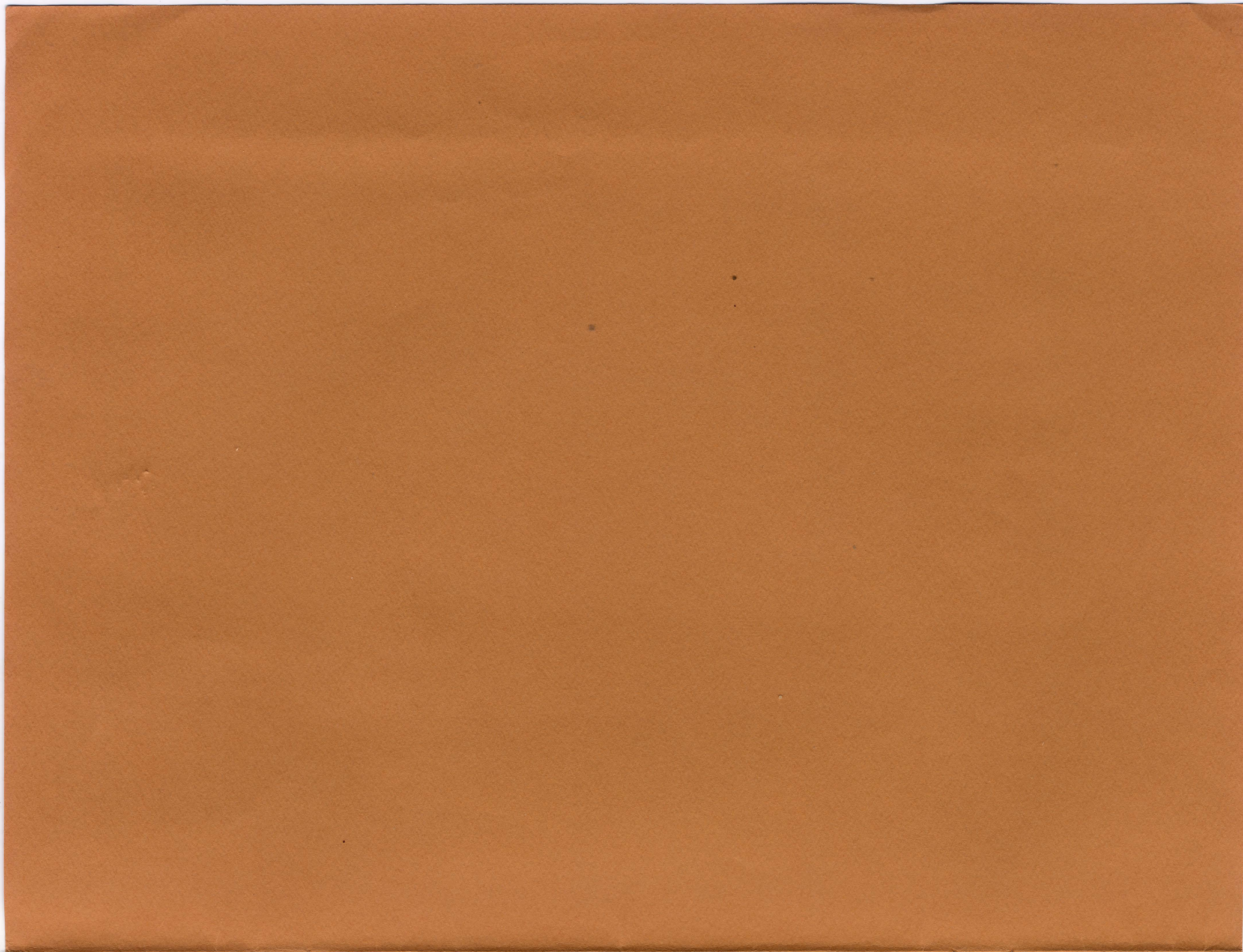


**GENERAL LAND USE
MASTER PLAN**

METROPOLITAN DADE COUNTY, FLORIDA

plan





An aerial, sepia-toned photograph of a city skyline, likely Miami, Florida, showing numerous high-rise buildings and a dense urban layout. The image is the background for the entire page.

GENERAL LAND USE MASTER PLAN

METROPOLITAN DADE COUNTY, FLORIDA

**A LONG RANGE PLAN FOR THE ORDERLY GROWTH
AND DEVELOPMENT OF METROPOLITAN DADE COUNTY**

Adopted by Planning Advisory Board October 28, 1965

Approved by Board of County Commissioners November 30, 1965

An Element of the Comprehensive Plan

WHAT IS THE GENERAL LAND USE MASTER PLAN?

The **General Land Use Master Plan** is Metropolitan Dade County's first comprehensive statement of its aspirations and goals for future development. It is a refinement of the **Preliminary Land Use Plan**, which was approved in principle by the Board of County Commissioners in January of 1961, and the proposed **General Land Use Master Plan**, approved in principle by the Board in October, 1963. This plan is submitted to the people of Dade County in partial fulfillment of the mandate in the Metropolitan Charter to "prepare and enforce comprehensive plans for the development of the county."

WHAT IS ITS PURPOSE?

Approved by the County Commission, the **General Land Use Master Plan** is the official guide to the future orderly growth and development of the Metropolitan Dade County area. Its chief purpose is to direct and accomplish coordinated and harmonious development which will, in accordance with existing and future needs, promote the public health, safety, convenience, prosperity and general welfare of Dade County's citizens and visitors.

HOW WAS IT FORMULATED?

The **General Land Use Master Plan** represents over 6 years of intensive work by your metropolitan government. The plan is primarily the product of the Dade County Planning Department and the Planning Advisory Board; however, very close cooperation with other county departments and agencies was maintained throughout the long formulation period. The proposals have been discussed with Metro and municipal officials and with many civic and service groups. They are not the product of one department or agency, but the result of the best thinking available from many key sources in our community.

A wide variety of technical studies and special reports forms the basis of the **General Land Use Master Plan**. Many of them are in published form and may be obtained or seen at the office of the Metropolitan Planning Department.

WHAT DOES IT SHOW?

The **General Land Use Master Plan** shows the location and extent of the various types of land uses which will be necessary to accommodate and serve a population of 2½ million permanent residents plus several million annual visitors. The plan classifies all development into the following 9 major categories: **residential, commercial, industrial, institutional, tourism, transportation, parks and recreation, agricultural and water**. A few sub-categories are also shown for added clarification.

A complete system of primary and secondary thoroughfares is provided in the plan to insure adequate and convenient transportation service to all points within and beyond the Dade County Metropolitan area. In addition, other methods of moving people and goods via air, land and water were carefully considered. Suitable locations for community facilities and services are also included.

WHAT DOES IT NOT SHOW?

The name "**General Land Use Master Plan**" indicates that this is not a detailed blueprint for future development. Nor is it a zoning map which establishes districts permitting certain specific uses and excluding others. Information on the precise location of future streets and highways, commercial area, public schools, etc., is not the province of this plan. Rather, it is a guide for making these and other important decisions and should be used accordingly.

HOW IS IT IMPLEMENTED?

Although Metropolitan Dade County has the responsibility to perform the function of areawide planning, Metro alone cannot carry out the proposals. Both public and private action are necessary, and they must be on the municipal as well as the county level.

County action will involve certain areawide activities such as traffic control, sea and airport facilities, the continuation of health, hospital and welfare programs and many others. In some cases, such as urban renewal, there will have to be close cooperation between Metro and the various municipalities. Other efforts to implement planning policies will involve improvements in locally administered zoning and subdivision regulations, housing codes and the like. Municipal programs for providing and improving public facilities and services, especially those serving areas outside city limits, should be coordinated by the metropolitan government.

The greatest share of the responsibility for implementing the **General Land Use Master Plan** will have to be borne by private efforts, large and small. These efforts must include such things as renewed confidence and investment in the **Magic City Center**, forward-looking concepts in residential, commercial and industrial subdivisions, and pride in the quality and appearance of homes, apartment houses, businesses, industrial plants and public facilities. The success of such efforts requires that everyone work and build together as a team. It is only through the coordinated action of every person in the community that the plan will "come to life."

WILL THE PLAN EVER CHANGE?

Yes, but only for good and justifiable reasons based on established goals and sound planning principles. A long-range master plan must be flexible enough to meet changing conditions. This fact is recognized in the ordinance which created the Planning Department and the Planning Advisory Board. It states that the master plan shall be reviewed "as often as desirable, but at least once a year . . ." for the purpose of determining whether additions or amendments are necessary. Every 5 to 6 years the **General Land Use Master Plan** must be completely re-evaluated and updated to anticipate the next 20 to 25 years. Periodic revision is essential if the plan is to continue to serve as a reliable guide for community growth.

...A PRODUCT OF JOINT EFFORT AND MANY STUDIES:

BASE STUDIES:

Land Conditions and Use, 1961

- Land Ownership Patterns, 1958
- Residential Densities, 1959, '61
- Topography, Hydrography and Geology, 1960
- Land Fill Requirements, 1960
- Land Values, 1960
- Public School Facilities, 1963

Economic Base, 1960

- Population Projections
- Levels of Migration
- Personal Income
- Retailing
- Service Activities
- Transportation
- Consumption Multiplier
- Capital Requirements
- Property Transfer Payments and Other Labor Income
- Residential Requirements
- Approximations of the Base

Industry Reports

- Aircraft Maintenance
- Tourist
- Garment
- Aluminum Products
- Printing and Publishing
- Research
- Wholesale Trades
- Plastic
- Precision Electronics
- Agriculture Industry
- Home Offices Activities

Zoning Analysis, 1963

PLAN FORMULATION:

METROPOLITAN DADE COUNTY BOARD OF COUNTY COMMISSIONERS, PLANNING ADVISORY BOARD, and PLANNING DEPARTMENT in cooperation with Metro's:

- Public Works Dept.
- Building and Zoning Dept.
- Parks and Recreation Dept.
- Development Dept.
- Tax Assessment Dept.
- Agricultural Agent
- Hospital Dept.
- Health Dept.
- Law Dept.
- Dade County Port Authority
- Dade County Board of Public Instruction
- Metro Dade County Transit Authority
- Metro Dade County Miami River Advisory Board
- Federal Aviation Agency
- Central and Southern Florida Flood Control District
- Inter American Center Authority
- Public Officials in each of Dade County's 27 municipalities
- Civic and Social Groups and
- Many concerned citizens of Dade County

PLAN

OFFICIAL ADOPTION

DAY-BY-DAY IMPLEMENTATION AND CONTINUOUS PLANNING BY YOUR METROPOLITAN DADE COUNTY PLANNING ADVISORY BOARD AND PLANNING DEPARTMENT.

