

Introduction

It is the purpose of this report to identify and analyze the various social, economic and physical characteristics of the Homestead-Florida City Area which have the greatest effect on its growth. The area under general discussion is all of Dade County south of Coconut Palm Drive, but for more specific purposes, the report primarily focuses upon the municipalities of Homestead and Florida City and their immediate surroundings.

This volume constitutes the first of three reports which are being prepared as part of an overall comprehensive planning program for the two municipalities. The second report will deal with specific planning recommendations, and will be based primarily on the findings of this report. The third and final report will suggest various ways of implementing the planning recommendations, including land use controls and governmental budgeting and financing.

Throughout this report, the general area under study is referred to as either "South Dade" or "the Homestead-Florida City Area." The terms should be considered synonymous. The "urban area" or "planning area" essentially includes that area within the corporate limits of the two municipalities, as well as their immediate surroundings up to about a half mile in all directions. Considerable references and comparisons are also made to each of the municipalities.



The Land

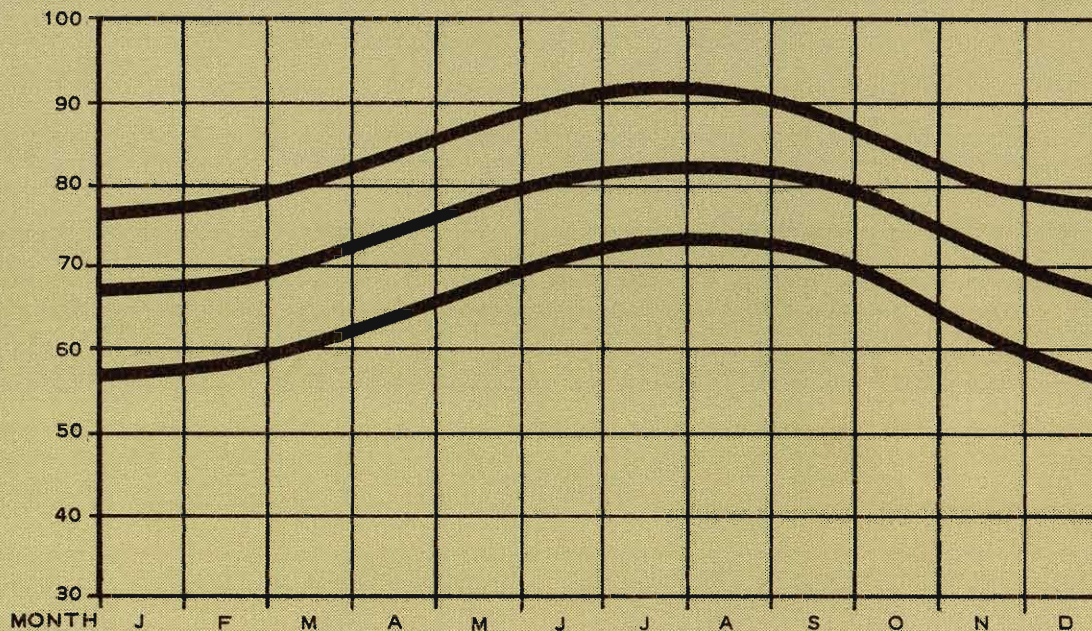
CLIMATE

"Subtropical" properly describes the warm, mild climate of the Homestead-Florida City Area. The major influences on the climate are the Gulf Stream, which lies only a few miles off shore, and the Trade Winds, which warm the air in winter and cool it in summer.

In Dade County, mean maximum temperatures range from about 77 degrees in January to about 90 degrees in August, and mean minimum temperatures range from about 54 degrees in February to about 72 degrees in July and August. Killing frosts are infrequent. Temperatures of 32 degrees or less occur about every other year at Homestead and much less frequently near the ocean. From June through October, the relatively high humidity averages from 60 to almost 90 percent, and in the dry season is five to ten percent lower.

DEGREES "F"

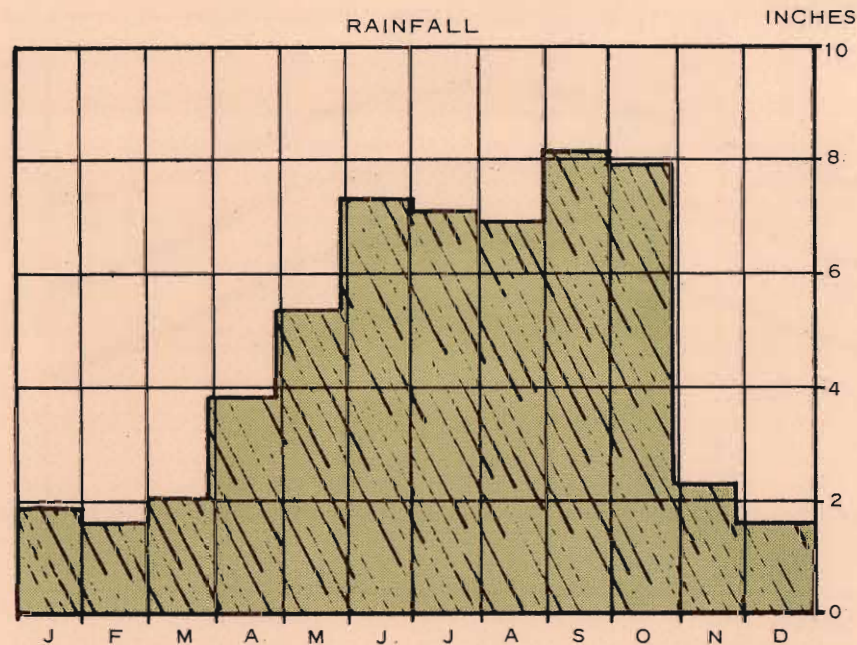
TEMPERATURE CHART



RAINFALL

Rainfall and humidity are important to agriculture in the Homestead-Florida City Area. Heavy summer rains leach salts out of the soil and raise the water table to create an ample supply of ground water for winter irrigation. Unseasonal heavy winter rains occasionally cause crop damage.

Average annual rainfall runs between 50 and 60 inches. The rainy season occurs in summer and early fall (September and October are the wettest months), while the winter months, November through March, are usually quite dry. Over 60 percent of the days are classified either as clear or partly cloudy, with most of the clear days occurring during the winter months. This section of the country is also especially vulnerable to hurricanes, some of which cause heavy damage. Hurricanes occur most frequently in September and October.



TOPOGRAPHY

Dade County's early human settlement pattern was a direct reflection of topography. Until extensive drainage of the western glade lands was initiated, urban development clung to the higher coastal ridge along Biscayne Bay, turning westward with the ridge and away from the shore in the southern portion of the county where Homestead and Florida City are located. Except for this coastal ridge, which dwindles and disappears within the boundaries of the Everglades National Park, Dade County is flat, with an almost imperceptible southwesterly slope to Florida Bay.

Elevations in the county range from sea level to about 22 feet in some locations along the coastal ridge. The F.E.C. Railroad and US1 follow the high ground until they reach Homestead. The railroad elevation is about ten feet above sea level at Florida City and Homestead.

Glade "fingers" penetrate the coastal ridge at several locations and drain into the mangrove flats bordering Biscayne Bay. With the exception of the ridge, the entire county is very poorly drained. Artificial drainage projects, however, have been advanced to such a stage that water tables have been lowered to the extent that irrigation of the high rocklands is necessary for crops in the winter dry season.

