Section 8 substantial and moderate rehabilitation programs, and the Section 312 multi-family rehabilitation program, the City has implemented a Community Development Block Grant funded multi-family rehabilitation demonstration program in the Overtown Neighborhood Strategy Area and a Target-Area Wide Rehabilitation Loan Program.

3. Upgrade selected neighborhoods through the continuation of the Great Neighborhood Residential Rehabilitation Program for homeowners.

The primary objective of the Great Neighborhood Program is to provide owner-occupants of single family housing the opportunity to obtain financial assistance to rehabilitate their properties. In addition, the program will stimulate private investment and complement the improvement of basic public services in the neighborhoods. Funding is currently available to rehabilitate 600 housing units. As of mid-January 1982, assistance was provided to 137 homeowners for over \$2,000,000 in loans and grants.

4. Implement housing programs and policies that emphasize and expand housing assistance opportunities for female headed, elderly, handicapped, and Cuban/Haitian refugee households.
5. Avoid Concentrations of Publicly-Assisted Housing

Future public housing locations within the County should be based on an evaluation of its impact on the surrounding area as well as its proximity to future job markets. Provisions should be made to ensure "fair-share" distribution of low and moderate-income housing throughout the County. The City should not become the receptor for low-income families in the region.
6. Increase permitted residential densities to better reflect housing market conditions.

Through the new Miami Comprehensive Zoning Ordinance greater flexibility will be provided to developers in multi-family districts in determining the number of dwelling units to be constructed. This flexibility allows the developer to work with the market potential.
7. Increase residential densities at locations that have the physical infrastructure to support a higher level of development and which will not create land use conflicts with adjacent residential and commercial development.
8. Encourage the development of mixed use residential/commercial structures along designated arterials, adjacent to transit stations and in designated Special Use Districts.
9. Encourage use of air rights over public facilities for the construction of residential development.

Background to Residential Neighborhoods

The neighborhood environment has as much or more to do with the continued attractiveness and well-being of an area as the condition of the housing stock. In addition, what seems to be an appropriate solution to housing in one neighborhood may be ineffective or detrimental in another. Therefore, this Element includes strategies for neighborhood development based on physical, social and economic conditions and considerations for community services, public improvements, public assistance for redevelopment and land controls as well as housing market strategies.

Healthy neighborhoods are characterized by good housing, constant in-migration, and turnover of economically sound households. Transitional neighborhoods are characterized by the initiation of decline and changes from one type of occupancy to another, increases in housing turnover with lower income, increased dependence upon public services and difficulty in obtaining private financing. Problem neighborhoods experience decline in population, poor maintenance, high crime rates, dependence upon public services, and private disinvestment.

U-1

Neighborhood Development Strategies

1. Normal Maintenance

This strategy is applicable in healthy areas. It requires the continuing provision of basic services and the enforcement of land controls.

2. Preservation and Improvement

This strategy is applicable in transitional areas. It focuses on programs related to visible improvements, such as street beautification, parks and open space and parking, and technical assistance for home maintenance and improvement as well as encouragement of community organizations. Housing strategy in these areas must include inducements for private investment.

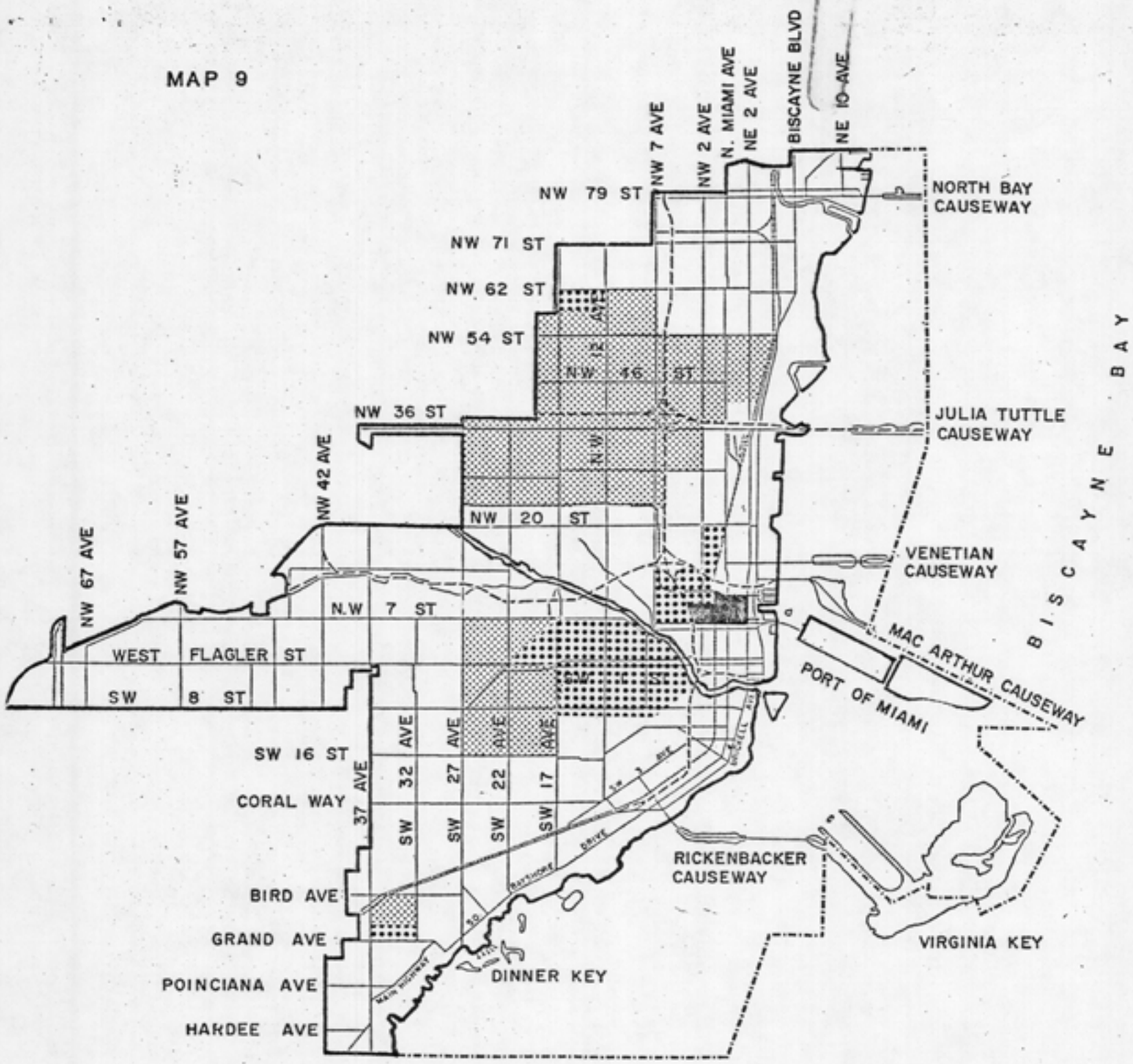
3. Service Intensive

This strategy is appropriate in problem areas. It focuses on providing direct services to the population, including manpower, health, educational, recreational, and day-care programs. Its goal is to make the population self-sufficient and increase employment opportunities and housing choice.