PLAN STUDIES:

- Study of Traffic and Transportation, 1958
- Miami Seaport, 1959
- Planning Objectives, 1960
- Urban Growth, 1960
- Service Units, 1960
- Present and Future Movement, 1960
- Land Developability, 1960
- Amenity, 1960
- Magic City Center Plan, 1960
- Preliminary Land Use Plan, 1961
- Master Plan for Sanitary Sewerage, 1961
- Master Plan for Water Facilities, 1961
- Jackson Memorial Hospital Sketch Master Plan, 1962
- Opa-locka Area Plan, 1962
- Miami River Planning Study, 1962
- Islandia General Plan, 1962
- Municipal Boundaries Study, 1962
- Interama Master Plan, 1962
- Central Miami Urban Renewal Plan, 1963
- Water Control Master Plan, 1963
- Recommended Subdivision Regulations, 1964
- Recommended Capital Improvements Coordination Procedures, 1964
- Major Park and Recreation Lands Plan, 1964
- Capital Improvements Program, 1965-71
- Major Thoroughfare System, 1965
- Recommended Zoning Regulations, 1965
- Miami Urban Area Transportation Study (in progress)

PLAN FORMULATION

In order to formulate a long-range plan based on a realistic assessment of existing facts and probable future trends, it was necessary to conduct detailed studies in the fields of population, economics, land use, and transportation – the major ingredients of a comprehensive plan. Dade County's population in 1960 was 935,050; the population actually projected for the year 1985 is 2,433,000. However the figure most often quoted for the sake of convenience is 2.5 million.

ECONOMY – More economic growth will be needed to support such a greatly expanded population, and that means more land for urban development. Preparation of the master plan was preceded by a detailed study of Dade County's economic base – how the community makes its living and how it can be expected to do so in the future. A summary of the study was published by the Planning Department in December, 1960. Among the major conclusions were the following:

- Tourism and related activity is the biggest "industry" in Dade County.
- Natural resources, in the form of materials for manufacturing industries, are lacking.
- The vitality of the Dade economy is dependent upon the "amenities" of the region.

Projected trends indicate that, as this area matures, tourism and the construction industry, while remaining prominent in our economy, will lose some of their relative importance and will need to be supplemented by other businesses and industries. The future economic picture of Metropolitan Dade County should emphasize:

- the already well established air travel and air freight activities
- increased trade and business activity with Latin America and the Caribbean
- research and light industrial activities which depend on skilled labor
- consumer oriented activities which will create larger markets for locally produced goods
- development and support of higher educational institutions.
- preservation and enhancement of the environmental amenities.

After amenities, another important resource of Dade County's economy is its citizens. Many of its economic potentials rest heavily on the skills of the population. With people as a major resource, Dade County should strive to diversify its economy, which has been and will continue to be one of growth.

LAND USE – Of equal importance was a thorough knowledge of existing land use patterns and their interrelationships. The results of a complete and detailed survey of all land uses in the county were published by the Planning Department in January 1961. They formed the starting point for the **General Land Use Master Plan** presented here. Of Dade's 2,352 square miles of area, less than half is available for settlement of any kind, much less for urban development. Much of the southwestern quadrant of the county is in Ever-

glades National Park; the northwestern section forms part of a federal-state flood control district – both obviously unavailable for urban expansion. Other portions of the county "lands" are actually ocean and bay bottom which can be filled only to the approved bulk-head line. Large tracts of land seemingly available for urban use are not suitable for development because of their marshy condition, requiring extensive drainage, land fill, and soil stabilization. Currently, less than 28% of Dade County land is both suitable and available to support future expansion, although that percentage will increase as drainage projects are completed.

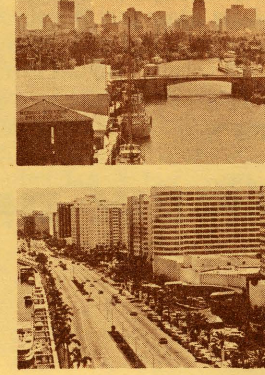
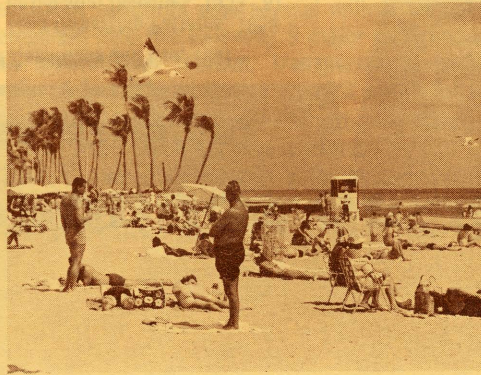
Presently about 9%, or roughly 200 square miles, of the county is in urban use, much of it in a scattered low-density pattern. Unfortunately, the history of Dade County largely has been one of unplanned development. The results, as emphasized by the land use survey, are:

- the commercial stripping of major thoroughfares creating mounting traffic and parking problems
- "leap-frog" developments where much good land is left vacant and unused
- serious shortage of park and recreation areas
- sparsely settled "fringe" areas unable to support a desirable level of municipal services

Not evident on maps, but equally important are the fragmentation of authority in various autonomous municipalities resulting in duplication of effort in providing services better handled on an areawide basis; obsolete street patterns wasteful of land and not designed for modern traffic movement; and a manipulation of land use for quick, speculative gain rather than in the interest of sound area growth – the latter by no means limited to the "boom" days of the 1920's. The county has three times as much area zoned for commercial activities as is presently being used for that purpose. The figure is increased to five times as much in the case of industrial zoning.

Although its population growth is rapid and its developable land resources limited, Dade County has not reached the point where "the only way to go is up" – far from it. We can accommodate the 1,500,000 new residents anticipated by 1985 – and more in the following decades – without overcrowding, without using every square inch of land that can be made available and without further destroying the natural amenities of the area. We can do it by anticipating future land needs with a comprehensive plan, and by translating the goals and proposals of such a plan into reality through zoning controls, subdivision regulations, building and housing codes, urban renewal and carefully programmed capital improvements.

Residential densities will have to be increased as population expands. This is no cause for alarm since Dade County has considerably lower densities than most major metropolitan areas. The present ratio of population to land used need not increase in direct proportion if land is used more judiciously. The **General Land Use Master Plan** proposes increased population density and a greater intensity of land use in the revitalized Miami urban concentration, balanced by lesser concentrations in south Dade. The latter should provide a strong new focus at the southern extremity of the "Gold Coast" while reaffirming Miami's position as the "capital" of the region.



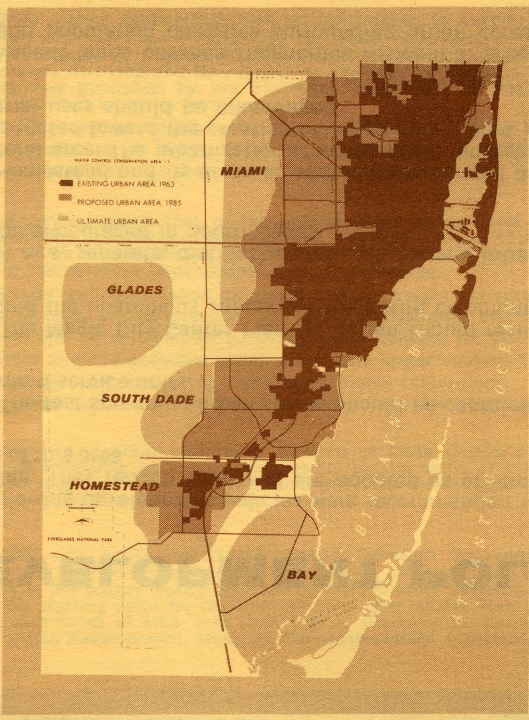
PLANNING OBJECTIVES FOR DADE COUNTY...

- **HEALTH AND SAFETY** – The eventual elimination of the causes of disease and other environmental dangers, including natural and man-made hazards.
- **AMENITY AND CONVENIENCE** – The creation and preservation of beauty, pleasantness, variety and convenience in our urban environment.
- **EFFICIENCY AND ECONOMY** – The achievement of maximum benefits from land development, services and community facilities, both public and private.
- **ECONOMIC PROSPERITY** – The expansion and diversification of economic activities, optimizing economic resources and characteristics unique to Dade County.

DEVELOPMENT POLICIES...

The following development policies were recommended in the **Preliminary Land Use Plan**. They remain valid and are adopted as official guides for the future growth of this area.

- 1** The fast spreading urban sprawl should be contained and shaped into efficient service units.
- 2** The **Magic City Center Plan for Action** should receive the highest priority and the unanimous support of the entire community.
- 3** A new, separate, distinctive and well-planned urban concentration should be encouraged in South Dade.
- 4** Homestead and its environs should be enhanced as a productive agricultural area. The urbanization of prime grove land should be controlled and directed toward the creation of a new estate area. Agricultural and industrial uses should be encouraged.
- 5** Vacant lands between fragmented residential areas should be developed and population densities surrounding urban cores should be increased.
- 6** Urban facilities and services, including streets, should be planned on the basis of **neighborhood** units of 3,000 - 8,000 persons and **community** units of 20,000 - 40,000 persons.
- 7** A complete and efficient street system, including limited access highways, major and secondary arterials, collectors and local streets, should be provided.
- 8** The major circulation system should consist of a network of radial highways extending outward from urban centers and connected to bypasses around those centers.
- 9** Urban transportation should properly utilize both private and public vehicles. The combination should depend on the character and pattern of land uses served.
- 10** The amenities of our environment should be preserved and enhanced. Top priority should be given to the Miami River, Biscayne Bay and other natural resources. The beauty and pleasantness of our environment is a major contributor to the economic vitality of Dade County.
- 11** Attractive, diverse, and efficiently located sites for new industries should be distributed throughout the county in accordance with projected needs.
- 12** Land for business use should be properly located to serve each **neighborhood, community** and major **urban area**. The commercial stripping of thoroughfares should be stopped and the quantity of land set aside for commercial use should be based on realistic estimates of present and future needs.
- 13** Steps should be taken immediately by both private and public agencies to develop coordinated workable programs which will revitalize declining urban areas, arrest the spread of blight and eliminate decay and slum conditions in the community.