GEOLOGY

The entire county is underlaid by the Miami oolite formation, a limestone characterized by its porosity and ability to store water. Thick near the coast, this formation thins out and disappears in the Everglades. Under the Miami oolite is the Tamiami formation, a sandy limestone or calcareous sandstone. Together, these formations make up the Biscayne Aquifer, the main source of fresh water for the area.

The configuration of the land is somewhat like a saucer; the rock floor forms a narrow ridge near the eastern shore and, to the west of the ridge a broad shallow trough that is the Everglades basin. However, in South Dade, the rim of the saucer is not coastal. Homestead and Florida City are perched on it, and to the east and south is a broad, low plain, very poorly drained, which terminates in mangrove flats along Biscayne Bay, Card Sound, Barnes Sound, and Florida Bay.

This area must be classed as marginal land suited to cultivation or development only at great difficulty and expense, because of the presence of salt intrusion and fill requirements. The eastern half of Florida City and the southeastern quarter of Homestead lie on this marshy plain, but the remaining portions of both cities are on the high rockland.

SOILS AND VEGETATION

South Dade is composed of two main soil types: Perrine marl and Rockdale rockland. Both of these soils are notably lacking in natural fertility and are almost completely deficient in available minor elements. The marl soils extend from eastern Homestead and Florida City to the bay on the east and south. Derived from sediments primarily of fresh water derivation, the Perrine marls are poorly drained, and the water table is high. Near the coast, salt water inundation and infiltration are common.

Elevations average only two feet above sea level, though some Perrine marl areas near the rock ridge have elevations of almost eight feet. Surface soils have a silt loam texture and subsoils are a lighter colored marl. Depth to limestone varies from six to sixty inches. The marl soils occur in a shallow phase around Homestead and Florida City, adjacent to and sometimes mingled with the Rockdale limestone soils. Natural vegetation on these soils is a variable mixture of sawgrass, sedge, myrtle, bay and sometimes cypress and sabal palmetto.





The People

HISTORY

The subtropical climate of South Dade has had considerable influence on its growth, but it was a very untropical weather phenomenon that indirectly provided the real impetus for the settling of this area. In 1895, a devastating freeze ripped through the central and northern Florida citrus groves. When the upstate growers heard that this area had escaped the wintery lash, many decided to try their fortunes in this more hospitable area.

The freeze was also a factor in Henry Flagler's decision to extend his railroad to Homestead. It was this facility, in fact, that defined the site of the present municipalities. Homestead was the "end of the line" for several years while Flagler decided whether or not to continue to Key West via Cape Sable and across shallow Florida Bay or, as advised by his young engineer, William J. Krome, leapfrog over the Florida Keys with a series of bridges. Flagler followed Krome's advice, but the time he took to make the decision was long enough for two of the oldest municipalities in Dade County to become established.

In 1910, the Orville Calkins' family made its way from the Homestead railhead along the Old Camp Jack Trail to an area that has become known as Long View. Here Calkins staked out his homestead -- Florida City's first settlement. Meanwhile Homestead, aided by the railroad, was becoming the center of agricultural operations for the rich Redland soil country.

A year later about 350 settlers from Detroit, Michigan joined the growing community of transplanted Southerners and Kansans who had already located in the Florida City area. For three years the community was called "Detroit." In 1912 Flagler's train made its inaugural run to Key West. Growth was the byword and the following year the people of Homestead voted to incorporate. One of their first official acts was to pass a \$40,000 bond issue for streets, sidewalks and a city hall. In 1914 "Detroit" also incor-

porated and changed its name to Florida City.

Within a year Florida City was the home of 368 people, while Homestead had a population of 721. The years following the founding of these settlements produced a growth pattern that is still characteristic of the area. Except for the Depression years when many persons of Italian descent moved into the area, and the 1950's when the Homestead Air Force Base was reopened, the growth of South Dade has closely paralleled that of the entire county.



GROWTH

An estimated 45,000 persons currently reside in the Homestead-Florida City Area. Of these residents, about 37 percent are located within the two municipalities while the remainder live within the unincorporated area. The greatest growth of the total area occurred during the 1950's, when its population increased from just over 10,000 to almost 36,000 persons. This increase was attributed to its participation in an intensive growth period for both the county and state and the expansion of the Homestead Air Force Base.

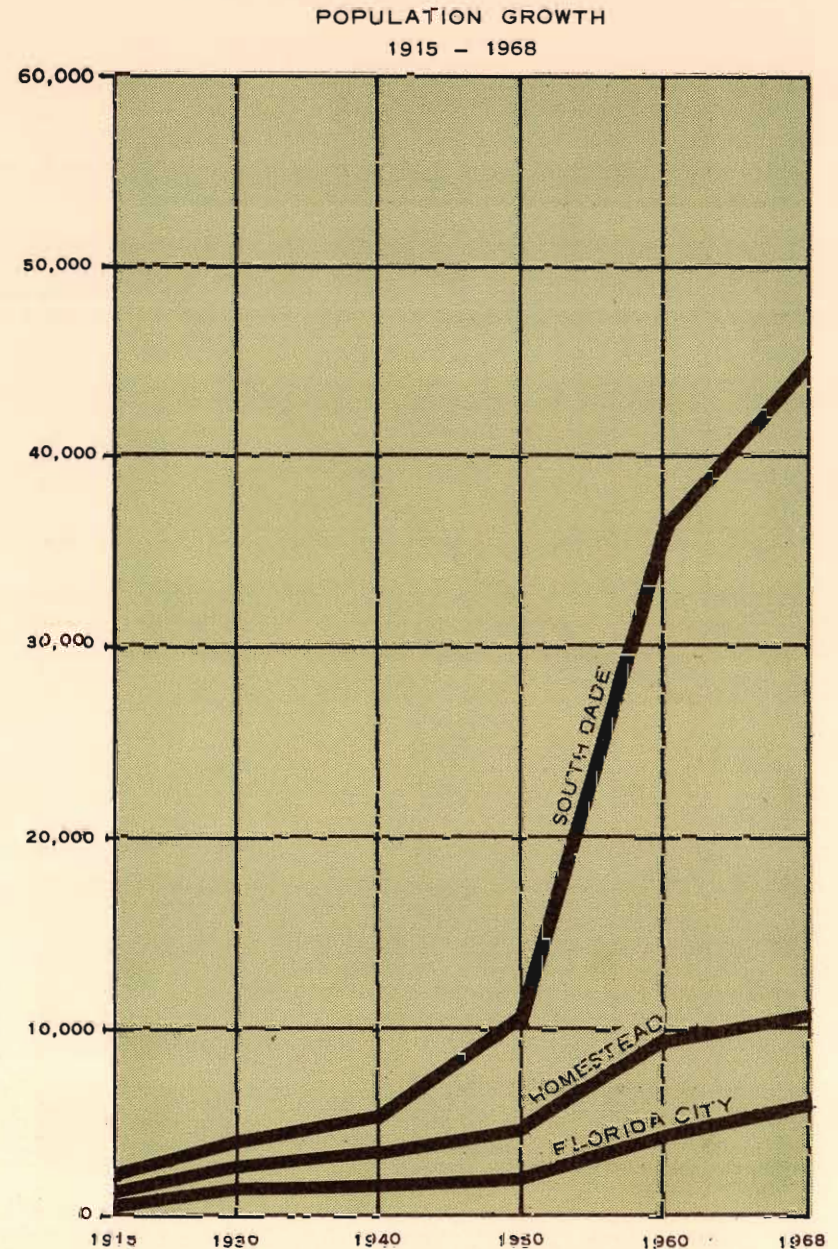
Although the greatest growth during this time was in the unincorporated portion of South Dade (4,500 to 22,600), the City of Homestead more than doubled and Florida City almost tripled in population. Current trends, however, indicate a more moderate rate of growth for both the cities and unincorporated areas. The following table and chart compare past population growth for the cities, unincorporated area and total area.