4. Redevelopment

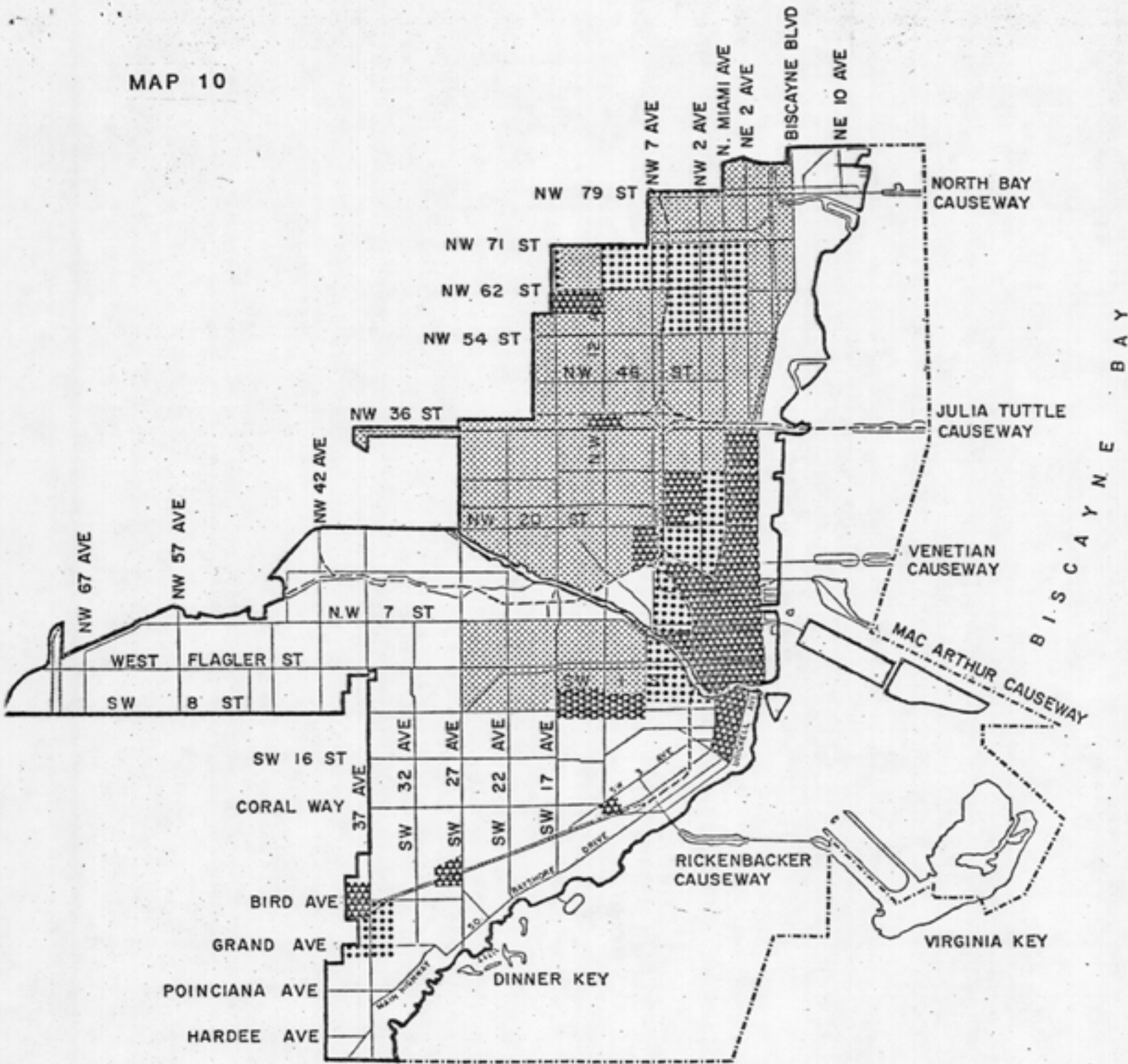
This strategy is aimed at providing new housing opportunities as well as economic development. It is appropriate in areas which are adjacent to employment, public transit and amenities, where there is adequate market demand, where land is underutilized or obsolescing, and where relocation would cause minimal community disruption.

MAP 9







RECOMMENDED HOUSING PROGRAM 1982-1988

-  SINGLE FAMILY REHABILITATION
-  MULTI-FAMILY REHABILITATION
-  RESIDENTIAL REDEVELOPMENT



RECOMMENDED RESIDENTIAL NEIGHBORHOOD TREATMENT 1982-1988

-  NORMAL MAINTENANCE
-  PRESERVATION AND IMPROVEMENT
-  SERVICE INTENSIVE
-  REDEVELOPMENT

ECONOMIC DEVELOPMENT ELEMENT

Background

The Dade County economy has grown steadily in the past twenty-five years. The components of this economy, however, have undergone dramatic changes. While domestic tourism undergirded the area's economy in the 1950's, Dade County has emerged as the major international trade and tourism center in the southeastern United States in 1980.

In general, the development and maturing of the economy of the City of Miami has paralleled that of Dade County. Although the structure of the two economies today is similar, there are two significant differences. Trends in the manufacturing sector of the economy between 1972 and 1977 show that Miami's share of manufacturing jobs declined from 30% of all County manufacturing jobs in 1972 to 24% in 1977. In the development of office space, however, Miami captured an increasing share of the Dade County total. Miami currently has 40% of the County's total existing office space. Fifty-seven percent of the County's office space under construction in 1980 was in Miami and 46% of the space proposed to be constructed between 1980 and 1984 is in Miami.

Employment trends in Dade County and the City of Miami have been similar, as well. Because of its tourism and regional and international trade and business services role, the area has proven to be not as vulnerable to major business cycle fluctuations as other areas of the county that are dominated by manufacturing activity. Miami, however, has been impacted more severely than Dade County by the sudden influx of refugees from Cuba and Haiti and by the May, 1980, civil disturbance. The increase in Miami's labor force resulting from the recent wave of immigration is estimated to be 21,000 people or an 11.5% increase in the City's resident labor force. Assuming that 20% of these refugees have found jobs, the overall unemployment rate for the City of Miami is estimated to 14.6%, which is slightly more than twice the pre-immigration rate. If the City is to re-establish an unemployment rate of 7% by 1985, it must create a minimum of an additional 1,680 jobs per year or 1.6 times the present target level. This assumes that Dade County will create 50% of the new jobs required for Miami's refugees and that none of these residents will work outside Dade County.

An investment strategy must be developed to meet the new employment needs of Miami's resident labor force. This investment strategy must address the retention of the existing economic base as well as the expansion of the City's share of employment gains projected for the South Florida region. The Economic Development Policy for the City is divided up into five policy areas: Public/Private Development Partnership, Neighborhood Economic Development, Trade and Commerce, Employment, and Equal Economic Opportunity. The following strategies are established for the purpose of providing a course of action through which purposed economic development objectives, programs, and activities can be addressed.