FUTURE URBAN FORM

This diagram shows both the existing and future urban forms of Dade County. The latter illustrates achievement of the first five recommended development policies listed on page 5. Metropolitan Dade County's 1985 urban form is being planned to assume the appearance and function of the following three distinct yet interrelated urban areas:

MIAMI URBAN AREA—encompassing all development from the Kendall estate area north to the Broward County line, including the Miami Beach peninsula.

SOUTH DADE URBAN AREA—centering around Cutler Ridge.

HOMESTEAD URBAN AREA—including the cities of Homestead and Florida City and the grove lands to the west and north.

Each of the areas will provide a new focus for urban growth to accommodate the needs of an estimated population of 2½ million people by the year 1985. Two other clearly recognizable urban areas are shown emerging sometime after 1985 when the population of the county has surpassed the 2½ million mark. The geographic locations of these future urban areas have suggested the names:

BAY URBAN AREA—on Biscayne Bay south of Homestead Air Force Base

GLADES URBAN AREA—west of Krome Avenue and south of Tamiami Trail.

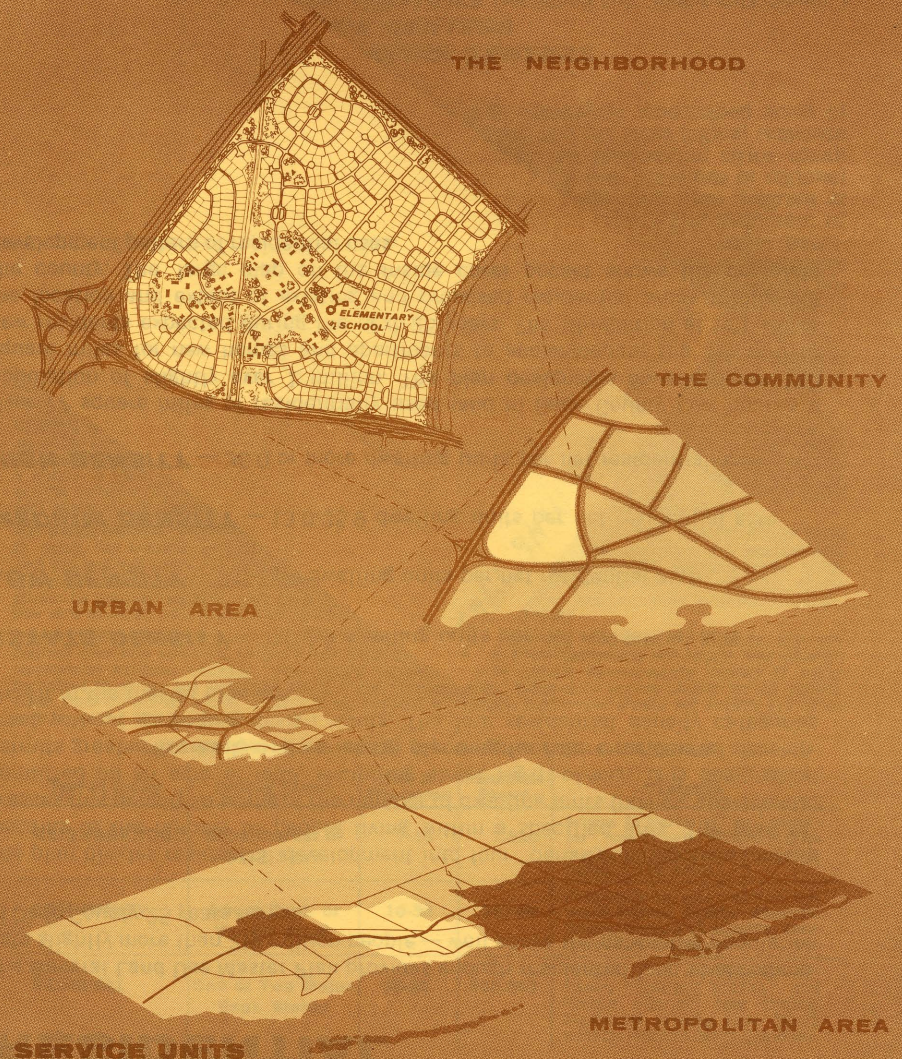
Everglades National Park and the Central and Southern Florida Flood Control and Water Conservation District combine to form a protected open space to the west of Dade County's rapidly expanding urban area. The bay and ocean waters provide open space to the east. These natural barriers will continue to have a pronounced effect on urban growth in Dade County as well as the entire Florida "Gold Coast" area which, according to recent forecasts, will have a resident population of over 4½ million by 1985!

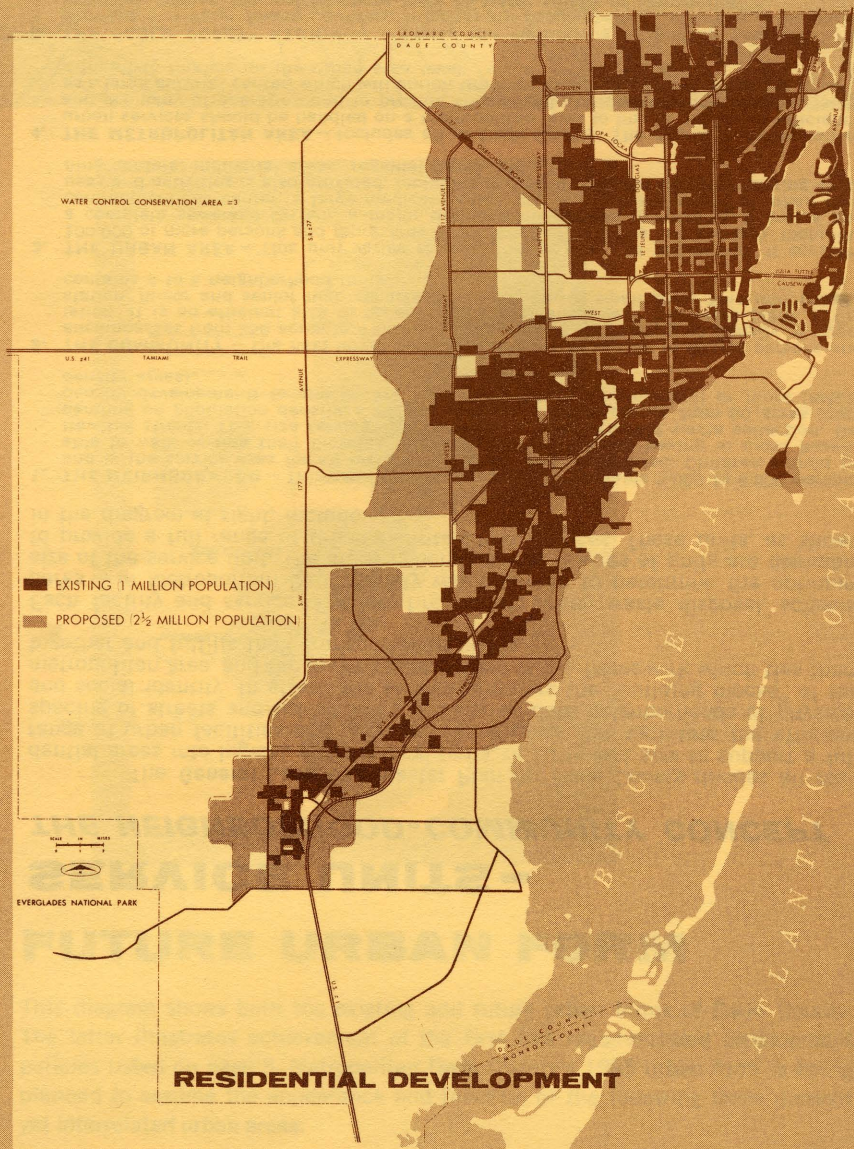
SERVICE UNITS - THE NEIGHBORHOOD-COMMUNITY CONCEPT

The **General Land Use Master Plan** for Dade County divides all residential areas into logical, geographical units, of sufficient size to support a full range of urban facilities and services. These units also facilitate the efficient spacing of streets and transit lines and consolidate neighborhoods of physical and social identity. In effect, the service units are the "building blocks" of the metropolitan area, and the major street system is the framework which ties them together and fulfills their transportation needs.

Each facility and service—police, fire, water, sewer, waste disposal, schools, parks—in Metropolitan Dade County was analyzed to determine the optimum size of the service unit. The study concluded that 4 sizes of units are desirable to provide a full range of urban facilities and services. These units, as shown in the diagram at right, include:

1. **THE NEIGHBORHOOD** — This smallest "building block" contains 5,000 to 8,000 persons and is the service area for an elementary school and playground. Children should be able to walk or ride their bicycles to these facilities without having to cross heavily traveled streets. This size service area also provides for efficient waste collection. Depending on population density, a neighborhood unit encompasses from 60 acres (high density development) to one square mile (low density development) or more (estate density areas).
2. **THE COMMUNITY** — The next larger service unit contains 20,000 to 40,000 persons and encompasses from 250 acres to 4 or more square miles, depending on density of population. It is an efficient size to accommodate a small sewage treatment plant, a fire station, junior and senior high schools, playfields and a small park. This unit usually contains 4 to 6 neighborhood units.
3. **THE URBAN AREA** — This unit varies considerably in size and population. It contains 100,000 or more persons and represents a full range of facilities and services, including a complete sewerage system, a major drainage district, an incinerator, a police and communications center, a large medical center, etc. A full complement of urban land uses and activities is also provided, including a central business district, outlying shopping centers, industrial areas, regional parks, etc.
4. **THE METROPOLITAN AREA** — Includes all of Dade County. The overall coordination of urban services should be handled on a metropolitan level to insure maximum efficiency and economy of operation and to provide specialized metropolitanwide facilities, such as a large cultural center, which will enrich the lives of our people but which are usually difficult to finance on the urban area level.
5. **THE "GOLD COAST" REGION** — includes the continuous urbanizing area of Dade, Broward and Palm Beach Counties. Inter-county cooperation in planning is essential to solve common regional problems such as water supply or transportation.





RESIDENTIAL

The **General Land Use Master Plan** provides enough residential land to accommodate slightly more than 2½ million people — well above the estimated population of Dade County 25 years hence.