POPULATION GROWTH TRENDS
1915 - 1968

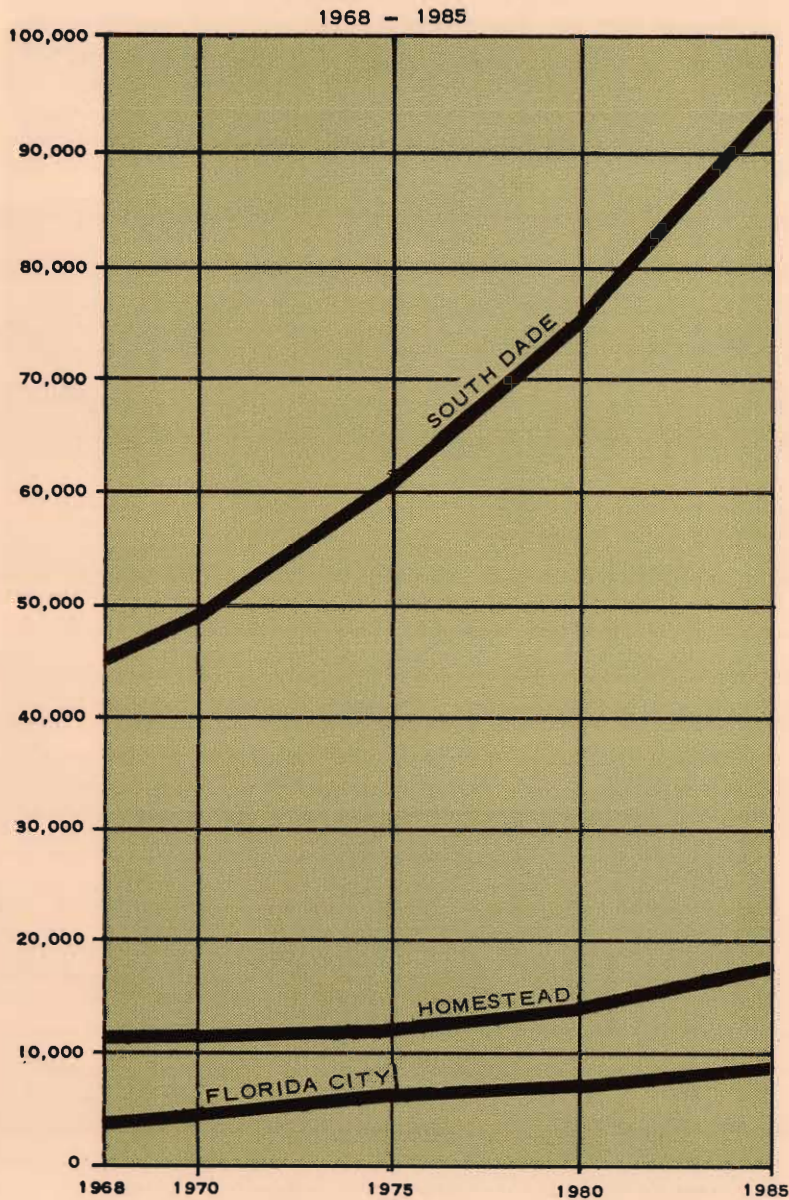
	HOMESTEAD	FLA. CITY	UNINC. AREA	SOUTH DADE
1915	721	368	150*	1,239*
1930	2319	700*	1,000*	4,019*
1940	3,154	1,000*	2,000*	6,154*
1950	4,573	1,547	4,471	10,591
1960	9,152	4,114	22,614	35,880
1968	11,500	5,200	28,300	45,000

* ESTIMATES

SOURCE: U.S. BUREAU OF CENSUS
METROPOLITAN DADE COUNTY PLANNING DEPARTMENT



POPULATION PROJECTIONS



SOURCE: METROPOLITAN DADE COUNTY PLANNING DEPARTMENT

PROJECTIONS

Past and current trends indicate a doubling of the South Dade population within the next two decades. By 1985 area population is expected to surpass 95,000 persons.

That portion of South Dade within the present corporate limits of Homestead and Florida City is expected to reach 17,500 and 8,200, respectively. This would constitute about a 52 percent increase for Homestead and a 58 percent increase for Florida City.

The greatest numerical and percentage growth, however, will occur in the more undeveloped unincorporated areas. This area is expected to increase in population by almost 150 percent. Future population growth is expected to maintain the following five-year patterns for the two cities, unincorporated area and total planning area.