Strategies

1. Foster a public/private development partnership directly responsive to the economic needs of local businesses and residents.

The City should promote cooperative efforts between business, industry, non-profit and public institutions. Assistance should be provided to those private development initiatives not economically feasible without public participation providing these projects are compatible with publicly adopted

planning objectives. The following projects have thus far been identified as public/private development partnerships:

- Southeast Overtown/Park West Redevelopment
- Implementation of Rapid Transit Station Area Design and Development
- Enterprise Zone within the Liberty City and Edison/Little River Area
- Christian Hospital in Model City
- Model City Shopping Center at Pantry Pride Site
- Lincoln Square Office Complex in Model City
- Overtown Shopping Center
- Latin Quarter Tourist Attraction in Little Havana
- Little River/Lemon City Industrial Park
- Transit Station Area Redevelopment in the Allapattah, Culmer, Santa Clara, Overtown and Douglas Road Transit Stations

2. Develop and help maintain self-supportive business opportunities that promote retail, service employment and public/private investment responsive to neighborhood plans.

City-sponsored economic development assistance should be targeted to riot affected neighborhoods and neighborhoods where rates of employment exceed the City-wide average, specifically Model City, Overtown, Allapattah, Coconut Grove, Edison-Little River, Wynwood and Little Havana. Assistance will be limited to those projects that are consistent with the Economic Adjustment Plan for Riot Affected Areas; an adopted neighborhood redevelopment plan, and/or project investment priorities as outlined in the City's Comprehensive Economic Development Strategy. Miami Capital Development Inc. will provide business development assistance within the targeted neighborhoods. Community Based Organizations will be utilized to coordinate local economic development efforts. Efforts should be concentrated to develop neighborhood job programs. Private employees, through voluntary incentives, should be encouraged to hire local, trained residents.

3. Nuture and preserve existing economic activities; capture appropriate shares of projected regional gains by exploiting the City's competitive advantages.

The City supports as its first business assistance priority, the retention, upgrading and expansion of existing business and industry within the City limits. Secondly, the City will assist in the recruitment of new business and industry on a selective basis, where opportunities are presented for economic diversification, development of new technology, and/or stimulation of significant long-term economic and social benefits to the City. A balanced program for promoting the City's image regionally, nationally and internationally in order to maintain a steady series of "promotional reminders" to encourage new business should be developed.

4. Support economic growth within the Miami economy which generates new jobs for city residents, upgrades the quality of employment opportunities and increases personal income levels for Miami residents.

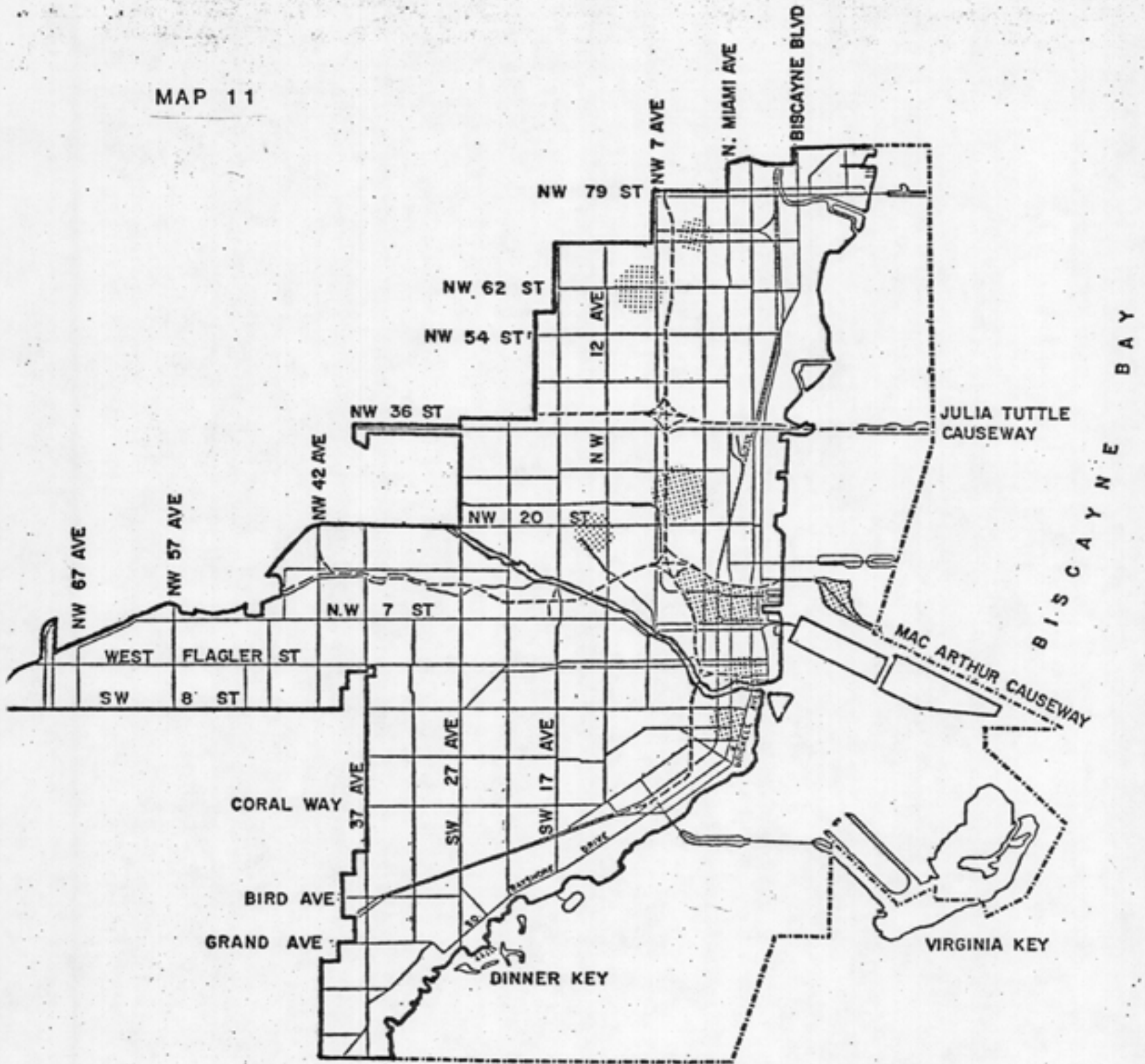
The City should give priority in its training and employment programs to providing permanent non-subsidized job placements for those individuals in Miami's resident labor force most disadvantaged economically and/or residents characterized as structurally unemployed.

The City should actively develop and support a business/industry recruitment strategy that utilizes City, County, Greater Miami Chamber of Commerce, Florida State Employment Service, the CETA Consortium, and related County agencies sponsoring training and employment programs to meet the skill needs of prospective firms.

5. Equalize the opportunities for employment and career advancement, business development and expansion for segments of Miami's population facing the greatest institutional barriers to economic achievement and success.