The plan divides residential development into four “density” categories. Density pertains to the number of people living within a specified area. The plan expresses this density in terms of the number of dwelling units (homes, apartments) permitted on an acre of land, excluding street rights-of-way. This designation permits greater flexibility and variety in planning for future residential development without exceeding design limits. The four residential density categories shown in the master plan are:

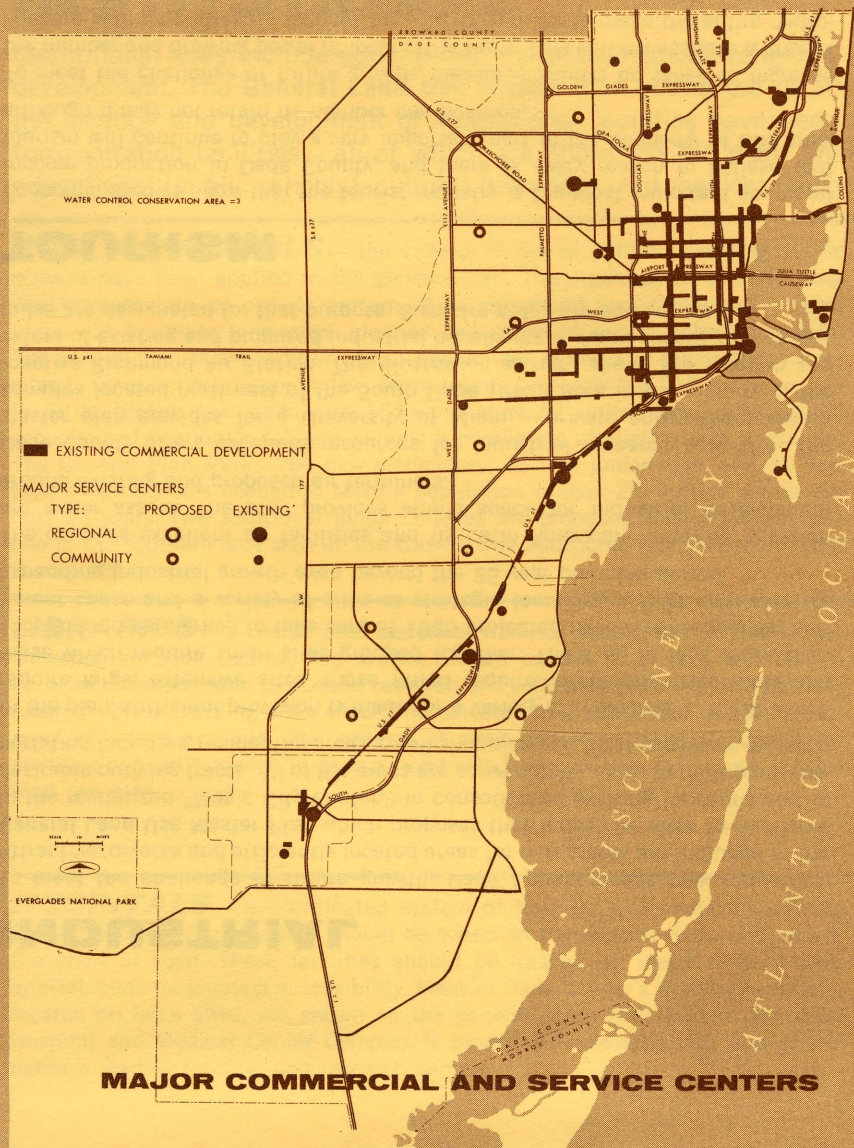
ESTATE DENSITY — 0.0-1.9 dwelling units per net residential acre

LOW DENSITY — 2.0-12.9 dwelling units per net residential acre

MEDIUM DENSITY — 13.0-35.9 dwelling units per net residential acre

HIGH DENSITY — 36.0 or more dwelling units per net residential acre

Over 77 square miles of residentially used land in Dade County now houses a population of slightly over 1 million. The plan designates an additional 130 square miles for new homes and apartments to accommodate the 1½ million new residents expected during the next 25 years. The illustration at left shows the location and extent of existing and proposed residential areas throughout the county. The large map on the inside cover pocket shows the complete development pattern of residential uses.



COMMERCIAL

The General Land Use Master Plan groups all commercial uses in 4 categories:

- REGIONAL SERVICE CENTERS** (including the "Magic City Center")
- COMMUNITY SERVICE CENTERS**
- NEIGHBORHOOD SHOPPING CENTERS**
- ROADSIDE SERVICES**

The shopping center type of development with pleasantly landscaped acres of off-street parking and controlled vehicular access is a far more logical response to the retailing needs of the automobile age than the commercial strips which flank so many of our streets and highways. Only the general locations of regional and community service centers are shown on the master plan (see diagram at left), since their locations are most critical to the effective accomplishment of the other plan elements. The need for and exact location of the smaller neighborhood shopping centers and roadside services will be determined as new areas undergo urbanization and plans for proposed subdivisions are reviewed by the various Dade County departments. Criteria for the location and development of commercial uses in each of the above mentioned 4 categories are:

REGIONAL SERVICE CENTERS — these serve major urban concentrations; therefore, provide a greater variety and intensity of shopping facilities. Regional centers contain retail, professional, financial, cultural, and specialized personal services. The size of the retail part of the development should approximate 1/3 of an acre for each 1,000 persons served. (see chart below)

COMMUNITY SERVICE CENTERS — this is a multi-functional service center which may contain any or all of the following: retail stores, professional and business offices, auto services, a clinic or small hospital, tourist and entertainment facilities, local governmental offices, a senior high, fire and police stations, a library, a park and recreation area, and other institutional uses, such as lodges, meeting halls and private schools. The total area for this type of service center may reach 100 acres or more. The retail part alone should contain 3/4 — 1 acre for each 1,000 population served. (see chart below)

NEIGHBORHOOD SHOPPING CENTERS — this smallest size center provides convenience of local shopping. The tendency in Dade County is to locate this type of center on the periphery of a neighborhood unit where it can serve 2 or 3 neighborhoods. The development of a single planned shopping center is far preferable to individual stores scattered along a major street. If a planned center is not possible, stores should be grouped together with adequate off-street parking facilities and controlled automobile access. One acre of retail use serves each 1,000 population. (see chart below)

ROADSIDE SERVICES — this includes motels, restaurants, auto and boat sales and services, and specialized uses that serve the entire metropolitan area. Many of these businesses will locate near planned commercial centers; however, they should be restricted to cluster developments instead of being permitted to string out endlessly along major thoroughfares. Automobile access should be via service roads from controlled points. Total acreage devoted to roadside businesses should not exceed 1/3 of an acre for each 1,000 population.

LOCATION AND SIZE OF SHOPPING CENTERS

Type of Center	Leading Tenant	Size of Site (acres)	Population Served	Location
NEIGHBORHOOD	Supermarket or Drug Store	7-10	7,500	Access to "arterial" or "collector" type streets. Maximum driving time 3-5 minutes; service radius 1-1½ miles.
COMMUNITY	Junior Dept. or Variety Store	10-30	75,000	Proximity to intersection between arterial streets. Maximum driving time 10-15 minutes; service radius 3-4 miles.
REGIONAL	One or Two Major Dept. Stores	30-80	250,000	Proximity to interchange between "limited access" and "major arterial" type streets. Maximum driving time 20-25 minutes; service radius 7-8 miles.

INDUSTRIAL

To meet the challenge of future growth, Dade County needs new industries. Attractive, diverse and efficiently located areas for new plants are included in the **General Land Use Master Plan** which proposes that industrial sites be available in the revitalized "Magic City Center," in consolidated existing locations and in desirable outlying tracts. All of the areas are conveniently close to multiple transportation facilities, residential areas, retail shopping and local consumer markets.

In the plan, sufficient provision is made for a variety of industries — those which require large, extensive sites, those which require intensively used sites and those which require small sites grouped together. There is, in fact, more than enough land earmarked to take care of 1985 projected needs; consequently, sufficient space and a variety of sites at strategic locations will be available for expanding industrial growth even beyond the 25 year planning period.

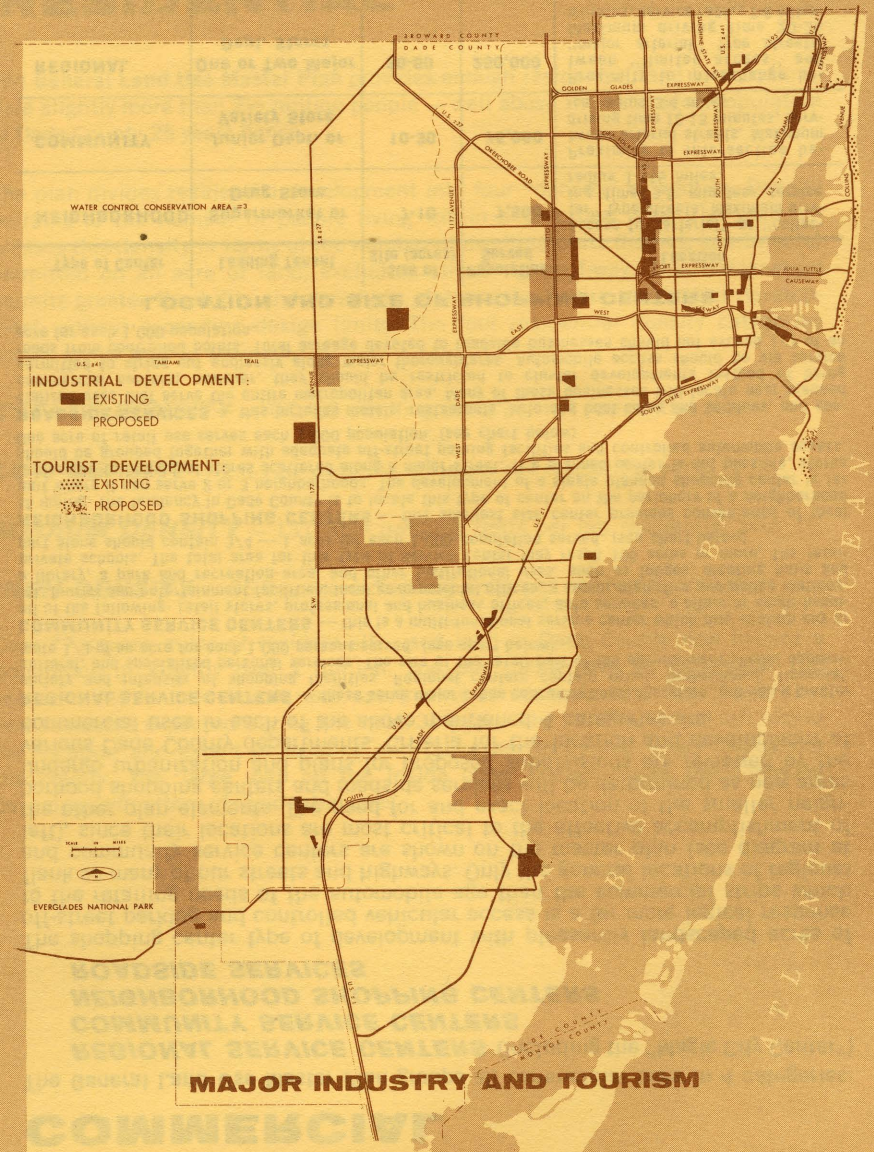
The county's excellent air facilities and its Latin American "gateway" location are major assets. The plan provides ample space for industrial development around existing and proposed air terminals.