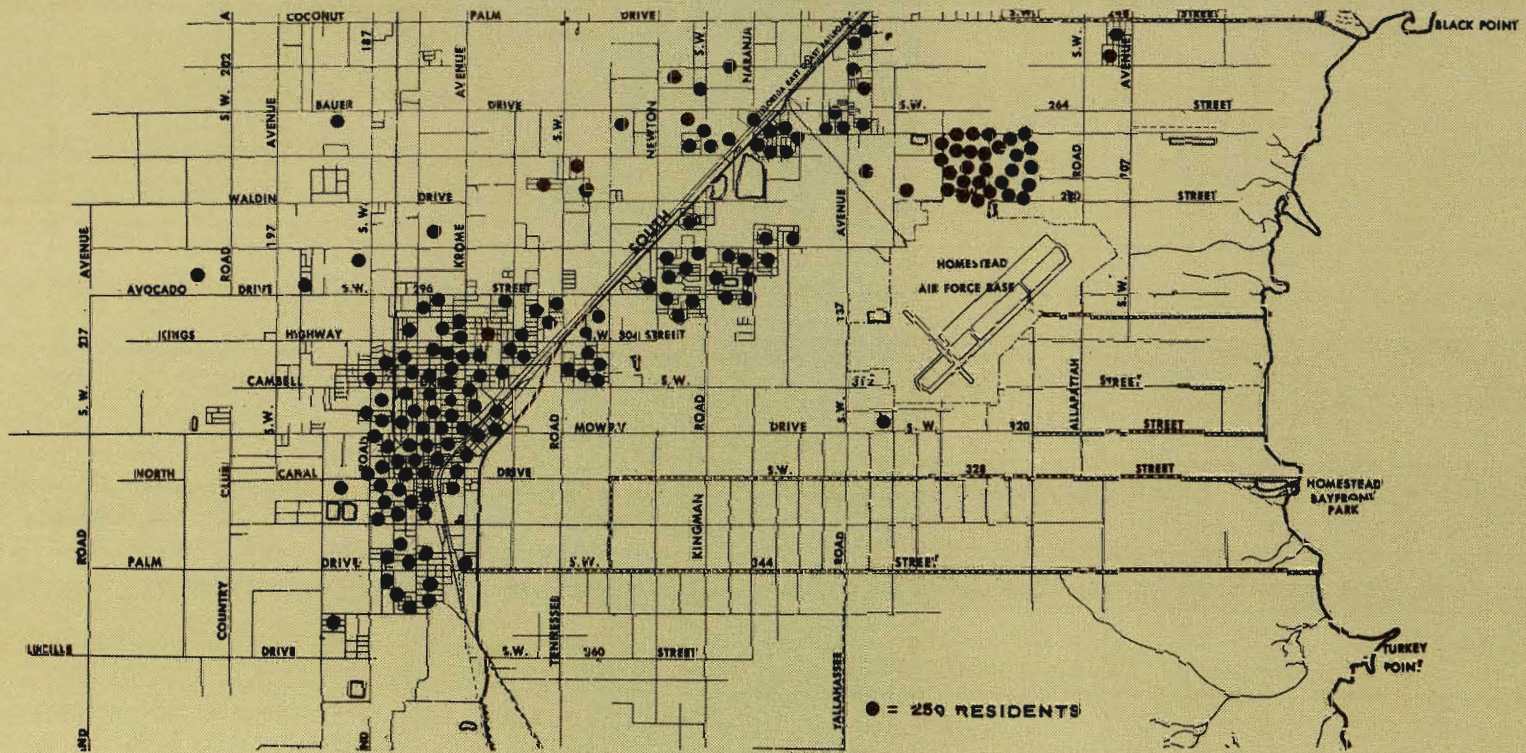
POPULATION PROJECTIONS 1968 - 1985

	HOMESTEAD,	FLA CITY	UNINC. AREA	SOUTH DADE
1968	11,500	5,200	28,300	45,000
1970	12,100	5,400	31,000	48,500
1975	13,000	6,200	41,100	60,300
1980	15,000	7,200	53,800	76,000
1985	17,500	8,200	69,400	95,000

DISTRIBUTION

The current distribution of South Dade's residential population is concentrated primarily within the two municipalities, on or near the air base and along the US1 corridor in the unincorporated communities of Leisure City and Naranja. This distribution is similar to other settlement

patterns in that it reflects residential areas in proximity to employment centers and transportation corridors. The pattern also identifies with the higher ground elevations in the area. The following map reflects residential distribution in the Homestead-Florida City Area.

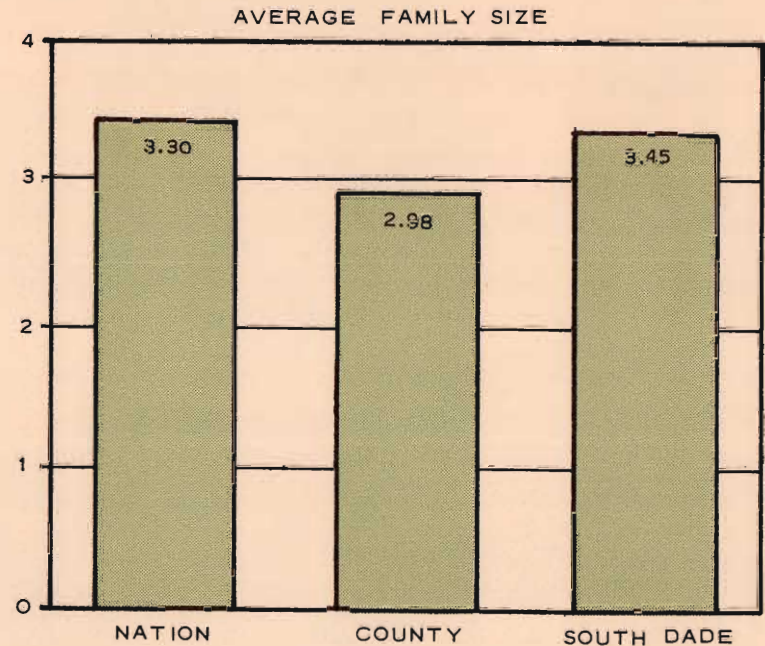
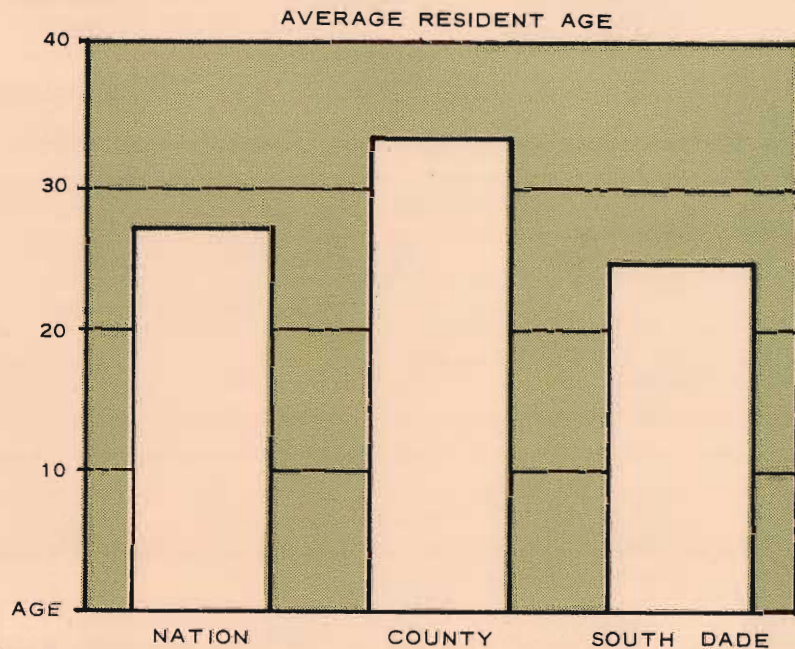


POPULATION DISTRIBUTION
1968

CHARACTERISTICS

The average South Dade resident differs considerably from his neighbors in the rest of the county. The average age of the South Dade resident is 24.5 years old, almost nine years younger than the average county resident (33.4) and over three years younger than the average American (27.7).

The difference in age varies considerably through the area. The older segment of the population is located in the Leisure City area with an average resident age of over 32 years, while the younger residents are located on the air base and in the Lucy Street area with an average age of about 22 years.