The City should prioritize appropriate resources to assist with problems uniquely or disproportionately affecting small business especially within designated target neighborhoods. The City should encourage the development of minority and women entrepreneurship through technical assistance and business/financial packaging services. The City's training and employment programs should enroll women and minorities in proportions greater than or equal to their respective shares of Miami's unemployed populations.

MAP 11



RECOMMENDED ECONOMIC
DEVELOPMENT PROGRAMS 1982-1988

TRANSPORTATION ELEMENT

Background

Existing public transit service throughout the City is provided entirely by buses. The Metropolitan Transit Agency (MTA) has an extensive route system which covers nearly all major arterials of Miami. Much of the system is composed of long routes which pass through the Downtown and there are relatively few cross-town routes particularly in the east-west direction. As a result, there is generally good transit service in corridors leading to Downtown and to a few other high activity nodes, such as the Civic-Medical Center and the airport area, but relatively poor direct service in other corridors. For many persons who must ride transit, the route system means that they must ride through Downtown and/or make several transfers to get to their destination. The first phase of the regional Mass Rapid Transit System, Metrorail, is under construction. This phase, which should be in operation by 1984, will interconnect the South Dixie Highway corridor, Downtown Miami, the Civic-Medical complex, and the Model City area of Northwest Miami. Metrorail together with its extensive network of 800 feeder buses serving the transit stations will result in significantly improved transit service within the City of Miami.

Present strategies call for the operation of the first phase of the Mass Rapid Transit System - Metrorail; construction of the Downtown Component of Metrorail (People Mover) connecting the Government Center, Downtown, Brickell, and Uptown; upgrading the street system; rebuilding three older bridges across the Miami River; providing local access shuttle bus service to the Medical Center; and expanding the port facilities.

Strategies

1. Improve Transit Service By:

Beginning operation in 1984 of Metrorail mass rapid transit system that includes eight transit stations within the City and constructing the 1.9 mile Downtown Component of Metrorail to distribute passengers throughout Miami's commercial business district.

2. Improve Bus Service By:

Realigning bus routes 1, 5, 6, 24, 25, 40 to better connect concentrations of transit dependents with employment centers and public facilities; providing a new bus route between Little Havana and Hialeah along S.W. 8th Street and LeJeune corridors; and providing local access shuttle-bus service in Little Havana and Edison Park.

3. Improve Circulation By:

Upgrading N.W. 1st Avenue, N.W. 6th Street, S.W. 27th Avenue from S. Bayshore Drive to U.S. 1, N. 62nd Street from I-95 to U.S. 1, N.E. 20th Street from Miami Avenue to U.S. 1, S.W. 32nd Avenue from Flagler Street to U.S. 1 to arterials; and S.W. 16th Street from S.W. 12th Avenue to the western City limits, and Aviation Avenue from S. Bayshore Drive to S.W. 27th Avenue to collections in addition to any proposed by the State.

4. Improve North-South Movement Through the Downtown By:

Connecting Miami Avenue to N.W. 1st Avenue north of 20th Street; constructing a Brickell Avenue service road from S.E. 15th Road to S.E. 25th Road; rebuilding the bridges over the Miami River at W. 2nd Avenue, Miami Avenue, and E. 2nd Avenue; and constructing a bifurcated ramp system in the DuPont Plaza area.

5. Increase East-West Movement in the Vicinity of Downtown By:

Constructing a four-lane bridge at N.W. 7th Street across the Miami River and limiting access west of N.W. 7th Avenue to minimize impacts on adjacent residential neighborhood; upgrading access leading into the Port; upgrading N.W. 3rd Street through Government Center to an arterial and closing portions of N.W. 2nd and 4th Streets.

6. Provide Local Street Improvements in Commercial and Residential Areas By:

Improving selected streets in Little Havana, the Latin Quarter, the Garment Center, the Design Plaza, Allapattah, Model City, Little River, Buena Vista, Park West, Overtown, Downtown, Brickell, the Coconut Grove Village Center, and in the vicinity of the Douglas Road, Coconut Grove, Vizcaya, Brickell, Culmer, and Santa Clara transit stations.

7. Provide Additional Public Parking By:

Providing facilities in Downtown, Government Center, Omni Area, Little Havana, Allapattah, Model City, the Design Plaza, and the Garment Center; utilizing special taxing districts, local and other funding sources, Parking Authority and public/private cooperative development in order to build, operate and finance needed facilities.

8. Reduce the Necessity for Commuting By:

Encouraging moderate income residential development in Downtown, Brickell and around the Medical Center.

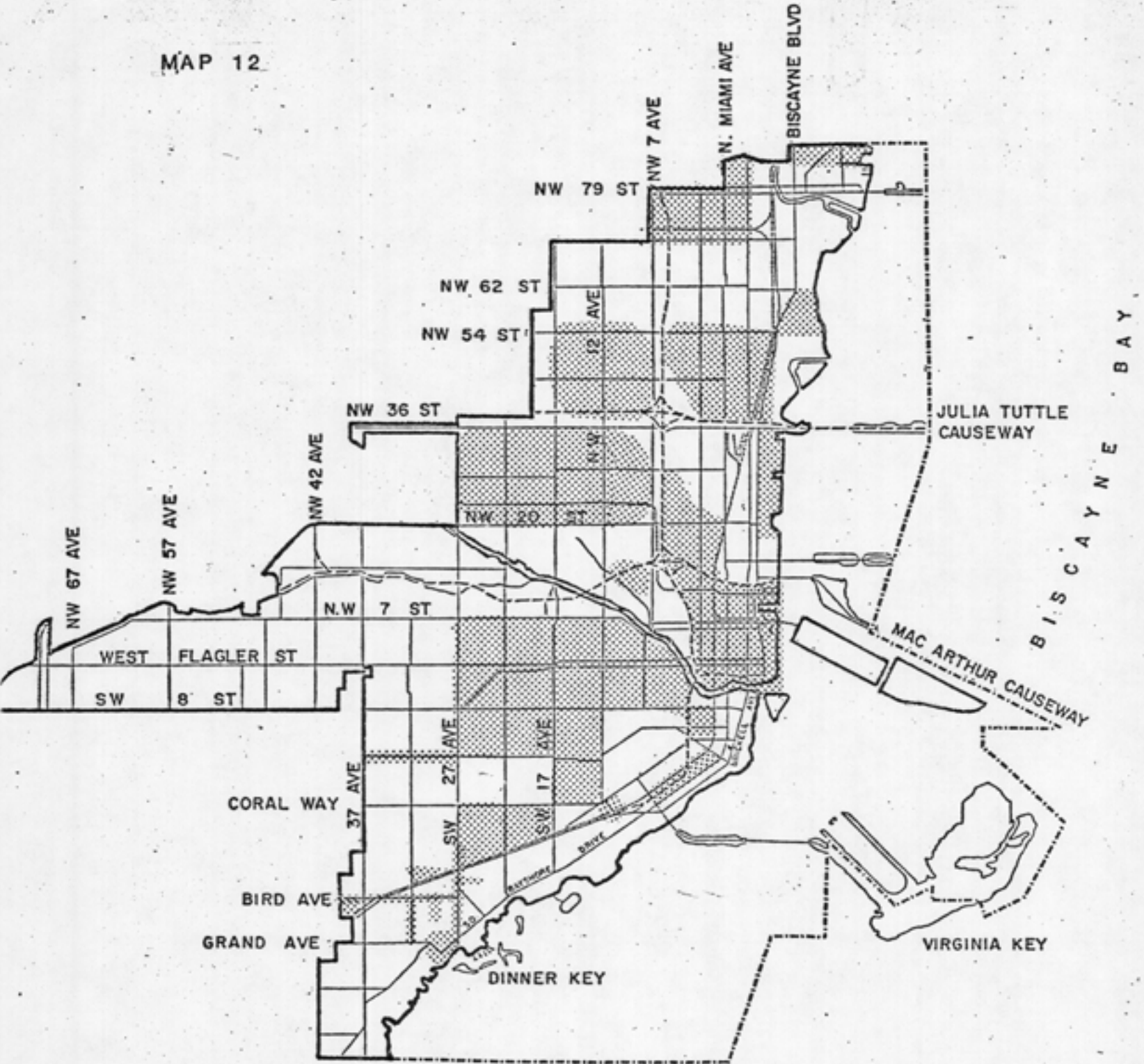
9. Implement a City-wide Bikeway System By:

Linking local shopping and recreational areas, educational facilities and public transit terminals.

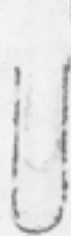
10. Improve Pedestrian Circulation By:

Providing pedestrian routes in high activity areas and around transit stations.

MAP 12



RECOMMENDED STREET
IMPROVEMENTS 1982-1988



UTILITY ELEMENT

Background

The Dade County Water Quality Management Plan proposes several strategies for meeting present and future demands for water which will exceed supplies now available. Water and sanitary-sewer services are provided to the City of Miami by the Metro-Dade Water and Sewer Authority; however the construction and maintenance of the water and sanitary-sewer systems are the responsibility of the City Public Works Department. The City is presently served with potable water and this system is adequate for future growth in all areas. The City Public Works Department is also responsible for the provision of local and areawide storm-drainage systems. Drainage improvements are based on an observation and complaint basis and are coordinated with major street improvements. Sanitation services are provided on a bi-weekly basis as well as public property maintenance by the City Sanitation Department. Solid waste disposal, however, has been transferred to a County function. A County solid waste transfer station has been constructed and is now in operation. The City incinerator has closed. Florida Power and Light (FPL) has prepared a Plan in conformance with the Florida Electrical Power Plant Siting Act and can adequately provide electric power to the City through 1986.

Strategies

1. Provide Adequate Water Supply for Fire Safety

The National Insurance Services Office has identified a need for additional fire hydrants in commercial areas and these should be provided.

2. Eliminate Drainage Problems

Programmed improvements as well as needs identified by Citizen Task Forces should be augmented with a detailed study and monitoring of drainage problems. Appropriate storm drainage solutions should be developed and coordinated with major street improvements that alleviates flooding while promoting water conservation.

3. Extend and Improve Sanitary Sewer System

Sanitary sewer facilities should be extended to serve the remaining unsewered areas within the City. Sewer problem areas should continue to be improved. The remaining unsewered areas within the City -- Flagami and South Grove, are scheduled to be sewerred during 1985-1987.

4. Provide Additional Sanitation Services

A need for concentrated "clean-up" services exists in various residential and commercial districts within the City. This program should provide incentives to private property owners for clean blocks.

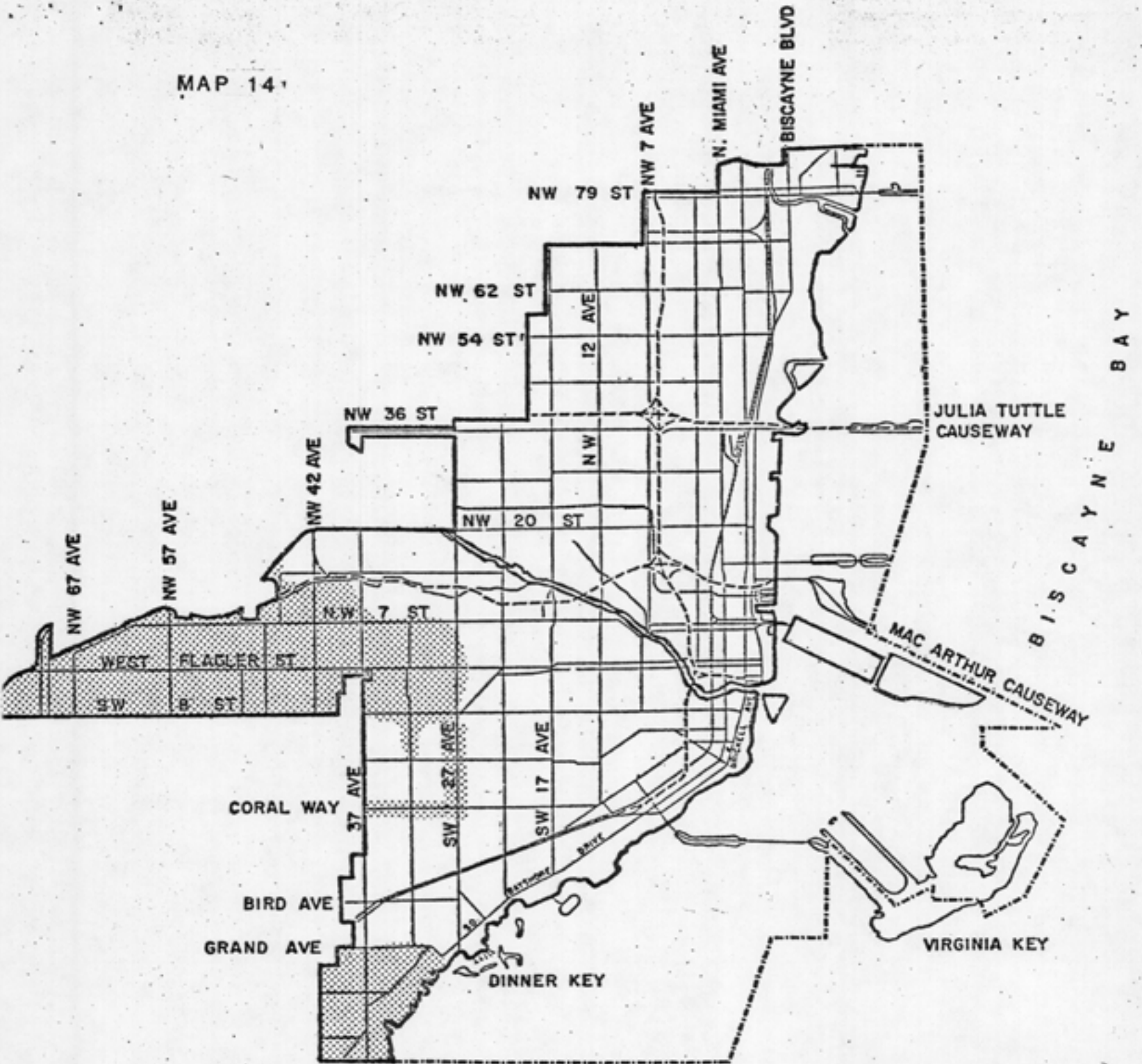
5. Adopt Guidelines for the Location of Sub-Stations and Utility Lines

F.P.L. sub-stations should be located on major arterials in non-residential areas and where they will not disrupt the continuity of retail uses. Utility lines should be located underground and construction should be coordinated with street improvements.