Dade County offers excellent resources for industrial research activities. The master plan provides for a University of Miami — private enterprise research complex located northwest of the South Dade Urban Area in the vicinity of the inactive Richmond Air Station. The illustration at right shows the location and extent of existing and proposed industrial development. Approximately 34 square miles are designated for that purpose; 8 square miles are now in use.

TOURISM

Economic studies show that the tourist industry is the most important source of income production in Dade County, and there is every reason to believe that tourism will continue to play a very important part in the economy of this area, although it may not retain its number one position.

To meet the challenge of future growth, measures should be taken to increase the number and drawing power of local attractions. This will necessitate a greater concern with amenities throughout the county in order to make the entire metropolitan area more attractive to visitors.



INSTITUTIONAL

Institutional uses include educational, cultural, medical, religious, and governmental activities. They are essential for well-rounded community development. The **General Land Use Master Plan** shows the locations of existing and proposed major institutional centers. Criteria for guiding the location and development of institutional facilities have been formulated on the basis of population served, residential service units and transportation facilities – all of which are shown on the plan. Shown here are samples of criteria for locating 3 types of institutional uses: educational (public schools), cultural (libraries), and medical (hospitals).

PUBLIC SCHOOLS — the criteria shown at right for locating public schools have been applied to the general plan. The organization of residential development into an orderly pattern of neighborhood and community service units will facilitate long-range planned expansion of public school facilities. The general plan shows location of new elementary, junior, and senior high school sites to serve our future population. Dade county presently has 210 public school facilities, broken down as follows: 153 elementary, 47 junior high, 22 senior high schools, and two junior colleges serving a population of slightly over 1 million. The General Plan shows 286 new elementary, 75 new junior high, and 32 new senior high schools needed to serve a population of over 2½ million within the next 25 years. Two additional junior colleges are proposed, one downtown and one in the southernmost area of the county. One additional four year institution is also anticipated.

PUBLIC SCHOOLS

Type	Location	Size
Elementary (Grades 1-6)	Within a "neighborhood"; ½ mile service radius; access to "collector" type street.	600 pupils; 10-12 acre site (5 acres plus 1 acre per 100 pupils ultimate enrollment)
Junior High (Grades 7-9)	1-1¼ mile service radius; access to "arterial" type street.	1200 pupils; 20-30 acre site (15 acres plus 1 acre per 100 pupils ultimate enrollment)
Senior High (Grades 10-12)	1½-2 mile service radius; access to "arterial" type street.	2000 pupils; 30-50 acre site (25 acres plus 1 acre per 100 pupils ultimate enrollment)

LIBRARIES — a coordinated system of libraries should be provided within Metropolitan Dade County. The system should consist of central and branch libraries complemented by special research and reference libraries. Strategically located library building sites should be selected and purchased in advance of need whenever possible. The criteria at right should provide assistance for planning public library facilities in concert with Dade County's long-range general land use plan.

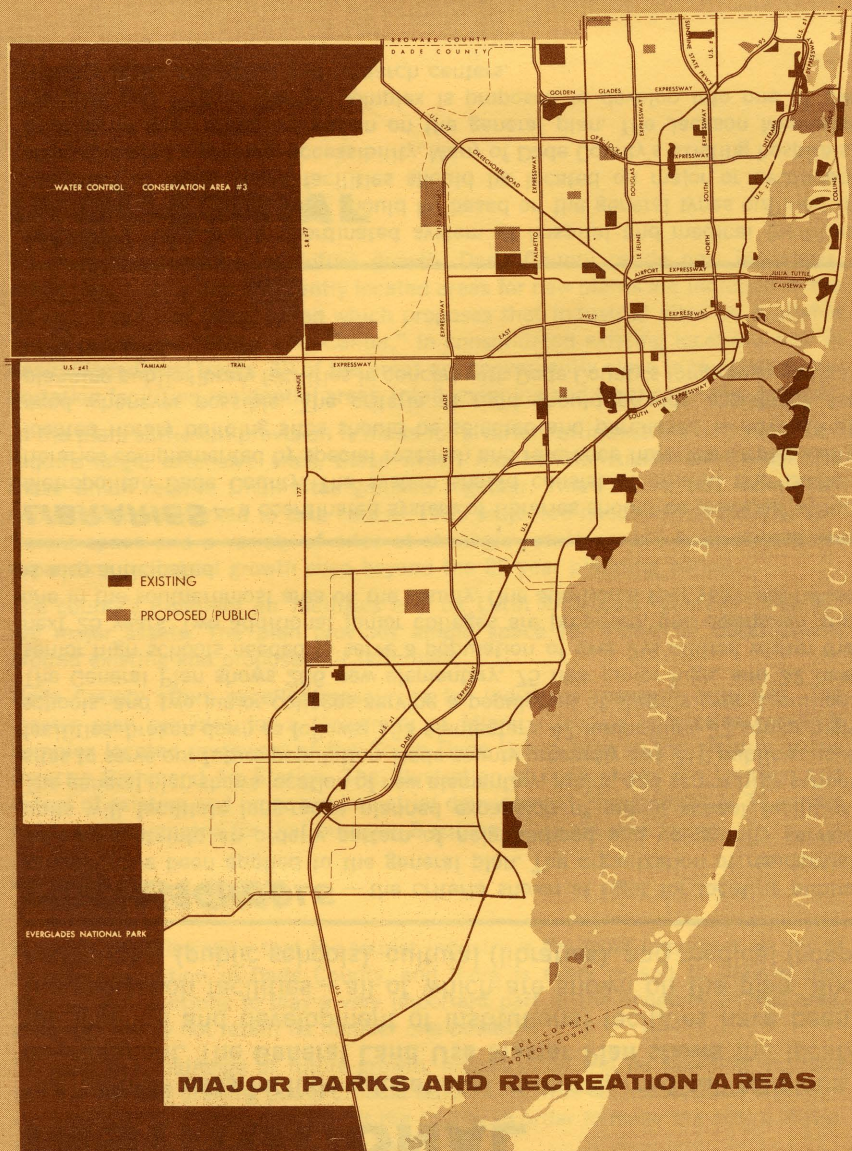
PUBLIC LIBRARIES

Type	Service Area	Population Served	Size of Site (Acres)	Location
Community	1½-2 mile radius	30,000 to 50,000	1 or more	Within or proximity to a "Community Service Center"
Regional	4-6 mile radius	100,000 to 250,000	2 or more	Within or proximity to a "Regional Service Center"
Central	Major Urban Area	½ to 1 million	Adequate	Urban Center
Special Research and Reference	Metropolitan Area	1 million or more	Adequate	College, University, Civic Center, etc.

HOSPITALS — a coordinated system of hospital and medical facilities for Metropolitan Dade County should be based on the general types outlined in the chart at right. These facilities should be located on major or secondary arterial roads for greatest accessibility. Many of Dade County's existing hospitals, located on large sites, are shown on the general plan. The Jackson Memorial Hospital and Medical Center Complex is proposed to develop into one of the nation's leading medical and research centers.

HOSPITALS

Type	Treatment	No. Beds (Desirable)	Population Served	Minimum Size of (acres)
Community General	Active and Emergency	200-250	50,000 to 75,000	15
Regional General	Active and Emergency	400-500	100,000 to 250,000	30
Major Medical Center	Active, Emergency and Selected long term	Variable	South Florida Region	250-300
Special and Long Term Treatment	Maternal, mental health, chronic diseases, etc.	Variable	Variable	Variable



PARKS AND RECREATION

Parks and recreation areas are an essential part of the economic as well as the social life of our metropolitan community. Dade County's greatest natural resources are the amenities of the area — the inexhaustible supply of sunshine and balmy breezes, blue skies and warm tropical waters. Government and private enterprise should take full advantage of these amenities by providing ample and strategically located park and recreation facilities.

A balanced public park system for Dade County should consist of the 5 types listed on the chart below. The **General Land Use Master Plan** makes provision for each type in accordance with the standards shown on the chart.

The map at left shows the location of existing and proposed major parks in the county. Many of the proposed park sites are already in government ownership — federal, state or local. Every effort should be made to obtain dedication of these publicly owned areas for park use before they are sold as surplus land or earmarked for other purposes. The recent acquisition from the federal government of more than 500 acres of land in the Opa-Locka area for a regional park is a prime example of how persistent efforts on the part of Dade County will result to the ultimate benefit of the general public.

LOCATION OF PUBLIC PARKS AND RECREATION AREAS

Type of Park	Population Served	Acres per 1000 pop.	Size of Site (acres)	Radius of Service Area	Location
Neighborhood	3,000 to 8,000	1.25	5-10	1/2 mile	Proximity to elementary school. Access to "collector" type street.
Playfield	20,000 to 30,000	1.25	10-20	1-2 miles	Proximity to junior high school. Access to "collector" or "arterial" type street.
Community	30,000 to 50,000	1.5-2.0	20-50	2 miles	Proximity to senior high school. Access to "arterial" type street.
Regional	Dade County	5.0	50-1000	---	Unique area accessible to major transportation facilities.
Special or Unique Feature	Dade County	Related to site characteristics and need.	---	---	Usually accessible to major facilities.