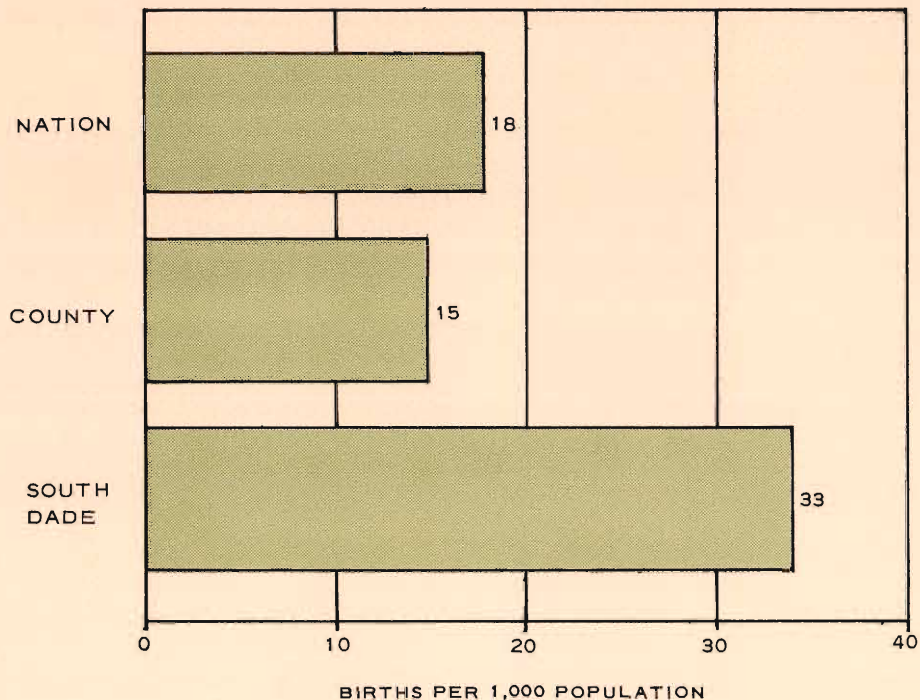


This youthful characteristic is also reflected in the larger number of children per family. In South Dade, the average family size is 3.45 persons, whereas the average county family includes only 2.98 persons. The average American family include 3.3 persons.

The area also differs from the rest of the county in its ratio of male to female residents. Although the female outnumber the male in the county, males are predominant in the Homestead-Florida City Area. This, of course, is due to the influence of the air base. In South Dade, almost 54 percent of the population is male, whereas only 49 percent of all county residents are male. Within the urban portion of the area, the ratio of males to females is much the same as throughout the county, but on the base males greatly outnumber females.

ANNUAL BIRTH RATE

1967



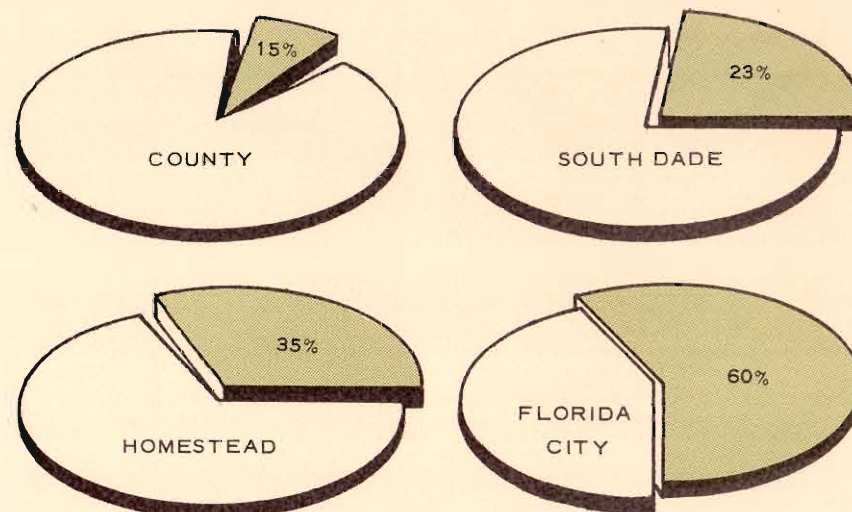
As reflected above, the annual birth rate is considerably higher in South Dade than it is for the county or nation. In 1966, the Homestead-Florida City Area accounted for about 33 births per 1,000 population. This was considerably higher than the national and county birth rates of 18 and 15, respectively.

The average area resident is as well educated (12th grade) as the average county resident. The area's highest educational accomplishments are recorded by residents on the air base, in northwestern Homestead, and west of S. W. 197 Avenue, whereas the lowest are found in the Lucy Street and Leisure City Areas.

Within the entire planning area over 10,000 residents, or almost one out of every four persons are Negro. Over 70 percent of these residents are concentrated within a one-square mile area within the two municipalities. This area, referred to as the Lucy Street area is located both in Florida City and Homestead with almost an equal number of Negro residents living in each municipality. The remainder of South Dade's Negro population is located primarily in the Naranja area.

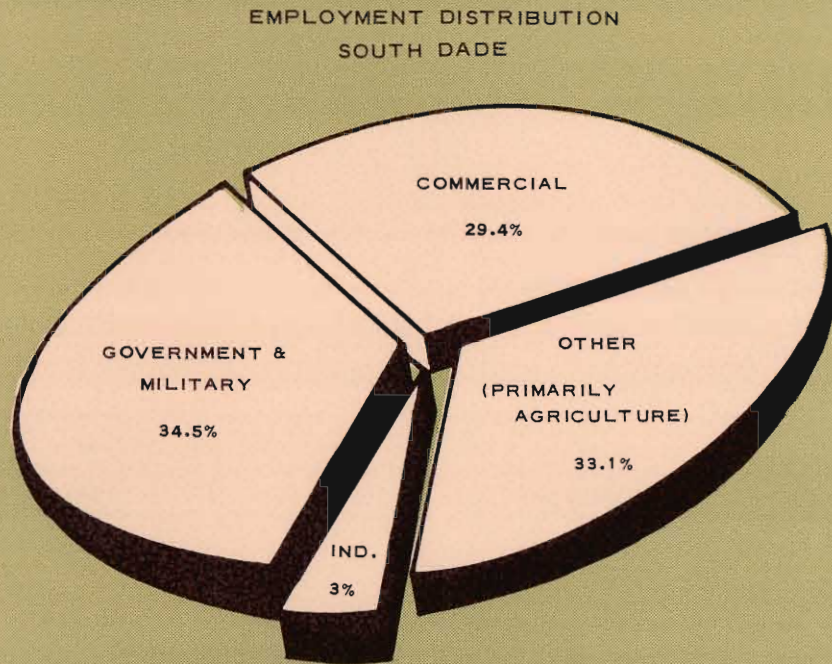
Within Florida City, Negro residents account for almost 60 percent of the city's total population, while Homestead's population is about 35 percent Negro. The size of the average Negro family in the Homestead-Florida City Area is about 4.3 persons and the average educational level of the Negro adult population is about half (6th grade) that of the total population.