6. Upgrade Existing Street Lighting

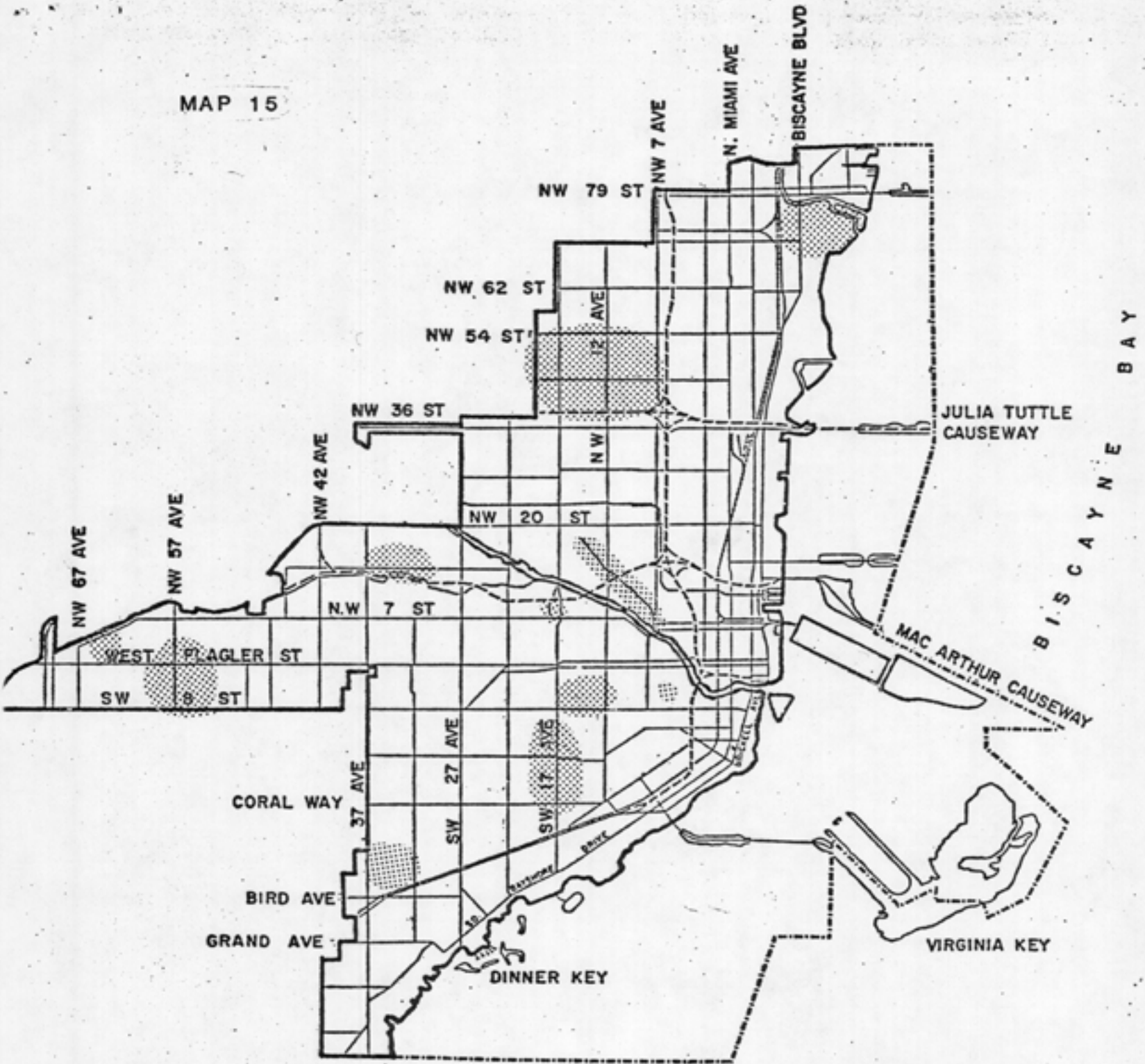
The City should continue to upgrade all existing mercury vapor (MV) lighting to high pressure sodium vapor (HPSV) lighting on the remaining 296 miles of streets where this is planned to be accomplished by 1986.

MAP 14



RECOMMENDED SANITARY SEWER
IMPROVEMENTS 1982-1988

MAP 15



RECOMMENDED STORM SEWERS
IMPROVEMENTS 1982-1988

RECREATION AND OPEN SPACE ELEMENT

Background

In 1972 the Parks for People bond issue established a fund of \$39.9 million for improvement of Miami's recreational facilities. Along with Community Development Block grants, Capital Improvement funds, and various state and federal grants, substantial acquisition and development, as well as redevelopment has taken place since 1976.

Of the 2,748 acres of public open space, Virginia Key encompasses 496; Miami Springs and Melreese Golf Courses 364; the Orange Bowl and Miami Baseball Stadium 54; Watson Island 65; Community Parks 393; Neighborhood Parks 135; and Mini-Parks 20 acres.

While the State Comprehensive Outdoor Plan per capita standards show a deficiency of 426 acres, and by 1986 potentially 532 acres, primarily in neighborhood parks, diminishing revenues for development, renovation and maintenance are making acquisition and new development less feasible.

Strategies

1. Improve and Facilitate Access to all Parks, Recreation and Cultural/Education Centers; and to Biscayne Bay and the Miami River

Bus routes, connections from Metrorail and the Downtown Component of Metrorail (People Mover), and special transportation systems should be developed to enhance access to and between park sites offering different programs and recreation opportunities. Event oriented linkages between major neighborhood and community parks and the various cultural and performing arts centers should also be established.

2. Joint Use of Public and Institutional Property

The 170 acres of public school property could be made available for after-school recreation. The parking of the Miami Baseball Stadium and other public and institutional sites could also be used for certain recreation activities on a temporary basis. Metrorail rights-of-way may offer additional opportunities for recreation such as bike paths, linear parks, and other activities.

3. Improve the Scope, Quantity, and Quality of Programs in Existing Parks

The demand for recreation programs for all ages continues to increase and, at the same time, resources and personnel to conduct programs have been substantially reduced as a result of city wide fiscal constraints. Special programs and classes should be provided by independent sources for nominal fees, thereby freeing remaining staff members for general programming in major community parks and in some neighborhood parks.