AGRICULTURE

The **General Land Use Master Plan** recognizes agriculture as an important and continuing industry within Dade County. All land not needed for urban expansion during the next 25 years has been designated for agricultural use. Much of the area slated for future urban development will continue to be cultivated for crop production until such time as the land is needed for homes, businesses and industries. Flood control projects presently under construction or on the drawing boards will drain large sections of glade lands and make them available for farming. The sprawling Aerojet General Corporation properties in southwest Dade County adjacent to Everglades National Park contain over 76,000 acres. This vast amount of land was purchased by the corporation to provide a buffer between future urban developments and its testing operations. It is not unreasonable to assume that much of this open land will be put to some economically productive use compatible with Aerojet's activities — namely, farming. This would be equivalent to the establishment of a sizeable agricultural land bank in south Dade.

TRANSPORTATION

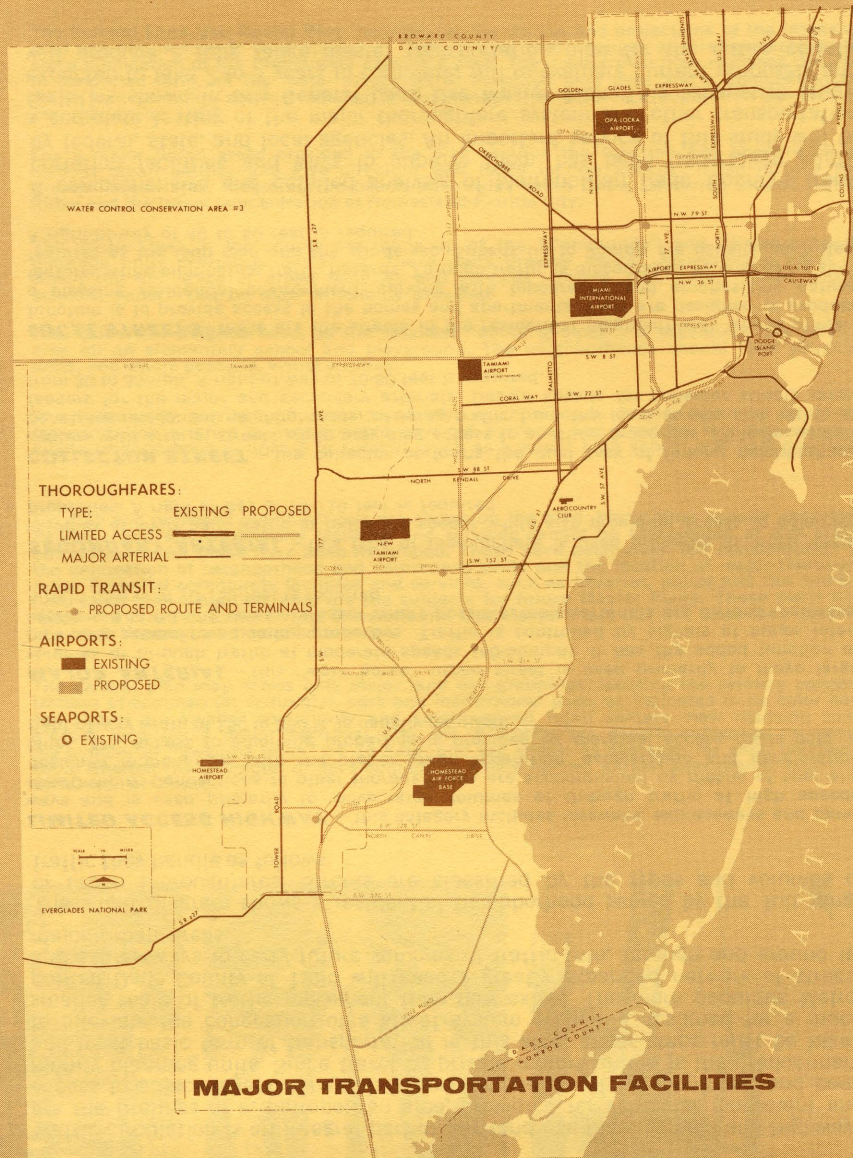
Transportation, for local planning purposes, refers to a complete system for the movement of people and goods to, from and within Dade County. The transportation network of a metropolitan area includes all thoroughfares from expressways to neighborhood streets, public transit facilities, rail, air and seaport installations, truck terminals and pedestrian ways.

The illustration at left shows existing and proposed transportation facilities for Dade County. The street and highway system predominates by its very nature and because of the need to improve this aspect of circulation within the metropolis. The major thoroughfare system designed to fulfill the county's needs for the next 25 years is shown in the **General Land Use Master Plan**. It has undergone considerable refinement since being proposed in the **Preliminary Plan** in 1961.

Proposed future street and expressway alignments were little more than schematic approximations at that early date. Since then, further study and subsequent turns of events have permitted determination of a more realistic location for these facilities.

Public transportation facilities should supplement the use of private vehicles and provide the citizens a feasible alternative form of movement within the metropolitan area. Rapid transit, providing the most efficient means of mass transportation in and out of the major centers of concentration, is being given special emphasis. The framework for a rapid transit system within Dade County is included in the master plan, which designates the desirable locations of future passenger terminals (see diagram at left). Ultimately, the rapid transit system may be extended to Broward and Palm Beach Counties. Although the construction of an extensive rapid transit system may be several years off, its desirability is evident. Early installation would be an important influence in shaping urban development patterns and population densities in conformance with the **General Land Use Master Plan**.

Dade County's most outstanding air transportation facility will continue to be the Miami International Airport, now a hemispheric leader in foreign cargo and passenger trade and a major center of aircraft maintenance and related activities. To relieve some of the pressure on Miami International and to serve conveniently other parts of the metropolitan area, secondary airports are needed. One of these is the new Opa-locka airport in the northern sector of the county, a former military facility recently turned over to the Dade County Port Authority and activated as a general aviation airport. A new airfield to replace Tamiami Airport, which is being phased out, is presently being built in the vicinity of former Richmond NAS in south Dade. This facility is designed to serve light cargo and pleasure craft. Its location, adjacent to a future industrial complex, should be an important asset in attracting desirable industrial-research organizations to the area.



Traffic circulation is an integral part of any land use plan. Streets and highways are the lifelines of a metropolitan area, providing for vehicular movement and access to adjacent land. They also form boundaries of neighborhood and community planning units. Since travel by private motor vehicle is the predominant and most basic form of transportation in this area, major steps must be taken to alleviate the congestion of a street system originally designed for a much smaller scale of traffic movement than now exists. The more populous Metropolitan Dade County of 1985 will need a greatly expanded network of streets and expressways to carry future volumes of traffic into, through and around its major urban areas.

The small diagram shows a residential neighborhood served by the full range or urban thoroughfares. Streets are classified by the types and volumes of traffic they handle as follows:

LIMITED ACCESS HIGHWAY – this category includes freeways, expressways and parkways and is used primarily to move large volumes of through traffic at high speeds (50-70 mph). Connections to other thoroughfares are accomplished by means of specially designed interchanges with the proper grade separation, acceleration and deceleration lanes, etc. Access to adjoining properties is provided by marginal access roads only. A right-of-way width of 150 to 300 ft. is usually required.

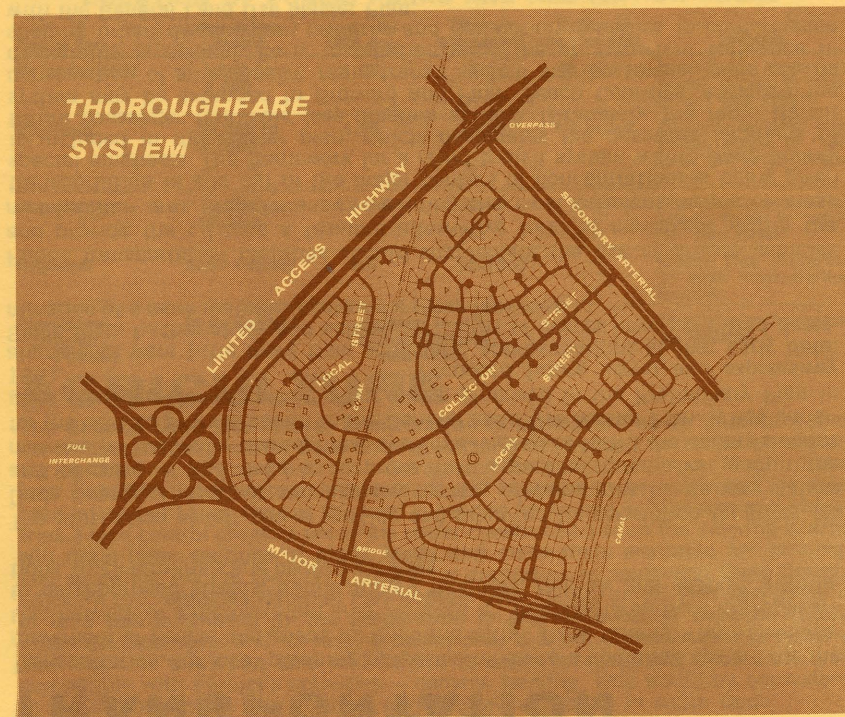
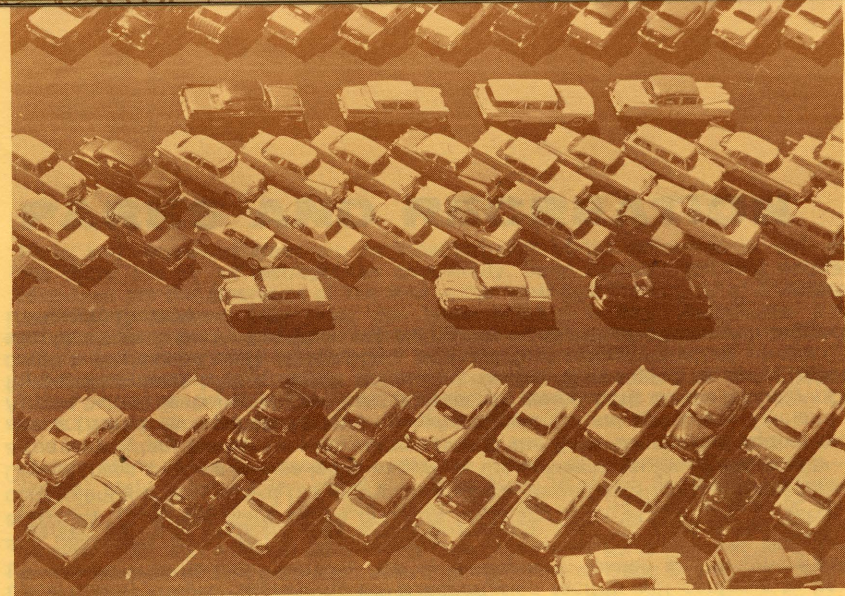
MAJOR ARTERIAL – this "work horse" urban street is used primarily to move large volumes of through traffic at moderate speeds (40-50mph). It has the added function of providing access to adjoining properties. Traffic is controlled by signals at major intersections, and turning lanes are used. Where possible, major arterials are divided roadways. A right-of-way of 70-150 feet is required.