NEGRO POPULATION PERCENTAGES



EMPLOYMENT

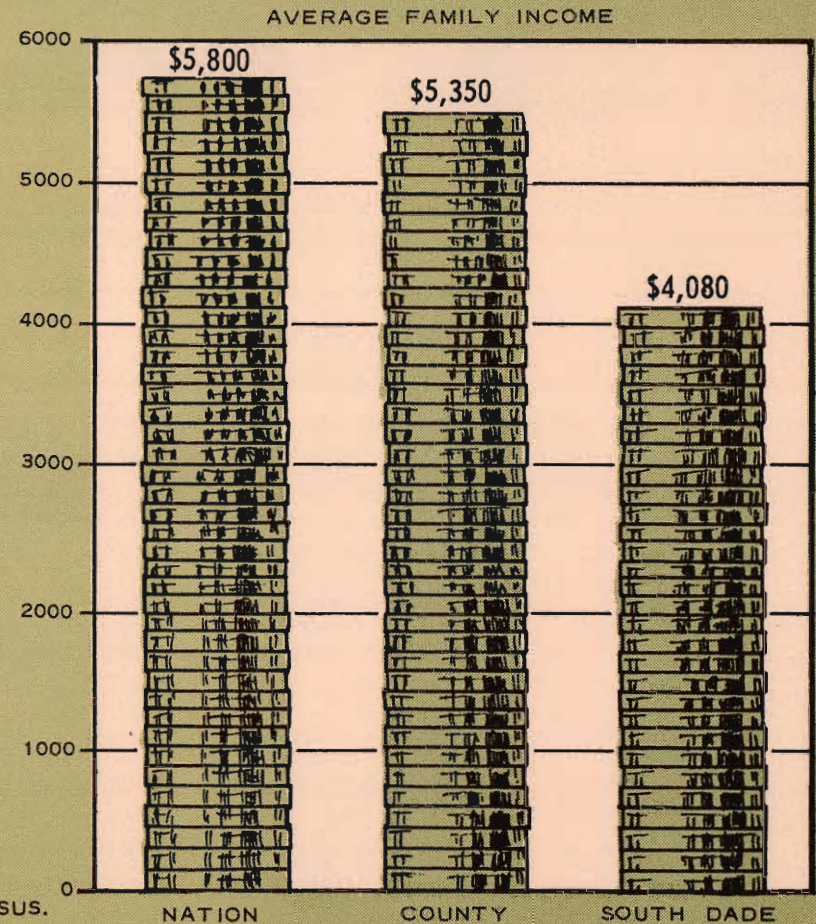
An estimated 15,000 persons constitute the South Dade labor force. These workers, account for about 35 percent of the area's total population and are primarily employed either at the air force base, in local businesses or in agricultural-oriented activities. A small number are also involved in operations of an industrial nature. The following illustration reflects the estimated 1964 employment distribution of all South Dade workers.



SOURCE: MIAMI URBAN AREA TRANSPORTATION STUDY

INCOME

The annual income of the average South Dade family is almost 25 percent less than the average county family. In 1960, the median annual family income for South Dade was about \$4,080, whereas the median family income for Dade County was \$5,350. Nationally, the median family income is considered to be about \$5,800. Highest incomes in the area are found in east and northwest Homestead and in the agricultural area to the west of the city.



SOURCE: U.S. BUREAU OF CENSUS.

The Economy

The economic orientation of the Homestead-Florida City Area is unique to Dade County. While tourism and commercial aircraft maintenance are dominant in the rest of the county, South Dade's economy is based primarily on agricultural and military activity. Other significant economic characteristics of the Homestead-Florida City Area include an emerging aerospace industry, a somewhat self-contained retail market and some tourism activities.

An analysis of the local impact of these various economic elements is contained in this section. An attempt has been made to discuss them in their relative order of importance. As will be noted, however, each is important in its own way to the area's overall economy and clear-cut priorities cannot actually be applied based on any single economic factor.

AGRICULTURE

Agricultural activity in Dade County is concentrated primarily in the Homestead-Florida City Area. The economic effect of this activity is dominant in the area and felt throughout the region, state and nation.

South Dade farms are currently grossing almost \$60 million annually from the sale of their products. This production ranks the county fourth in the state and sixtieth in the nation in the value of all farm products sold. In Florida, South Dade leads in the production of tomatoes, pole beans, mangos, avocados, and limes. The local market is definitely one of the most important food sources for the entire nation.



Since most of these products are sold outside of the immediate area, a considerable amount of "new" money is brought into South Dade. It is this income that has provided capital and continued prosperity for the area. About two-thirds of all agricultural sales, or over \$40 million comes from outside the county. Of this amount over \$16 million is distributed as personal income and \$24 million is spent on goods and services which support production. The latter amount is then respent; some of it for personal income and some for more goods and services.

Over 5,000 area residents are directly involved in the local agricultural industry. These workers constitute about a third of the area's total labor force. Although the winter vegetable season requires the addition of between 7,000 and 10,000 migrant laborers, employment is not as cyclical as in some northern areas since products are harvested during every month of the year.

Urbanization has obviously had some effect on the agricultural industry during the past few years and this trend is expected to continue. By 1985 Dade County is expected to have a population of almost two million persons who will require an additional 110,000 acres of urban land. Much of this needed land is now farmland.

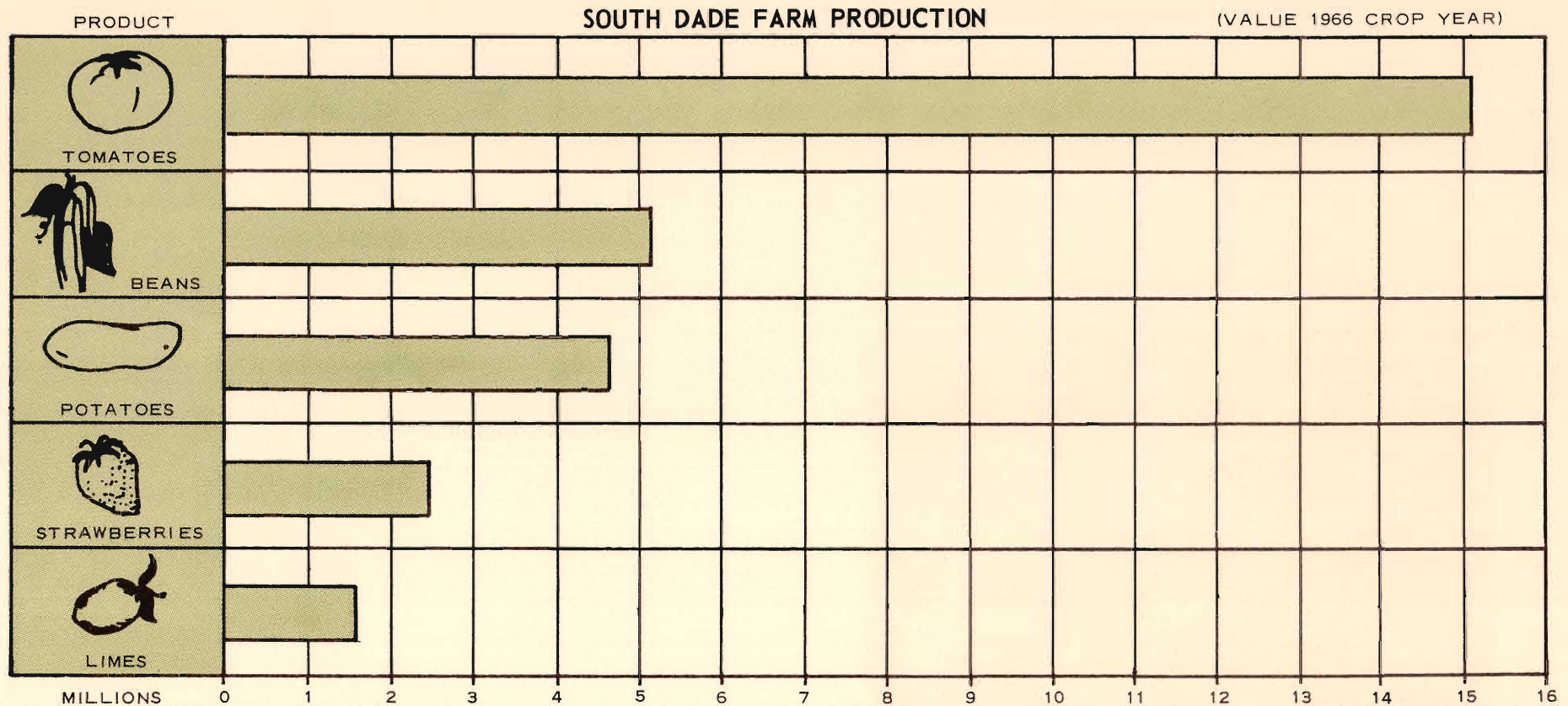
Almost three-fourths of the county is not available or suitable for either urban or agricultural development and has been designated for either recreation or conservation purposes. In 1960, eight percent of the total county was devoted to urban uses; in 1985, it is expected that 15 percent will be urbanized. This will leave approximately ten percent of the county's usable land area for agricultural and other non-urban uses.