4. Require Private Development to Provide Recreational Facilities

Land controls should encourage "useable" private open space through Planned Unit Developments, Transfer of Development Rights, and flexible site design. Rooftops of buildings and parking areas could also be made suitable for recreational use. Non-residential developments should be required to meet recreational demands of employees.

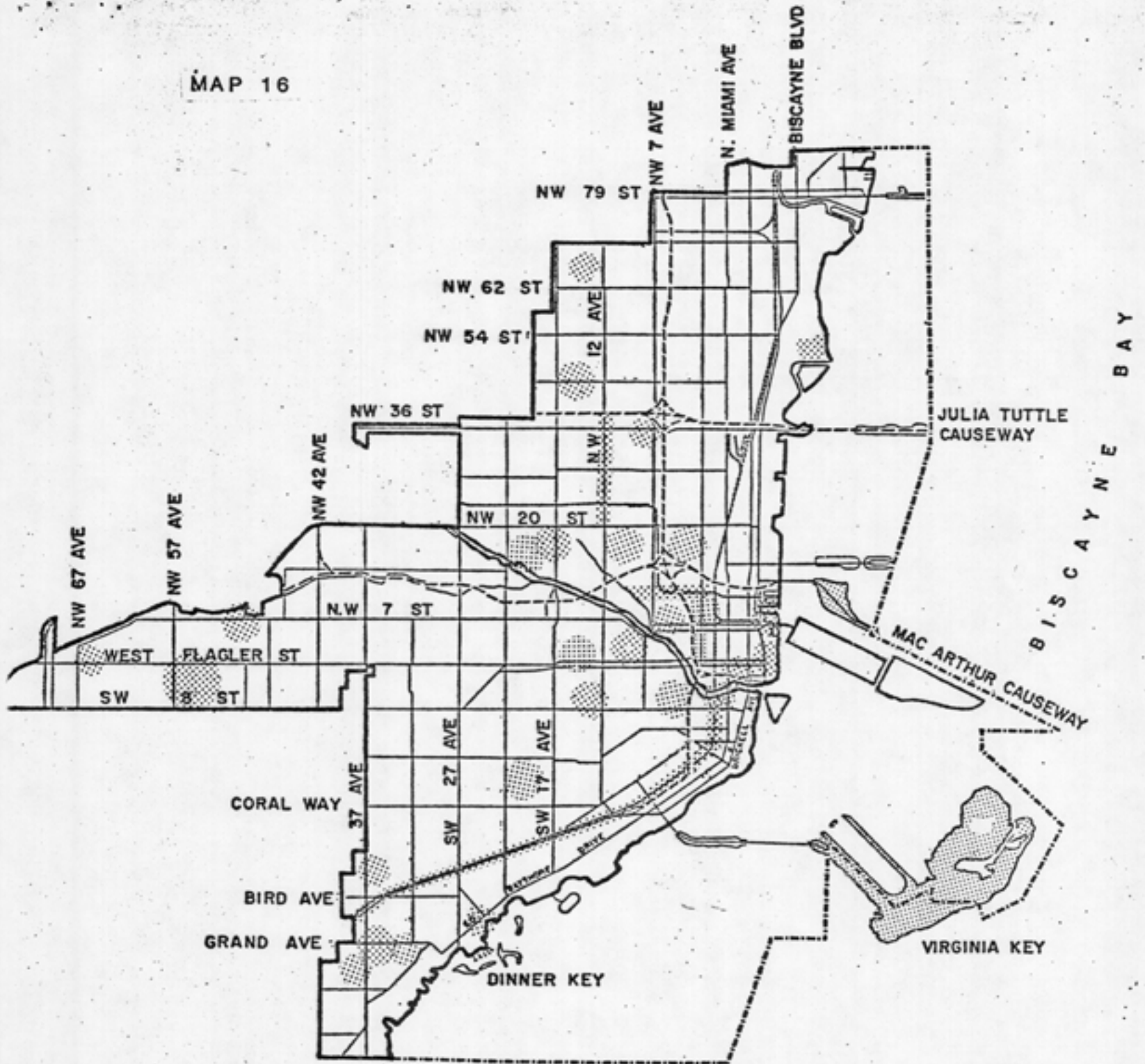
5. Seek Alternative and Creative Funding Opportunities

The only currently available sources of funds are the City's general revenues, which are not normally allocated to park development, and State and Federal grants. More non-traditional funding mechanisms must be developed to provide much-needed renovation and redevelopment of other inner City parks and also funding for more programs. Neighborhood groups could also play a major role in new programming.

6. Increase Safety and Security

Better park design, bringing more people into the parks, neighborhood involvement, and clearer identification of security problems could help re-claim parks for more positive uses.

MAP 16



RECOMMENDED PARKS AND
STREET BEAUTIFICATION
PROJECTS 1982-1988

CONSERVATION AND COASTAL ZONE PROTECTION ELEMENT

Background

The subtropical climate, unique environment of the Miami Region and its recent development have created many issues related to its future well-being. Most significant of these are high energy costs for mechanical cooling, salt water intrusion into the Biscayne Aquifer and well fields, continued supply of fresh water for population growth and aquatic habitats, protection from flooding and tropical storms, protection of the Bay and coastline and preservation of the historical heritage and scenic resources.

The City of Miami has been working closely with local environmental groups, the U. S. Army Corps of Engineers, and the different departments at state and federal levels in order to protect the flora and fauna along the Biscayne Bay and in the proposed development of Virginia Key. Virginia Key will be developed in a manner that will protect the fragile and important Tidal Flats, Lagoon and Coastal Hammock.

The City of Miami also participated in the development of a unified, County-wide management plan for the entire Bay System, including its adjacent wetlands, embayments and contiguous developed shorelands in a manner that will maintain or enhance where necessary, those physical, chemical, biological and aesthetic qualities that provide the basic character and value of this resource.

Strategies

1. Continue implementation of guidelines for the development of the coastal zone to:
 - Provide a wide array of water oriented opportunities at the water's edge;
 - Enhance physical and visual access thereby increasing the potential for environmentally sound utilization and attractiveness of the waterfront for the public at large;
 - Identify and maintain, or enhance where necessary, those biological communities that are essential to the long-term viability of Biscayne Bay, Miami River, etc.;
 - Optimize the quality and quantity of marine life;
 - Maintain, or enhance where necessary, water quality that permits safe water contact recreation and propagation of fish and wildlife;
 - Provide protection for endangered, threatened or rare species of plants and animals that exist within the waters of Biscayne Bay or the adjacent coastal wetlands;
 - Avoid irreversible or irretrievable commitments of the Bay's resources;
 - Promote water transportation and enhance the Bay's and River's contribution to the economic health of the community through marina development and other appropriate measures consistent with the primary goal; and
 - Provide continuous monitoring of the Bay in order to assemble an adequate data base for Bay and River management.