SECONDARY ARTERIAL – this type of thoroughfare is used primarily to move lesser volumes of short haul traffic at moderate speeds while also providing access to adjoining properties. A right-of-way of 70-110 feet is required.

COLLECTOR STREET – the collector performs the dual task of linking neighborhood centers with arterial streets while providing access to abutting properties. Collector streets penetrate residential neighborhoods, carrying traffic from the local streets and acting as feeders for the major and secondary arterials. Design speeds for collector streets range from 30 to 35mph. A right-of-way of 70-80 feet is required.

LOCAL STREETS – these are the streets in the residential neighborhoods whose primary function is to provide access to the homes and apartments. They are designed to produce a pleasing residential environment, curving with topography and emphasizing natural features while eliminating traffic hazards. Through traffic is discouraged by employing such features as the loop road and the cul-de-sac. Speeds up to 25mph are usually permitted. A right-of-way of 40 to 60 feet is required.

A comprehensive and detailed analysis of Metropolitan Dade County's transportation facilities and ways to improve them has been undertaken jointly by federal, state, and local agencies. An important service of this study will be a complete testing of the major thoroughfare system and other transportation facilities shown in this **General Land Use Master Plan**. This exhaustive study, expected to take 2 to 3 years to complete, will re-evaluate current proposals and will produce a long range master transportation plan for the entire county.



PLAN SUMMARY

The **General Land Use Master Plan** incorporates the results and projections of the intensive land use and economic base studies of Dade County plus changes and refinements made since publication of the **Preliminary Land Use Plan**. The master plan map enclosed depicts, in simplified form, all the major categories of proposed land uses and a complementary major transportation network needed to accommodate and serve a population upwards of 2½ million by 1985.

The 3 major urban areas provided in the plan assume the function and appearance of distinct urban entities and give direction and focus to new growth. These include the Greater Miami area, including the beach peninsula; South Dade, centering around Cutler Ridge and the lesser concentration of Homestead-Florida City.

The urban areas in the county are made up of the "Community" and "Neighborhood" planning units previously described. These units provide logical, geographical areas in which the full range of urban facilities and services — police, fire, water, sewer, waste, schools, parks — can be most efficiently provided.

The residential **Neighborhood**, as the smallest "building block", is essentially the service area for an elementary school and playground. The neighborhoods should form physical units, and where possible, visual entities.

The **Community** service unit contains several neighborhoods, is also bounded by major transportation arteries or recognizable physical barriers, and provides facilities which a single neighborhood is unable to support, such as a junior high school and park-playfield.

Existing and proposed public schools are shown on the plan. Many other equally important neighborhood and community facilities and services cannot be represented at this scale, but standards for these have been developed. These have been given full consideration in the delineation of neighborhood and community units and the location of major thoroughfares. Essential community facilities and services, such as libraries, police and fire protection, parks and recreation, etc., are the subjects for future **Master Plans**. These plans will follow the broad outlines of this **General Land Use Master Plan**, but will treat their subject in a more thorough and detailed manner.

The general plan map shows only major land use groupings, locating the primary concentrations of commercial, industrial, park and institutional uses, as indicated in its color key. Not shown are smaller community and neighborhood retail centers, new roadside commercial, local parks, minor industrial sites, etc. **RESIDENTIAL** density categories represent the number of "dwelling units" on an acre, and are shown as averages for each neighborhood, whether the character of development be single homes, garden apartments, high-rise buildings, or mixed.

The major **COMMERCIAL** areas shown on the general plan represent a consolidation of commercial uses into "Regional" and "Community" service centers. These should be provided with adequate off-street parking space and will include, in addition to shopping facilities and specialized personal and business services: cultural and financial institutions, professional offices, clinics, garages, governmental buildings, churches, etc. They are located on major transportation routes near intersections easily accessible from all parts of the area served.

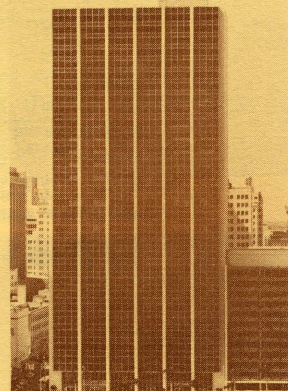
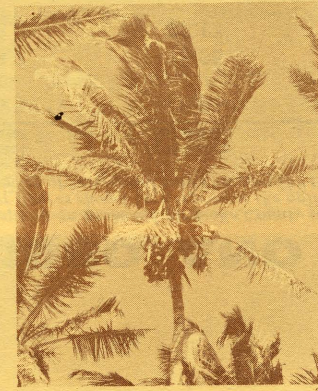
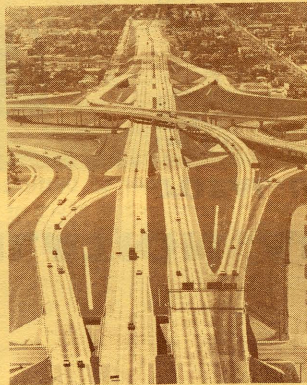
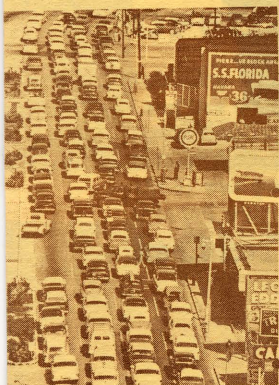
There is a need to broaden the economic base in Dade County and encourage a diversification of economic activity. **INDUSTRIAL** lands in excess of the projected 1985 needs are included in the general plan. This will provide prospective industries with a variety of sites suited to their particular need and include space for future expansion beyond 1985. Sites are proposed adjacent to existing and proposed air transportation terminals and will be served by multiple transportation facilities. Emphasis should be on industries which are labor-oriented rather than dependent on raw materials, and upon the industrial research operations.

TOURIST areas shown on the plan include the intensive type of development found on Miami Beach, and some less concentrated, lower density uses. A shift in tourism patterns must put more emphasis on attractions and large recreation areas with a wide appeal to balance the present emphasis on accommodations.

Only the larger groupings of **INSTITUTIONAL** uses have been shown on the general plan, such as the Jackson Medical Complex, Metro Government Center, University, etc. The need for a new junior college in South Dade has been anticipated and a location provided for this facility. The need for and location of educational, religious, cultural, medical and governmental institutions is determined by the nature and pattern of surrounding land uses and density of settlement, as well as accessibility to major transportation routes.

PARK AND RECREATION lands shown on the plan are essentially of a regional nature, including those special features such as beaches, golf courses, marinas, campsites, etc. Because of the anticipated growth of permanent population in the coming years and the fact that this area must cater to an annual influx of visitors from near and far, Dade County must embark upon a large-scale program of acquisition and development of park and recreational lands. The plan provides for 10 additional regional parks. Much of the new development along the southern bayfront should be devoted to public recreational use. All future causeways should have their shorelines developed for public recreation.

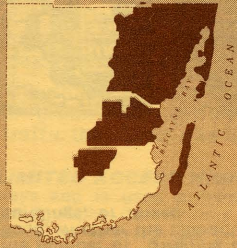
AGRICULTURE will continue to be important both to the economy of Metropolitan Dade County and to the protection of open space around the urban concentrations. Major agricultural areas occur adjacent to the south Dade and Homestead areas. Lands not shown in urban development in this 25-year plan remain available for agriculture, and much of the land earmarked for future urban development will remain in productive agricultural use until such time as it is needed for urban purposes.



POPULATION AND URBAN LAND USES - 1960 AND 1985

TOTAL URBAN AREA — 1960 POPULATION — 935,050
1985 POPULATION — 2,609,500

*NOTE: the population projected for Dade County in 1985 is 2,433,000.
 The larger figures shown here represent the optimum servicing
 capacity of residential lands proposed in this plan.*



Land Use Category	Area in Sq. Miles 1960	Percent of Total	Area in Sq. Miles 1985	Percent of Total	Area Added (Sq. Miles)	Percent Increase
Residential	77.19	42.6	206.10	49.8	128.91	167
Commercial (Incl. Tourist)	9.13	5.1	14.18	3.7	5.05	55
Industrial	7.85	4.3	33.98	8.2	26.13	333
Parks and Institutional	16.63	9.2	51.78	13.1	35.15	211
Transportation (Incl. Airports)	70.24	38.8	104.33	25.2	34.09	44
TOTAL	181.04	100.0	410.37	100.0	229.33	127

MIAMI URBAN AREA — 1960 Population — 861,730
1985 Population — 1,972,000

Land Use Category	Area in Square Miles 1960	Area in Square Miles 1985	Area Added (Sq. Miles)	Percent Increase
Residential	70.90	142.00	71.10	100
Commercial (Incl. Tourist)	8.38	10.72	2.34	28
Industrial	7.08	27.80	20.72	293
Parks and Institutional	15.26	39.21	23.95	157
Transportation (Incl. Airports)	56.36	78.13	21.77	39
TOTAL	157.98	297.86	139.88	89

HOMESTEAD URBAN AREA — 1960 Population — 23,050
1985 Population — 126,700

Land Use Category	Area in Square Miles 1960	Area in Square Miles 1985	Area Added (Sq. Miles)	Percent Increase
Residential	2.37	18.80	16.43	693
Commercial (Incl. Tourist)	.39	1.24	.85	218
Industrial	.28	5.20	4.92	1757
Parks and Institutional	.54	2.91	2.37	439
Transportation (Incl. Airports)	6.96	10.10	3.14	45
TOTAL	10.54	38.25	27.71	263

SOUTH DADE URBAN AREA — 1960 Population — 50,270
1985 Population — 510,800

Land Use Category	Area in Square Miles 1960	Area in Square Miles 1985	Area Added (Sq. Miles)	Percent Increase
Residential	3.92	45.30	41.38	1056
Commercial (Incl. Tourist)	.36	2.22	1.86	517
Industrial	.49	.98	.49	100
Parks and Institutional	.83	9.66	8.83	1064
Transportation (Incl. Airports)	6.92	16.10	9.18	133
TOTAL	12.52	74.26	61.74	493



WHAT ALTERNATIVES?