In 1960, four percent of Dade County was devoted to agricultural use. Although it would be difficult to predict exactly how much land will be needed for agriculture in 1985, it is safe to assume that ten percent would be more than sufficient if used efficiently. Past trends have shown that while the value of goods sold has increased, the amount of land used has remained the same or actually decreased. This, of course, is due to the use of more effective farming methods.

South Dade's agriculture is important nationally because of its ability to produce fresh vegetables during the winter when weather prohibits production elsewhere and its

ability to produce great quantities of subtropical fruit. Recent developments in food irradiation, however, could reduce the former advantage and innovations in the international transportation field could lessen the latter advantage.

The future for agriculture in the Homestead-Florida City Area is definitely favorable. A demand will always continue to supply the local needs of Southeastern Florida, one of the nation's most rapidly urbanizing areas. However, as the area becomes more diversified and its economic base expands, agriculture will become relatively less important to its overall growth.



MILITARY

Almost all military activity in Dade County is located in the Homestead-Florida City Area. Although minor installations are scattered throughout the county, the main facility is Homestead Air Force Base, which functions as a command post for 19 Air Force, Army, Navy and Marine units. In addition, until mid 1968, the 2,500 acre installation was the Strategic Air Command Headquarters for MacDill, McCoy, Hunter and Ramey Air Force Bases.

As of July, 1968, however, the Tactical Air Command took over base operations and replaced SAC B-52 bombers with F-4D Phantom II fighter aircraft. Although a slight decrease in military personnel accompanied the SAC to TAC changeover, no major loss of civilian personnel was predicted. The mission of the TAC force is to train F-4D air crews as a Replacement Training Unit. There are currently two squadrons on the base with classes numbering about 50 men each.

During World War II the base functioned as an Air Transport Command Training Center but was deactivated immediately after the war. In 1953, the reopening of the base stimulated a boom in local housing construction. In 1958, the Capehart community was opened, which provided 1,255 living units for military families.



By 1962, the first B-52H SAC bombers had arrived and the base had fixed assets of over \$90 million. Two years later, in 1964, the fixed assets were valued at \$100 million and the annual payroll approximated \$22 million. The facility continued to develop; by 1966, fixed assets had risen to \$125 million and the base had an operating budget of \$25 million a year, \$10.5 million of which was spent on purchases from local suppliers. There were 7,000 military personnel and 500 civil service workers employed on the base in 1966.

The last few years have seen the growth of the base proceed at an even greater rate. In 1967, the payroll was \$30 million and fixed assets had increased by \$4 million over the previous year. In addition to standard base operations, 3,000 pilots a year attend Sea Survival School at the Turkey Point power plant.

In 1968, there were over 9,000 military personnel and approximately 1,000 civilian employees from the surrounding communities employed on the base. The 1968 payroll increased by over 30 percent to \$40 million. It is estimated that the total current effect of the base on the local economy is approximate \$60 million per year. In addition to this economic effect, there is the human element to be considered. Although 1,255 military families live at Capehart, the self-contained military community, and 3,000 enlisted men are housed in base barracks, some 4,000 men and their dependents (about 16,000 persons) reside off base.

The present effect that Homestead Air Force Base has on the community is significant in a number of aspects. The mere fact that the base occupies over three square miles of land is alone enough to make it important to the area. A single, highly developed facility of this type will affect land use and development patterns for miles in all directions.



The direct economic effect of the base on Homestead and Florida City is difficult to accurately define, since much of the military pay is spent at the Base Exchange Services. There are almost 30 commercial enterprises available to servicemen and dependents through these facilities. Many of the goods and services available on the base, however, are supplied initially through local outlets so there is an indirect economic supplier effect here.

The base is located midway between Homestead and the Cutler Ridge Shopping Center and portions of the base payroll are obviously spent at Cutler Ridge as well as other points north. The fact remains, though, the total civilian payroll, housing leases and sales to military personnel, local military personnel sales and services, as well as base supply purchases and construction contracts contribute significantly to the economic well being of the immediate area. The future of the base remains uncertain, as with all military installations. However, should past trends continue, it will remain important to the southern portion of the county.

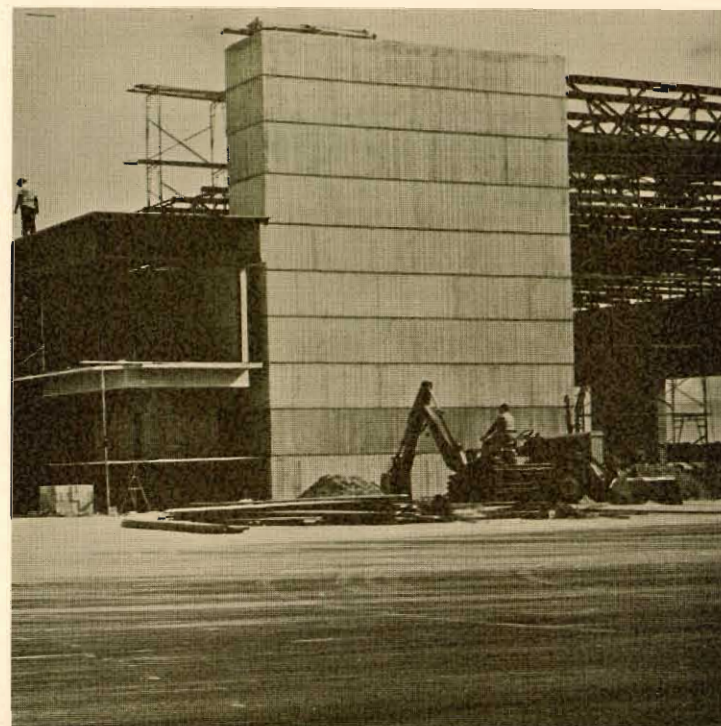
The Metropolitan Dade County Port Authority has already indicated that they would like to share the air field facilities with the military. Reaction by the Air Force thus far has been negative, but should the field ever be abandoned for military purposes there is a strong probability that the county would acquire it for general aviation purposes.

AEROSPACE

There exists within the area two aerospace complexes that have had a substantial affect on the area. These are Aerojet General, located a few miles to the southwest of Florida City, and North American-Rockwell, located at Homestead General Aviation Airport. As yet the prime importance of these facilities has not been realized and their significance lies more in their potential, than past, performance.

The same amenities brought both of these operations to the area. They include its relative proximity to Cape Kennedy, accessibility to good air, rail and water transportation, vast untouched acreage, plentiful residential areas and climate.