2. Adopt Development Guidelines Based on Water Conservation Pr

Public and private development should include considerations: building coverage; site grading and design to avoid flooding; run-off to catchment basins, to vegetation to retard the rate and allow for groundwater and aquifer recharge over permeable porous ground materials; roof design to avoid rapid run-off; collect water for re-use; as well as low water-consumptive

3. Adopt Development Guidelines Based on Energy Conservation Pr

Public and private development should include considerations: orientation relative to sun and wind; landscaping for shading; plazas and open spaces to promote convection currents and to plumes; form and volume of buildings to minimize insolation; for water retention and to promote cooling; shading devices and canopies.

4. Adopt Development Guidelines for Protection from Flooding a

The Federal Flood Insurance Program has already developed guidelines for elevated structures within 100-year floodplain. These guidelines applied in these as well as other areas susceptible to inundation; appropriate landscaping and protective devices, such as shutters to prevent wind damage.

5. Adopt Guidelines for Noise Abatement and Control

Noise should be a consideration in determining the location of development projects as well as in determining transportation improvements, restrictions on truck routes and for noise reduction methods, such as barriers, landscaping

COMMUNITY DESIGN ELEMENT

Background

Miami is distinguished by its exposure to the Biscayne Bay and Miami River waterfronts, its sub-tropical climate and vegetation, its special residential and commercial districts and its diverse population. Miami is a young city which, in the rush of its development reflects qualities of many other cities which underwent similar rapid growth within this century. It is characterized by a low-density, dispersed pattern of development, by linear commercial strips and an undifferentiated grid street system. Unfortunately, most of the City lacks a positive relationship to the Bay and Miami River; the expressways and railroads are barriers. Much development is comprised of isolated "objects in space" rather than of buildings which are an integrated part of a continuum of activities.

To help create an environment which gives more structure and orientation to the urban experience, responds to the unique qualities of the region, increases the personal safety, pride and opportunity of its residents and enhances the cultural heritage and natural resources of the area, the following strategies are proposed.

Strategies

Community Design objectives can be implemented through public investment and regulation of private development. Both are considered in the following strategies.

1. Increase and Ensure the Public's Physical and Visual Access to the Waterfront

No one should feel as if he or she is intruding on private, waterfront property -- the public should feel welcome and at ease to move along the entire length of the bay/river walk. In the City's effort to further this policy, Bay/River Walk design guidelines were adopted in 1982 for the private design and development of waterfront public-access walkways. In addition, the City Charter was amended in 1981 to include set back requirements for new development along the Bay to ensure public access to the waterfront.

2. Continue the Tree Planting Program

Since most of the City is already developed, improvement programs have to be directed to the spaces between buildings. In conjunction with a program for tree "banking" and voluntary private property improvements, landscaping can most effectively improve developed areas. Trees can be used to give identity to residential areas, to differentiate the street system, to accentuate greenways, to provide shade and to buffer impacts from expressways and transit routes. Consideration should be given to the use of native plant materials which should be selected appropriately for street function and character.

3. Provide Pedestrian Improvements and Public Amenities in High Activity Areas

A combination of public and private investment is required to create amenities appropriate to the life-styles and climate of Miami. These include pedways, arcades and shelters, landscaping for shade and the reduction of glare, plazas and urban parks, street furniture and graphics where possible. Ground-floor retail uses with appropriately located parking prevent disruption of the continuity of activities. Pedestrian linkages to transit station areas should be part of transit design and improvements.

4. Encourage Private Sector Participation in the Maintenance and Enhancement of Public Spaces

The cutbacks incurred within the public sector has precipitated a less than desirable maintenance program in our public areas. As our City maintenance staff shrinks, a combination of public and private participation is required to sustain the landscaped public spaces. Merchants should be encouraged to help keep the areas in front of their properties litter-free, trimmed and provide trees and shrubbery.

5. Adopt Guidelines for Public Projects Based on Community Design Principles

The location and design of public buildings, park and parking facilities should enhance surrounding areas, emphasize relationships to existing activities and natural amenities, and should encourage the lively use of street spaces. Areas under and adjacent elevated expressways and transit should be utilized for parks, bikeways and parking facilities.

6. Adopt Guidelines for Redevelopment Based on Community Design Principles

General City-wide as well as special district revisions should be made to the zoning ordinance, to include more flexible site design, the private provision of public amenities, the location of parking, design response to social and environmental conditions, and the creation of specialized and diversified activity centers. General areas requiring a revision to existing zoning in order to meet land use and community design guidelines are shown and described with the Future Land Use Element and the Regulatory Framework.

The City of Miami New Zoning Ordinance

On September 23, 1982, a new Zoning Ordinance was approved by the Miami City Commission. This ordinance was drafted with the help of the Miami Planning Advisory Board and was submitted to Miami's citizens for consideration and comments in a series of public meetings held throughout the City.

The intent of the new zoning ordinance is to make it more responsive to the needs of the people of Miami. The new ordinance will allow greater flexibility in development, reduce red tape, and enable the City to better shape development in the future consistent with needs of the 1980's.

Miami's 20-year old zoning ordinance was drafted in a time of rapid development of extensive vacant lands. Originally it was adequate, although some of its elements date back to World War I and relate to long-gone purposes.

Miami has changed dramatically since the present ordinance was adopted in 1961. It is largely built up. There are few vacant lots available for construction. Population has grown and diversified. Age structure and family size have altered. Tastes and cultures have changed. Miami is no longer merely a glamor resort for tourists, the City is a bustling center for commerce and finance serving the world. It is now at the crossroads of international air travel, and increasingly draws tourists from South America, Europe and the Orient. Miami is truly an international city.

Today, Miami is also a city in the process of redevelopment, rapid in some areas, slow in others, responding to change which continues and seems likely to accelerate.

Since 1961, Miami's zoning ordinance has also changed, almost beyond recognition. The ordinance was altered a piece at a time, in response to public interests and private development pressures. Many of the changes involved only a particular area, a particular type of use of development, or a particular piece of property, consequently, the existing zoning ordinance is not always logical or internally consistent.

In 1975, the state passed a law requiring cities to have comprehensive general plans, and to make their zoning conform to those plans. We now have the "Miami Comprehensive Neighborhood Plan." The proposed new zoning ordinance is primarily an attempt to conform development patterns and development regulations to public policy as expressed in this plan. It is also an opportunity to rid ourselves of unnecessary restrictions no longer serving public purposes, to structure control devices so that they work effectively without internal contradictions, and use recent (but tested) regulatory techniques which allow greater freedom and flexibility in development without sacrificing public objectives.

A feature of the proposed ordinance which is a major advance over current regulatory techniques is the use of what is known as the Land Use Intensity (LUI) system. This system and its related controls have substantial advantages over older systems which unnecessarily constrained design without corresponding public benefits, or in some cases failed to control things that needed controlling.

The proposed ordinance is not a revolutionary document. Both the "Comprehensive Plan" and the new zoning controls recognize what exists and try to build better on this foundation. There are few major changes in zoning boundaries or in uses permitted in the various districts. There are differences in procedures which may simplify matters for the public. Some terms and requirements appear which will be unfamiliar to those accustomed to the present ordinance. Once they are understood, it should be apparent that they are largely refinements which serve the same general purposes as current regulations, but relate intent of the controls more closely to performance.