Metropolitan Dade County is only now emerging as a major metropolitan area. Short-range, exploitative thinking must be replaced by more mature and sound long-range planning. The alternatives that exist for future development are not ones of: **to plan or not to plan**. "Planning" involves a whole process of study, thought, proposals, decisions and action. Every day private individuals, governmental agencies, corporations, citizen groups and many other diverse, uncoordinated agents make plans for the future of Metropolitan Dade County. The alternative is: **to plan together or to plan separately**.

The primary function of the **General Land Use Master Plan** is to establish for all of Metropolitan Dade County a common basis for understanding its problems and objectives and to make proposals toward which all efforts can be directed without waste, confusion or ineffective action. The **General Land Use Master Plan** is a foundation for decisions and action by the entire community. The concerted and guided efforts of all individuals and groups in Metropolitan Dade County can and will go much further and have greater effects than those same efforts proceeding without coordination, without direction, or without a common ground of agreement.

The publication of this general plan report is just one milepost in the planning process in Dade County. Planning is a continuing process with constant re-evaluation of objectives, examination of problems and reappraisal of proposals as conditions change. We live in a dynamic metropolitan county; therefore, our plans for the future must be positive but flexible enough to adjust quickly to changing conditions and technology. By adhering to a sound planning process, all our efforts and resources can be used effectively to prepare for the future in a coordinated and efficient manner.

HOW DOES THE PLAN BECOME OFFICIAL PUBLIC POLICY?

Following its approval in principle by the Planning Advisory Board, the **General Land Use Master Plan** was presented informally to the Dade County Commission. It was then re-studied and modified to incorporate the suggestions of the members of these agencies, and prepared for publication. The published report (Oct. 1963) was transmitted to the Commission for approval in principle and distributed widely to civic and community leaders throughout Metropolitan Dade County. After a full schedule of presentations and public hearings on the general

plan, held in convenient locations, necessary corrections and adjustments were made prior to adoption by the Planning Advisory Board. The Planning Advisory Board then certified and transmitted the adopted plan, according to charter requirement, to the Board of County Commissioners. Their final approval was obtained November 30, 1965.

Approval of this plan does not fix it as a rigid, unchanging guide for the development of our dynamic metropolitan community. It will undergo constant refinement and be reviewed annually and completely updated every 5 years. The approved plan should be a basis for formulating public policy in regard to development and should be the point of reference for all decisions involving Dade County's growth.

WHAT PART SHOULD YOU PLAY IN THE PLANNING PROCESS?

As a **citizen**, you should inform yourself of the objectives and proposals set forth in this report. You should evaluate and help develop them by participating in active discussions with your fellow citizens. You should make your opinions and ideas known to the officials who control and operate vital activities in the community. Most important, you should compare proposals placed before you with the objectives stated in this plan; and you should take action on the issues by voting, by participating in civic organizations, by communicating with public and private leaders and by taking a strong interest in the future development of your community.

As a **businessman**, you should compare your business decisions with the facts, objectives and proposals stated in this plan. You should evaluate long-term gains through proper economic development against short-term profits which may have harmful effects on the community. You should participate in action committees to carry out proposals in this plan which go beyond the resources of government or private individuals.

As a **local official**, you should familiarize yourself with the objectives, proposals and recommendations contained in this plan and compare them with the objectives and proposals which you favor for your jurisdiction. You should strive to establish policies within your jurisdiction which will move in the same stream of aspirations contained in this report. You should make certain your constituency clearly understands the issues which bear so critically on the future development of your locality and the entire metropolitan area.

DEVELOPMENT POLICY FOR ISLANDIA AREA HELD IN ABEYANCE

In approving the general plan, the Board of County Commissioners held in abeyance any determination of planning policy regarding road accessways and land use proposals for the City of Islandia. Their action is best explained in the approving resolution:

RESOLUTION NO. 11485
RESOLUTION APPROVING GENERAL
LAND USE MASTER PLAN DATED
OCTOBER 28, 1965, AS REVISED

WHEREAS, on November 30, 1965, the Planning Advisory Board certified to the County Commission the General Land Use Master Plan dated October 28, 1965; and

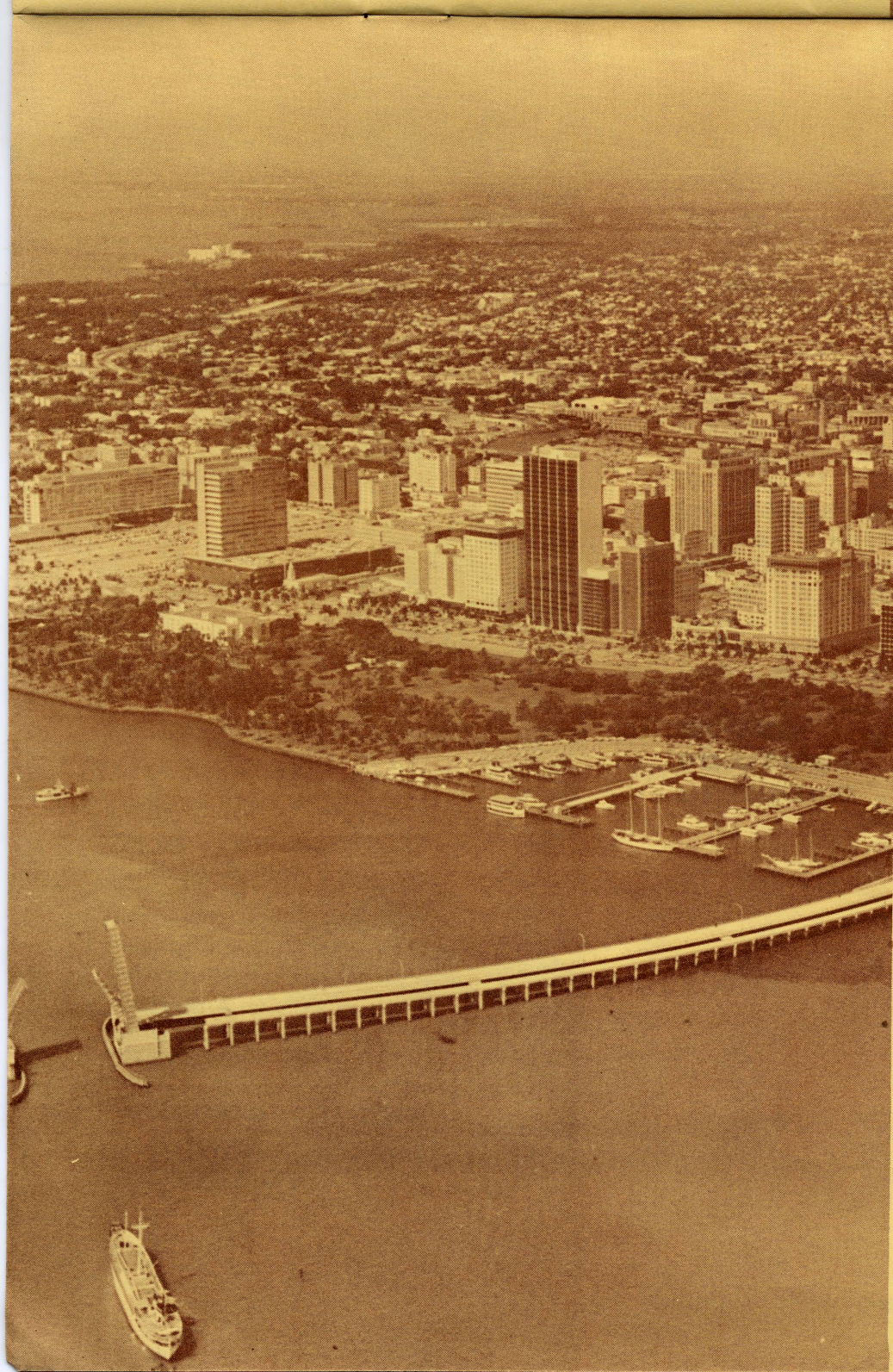
WHEREAS, the Planning Advisory Board requested this Board to approve officially said Master Plan, in accordance with Section 2-113, Code of Metropolitan Dade County, Florida; and

WHEREAS, there are two development policy proposals before this Board for land use in the City of Islandia, one for urban development as recommended by the Planning Advisory Board, and the other, the designation, by the United States Government, of Islandia as a National Monument; and

WHEREAS, this Board deems it to be in the public interest to hold in abeyance at this time any determination of planning policy regarding road accessways and land use proposals for the City of Islandia.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA, that this Board officially approves the General Land Use Master Plan dated October 28, 1965, as revised by the deletion therefrom of road accessways and land use proposals for the City of Islandia pending future action on these matters by this Board. The Planning Department is authorized to publish the revised General Land Use Master Plan, and to indicate thereon that the Plan as approved by this Board does not include at this time a planning policy determination for the City of Islandia and road accessways thereto.





THE FUTURE OF METROPOLITAN DADE COUNTY

The future of Metropolitan Dade County can be brighter, more prosperous and satisfying, for every individual and for the community as a whole, if intelligent plans are laid and vigorously carried out. Metropolitan Dade County has youth, vitality and the vibrancy of a near-pioneer outlook. It has been endowed with a unique and highly desirable natural environment. It has a modern metropolitan government to help realize its aspirations. The future of this endowment rests squarely on every citizen.

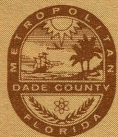
We must all look together toward the future and, most importantly, take an active interest in local affairs. If we are willing to plan and work together, we can create a metropolitan community in which every citizen of Dade County can take pride.

The realization of this plan begins now in your thoughts, your discussions and your actions.

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APPROVED GENERAL LAND USE MASTER PLAN ENCLOSED

METROPOLITAN DADE COUNTY PLANNING DEPARTMENT
302 JUSTICE BUILDING • 1351 NORTHWEST 12th STREET • MIAMI, FLORIDA 33125