NORTH AMERICAN-ROCKWELL CORPORATION



In the late 1950's, Aerojet General scouted the country for a site to assemble and test rockets using a solid fuel rather than the liquid fuels being employed at that time. They decided upon the South Dade site and by late 1961 had purchased or acquired options on 75,000 acres of land.

Initial predictions that the facility would employ as many as 12,000 persons were soon reduced when the Department of Defense, Air Force, and National Aeronautical and Space Administration could not agree on the feasibility of solid fuel rockets. Federal funds for the development of these rockets were cut, reinstated, and then cut again. This procedure has continued for the last seven years and the plant is currently inactive. At no time during these years have more than 250 people been employed on the premises and most of these have been part of the plant construction force. Even with the indecision of NASA, the Vietnam war and numerous other deterrents, the company has succeeded in developing an elaborate \$20 million facility.

Thus far, there have been only four rockets tested at the South Dade Aerojet plant, and it currently employs only 18 maintenance personnel. Most of its 75,000 acres are now used for wildlife conservation purposes.

In February, 1967, the Dade County Port Authority leased 25 acres of land adjacent to the Homestead General Aviation Airport to Rockwell-Standard for the company's initial facility; a training and service center that will employ 60 people. A second structure will be for the manufacture of a 4-6 passenger single engine retractable plane. Total employment is expected to reach 400-500 persons by 1970 when the \$6 million plant goes into full operation. In addition, the Port Authority has agreed to expand the airport into three 4,000 foot runways and one 5,000 foot fully instrumented runway.

In mid-1967, Rockwell-Standard merged with North American Aviation to form one of the 20 largest manufacturers in the United States, North American-Rockwell Corporation. The company is highly diversified and does not depend entirely on government contracts. Activities have been moving at a relatively rapid pace and the future of North American-Rockwell in South Dade appears promising.

Since the aerospace industry is relatively new and considered one of the nation's most exciting growth industries, it is reasonable to assume that as the local industry grows, South Dade will grow.

TOURISM

Although tourism is the county's major industry, it is only of secondary importance in the Homestead-Florida City Area. Unlike its military and agricultural industries, South Dade's tourist activities do not import large amounts of new money. The bulk of the area's tourism is oriented toward the traveler rather than the visitor and the businesses which benefit the most are gasoline stations and restaurants.

Tourist lodgings are a surprisingly minor factor in the economy due to the area's proximity to two major terminal recreational attractions -- the Florida Keys and Everglades National Park. By the time the motoring tourist reaches the Homestead-Florida City Area, he is "almost there" and can be lodged at his final destination within a few hours.

An emerging influence on the tourist economy, however, is the winter camper who arrives from the north seeking warmer weather and spends up to several months in the area. These visitors arrive in well equipped trailers and truck-bed campers and shop in stores and rely on local services just as the permanent resident. The sale of food, supplies and services to these winter visitors is an increasing source of income for local businesses. Campers are attracted not only to the National Park, but also to the Homestead-Florida City Area itself, due to its comparable climate.

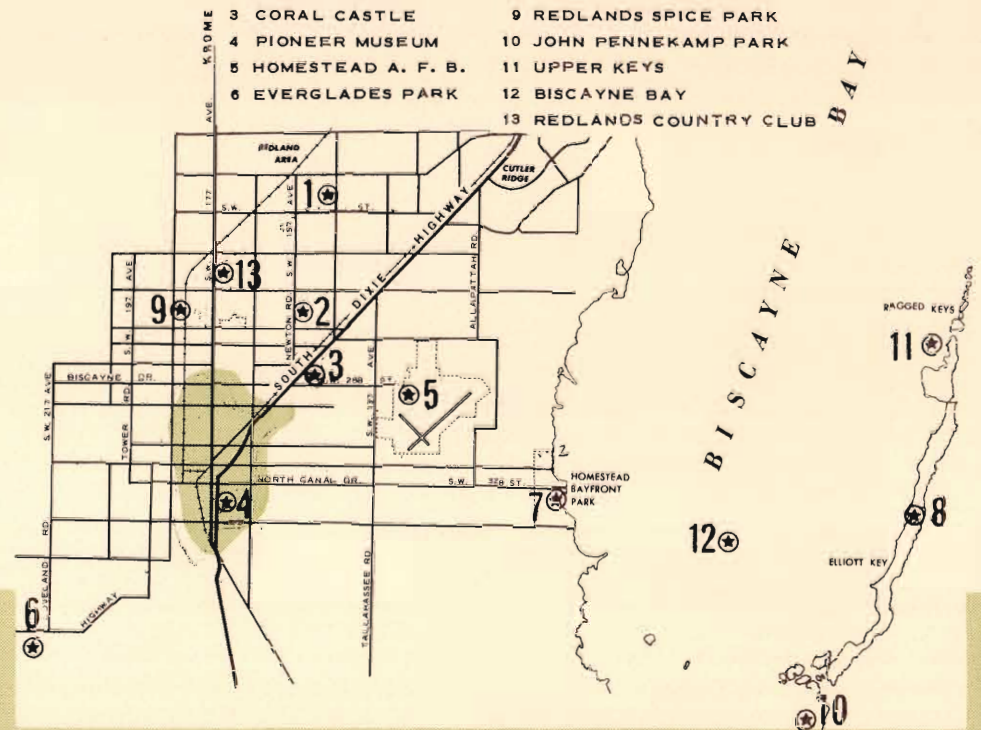
The future for winter visitors is promising as is evidenced by the fact that in all of 1959, the Everglades National Park recorded 500,000 visitors, whereas in 1968 the park had almost surpassed that number during the first three months. In addition, the park was filled most of the season and had to turn away thousands of campers. It is antici-

pated that the 14 day camping limit may be reduced in 1969 to accommodate an anticipated increase in visitors. It should be re-emphasized, however, that although the campers do have some economic effect on the area, and that this influence is increasing, tourism in general is still a minor factor in the overall area economy.

There are a number of tourist attractions scattered throughout the South Dade area. The following map locates some of the major attractions in the area.

TOURIST ATTRACTIONS

- | | |
|----------------------|--------------------------|
| 1 MONKEY JUNGLE | 7 HOMESTEAD PARK |
| 2 ORCHID JUNGLE | 8 ELLIOTT KEY PARK |
| 3 CORAL CASTLE | 9 REDLANDS SPICE PARK |
| 4 PIONEER MUSEUM | 10 JOHN PENNEKAMP PARK |
| 5 HOMESTEAD A. F. B. | 11 UPPER KEYS |
| 6 EVERGLADES PARK | 12 BISCAYNE BAY |
| | 13 REDLANDS COUNTRY CLUB |



These attractions constitute a resource to the area that has significant potential. There are certain problems, however, that have thus far prevented the municipalities from fully benefiting from these facilities. The greatest limitation is that they are so spread out that driving time becomes a major factor.

Although broad beaches and big hotels are the popular tourist fare in Florida, it does not necessarily need to be so. There are numerous outstanding tourist areas in the United States that have neither. What they do have, though, has been advertised and exploited to its fullest potential. This is especially true of the towns and cities that have flourished near the entrances to our great national parks. As the entrance to the Everglades, this local area should surely be able to more fully develop its tourist economy. Tourism will probably never become a major industry in the Homestead-Florida City Area, but its status can be measurably improved.

RETAIL TRADE

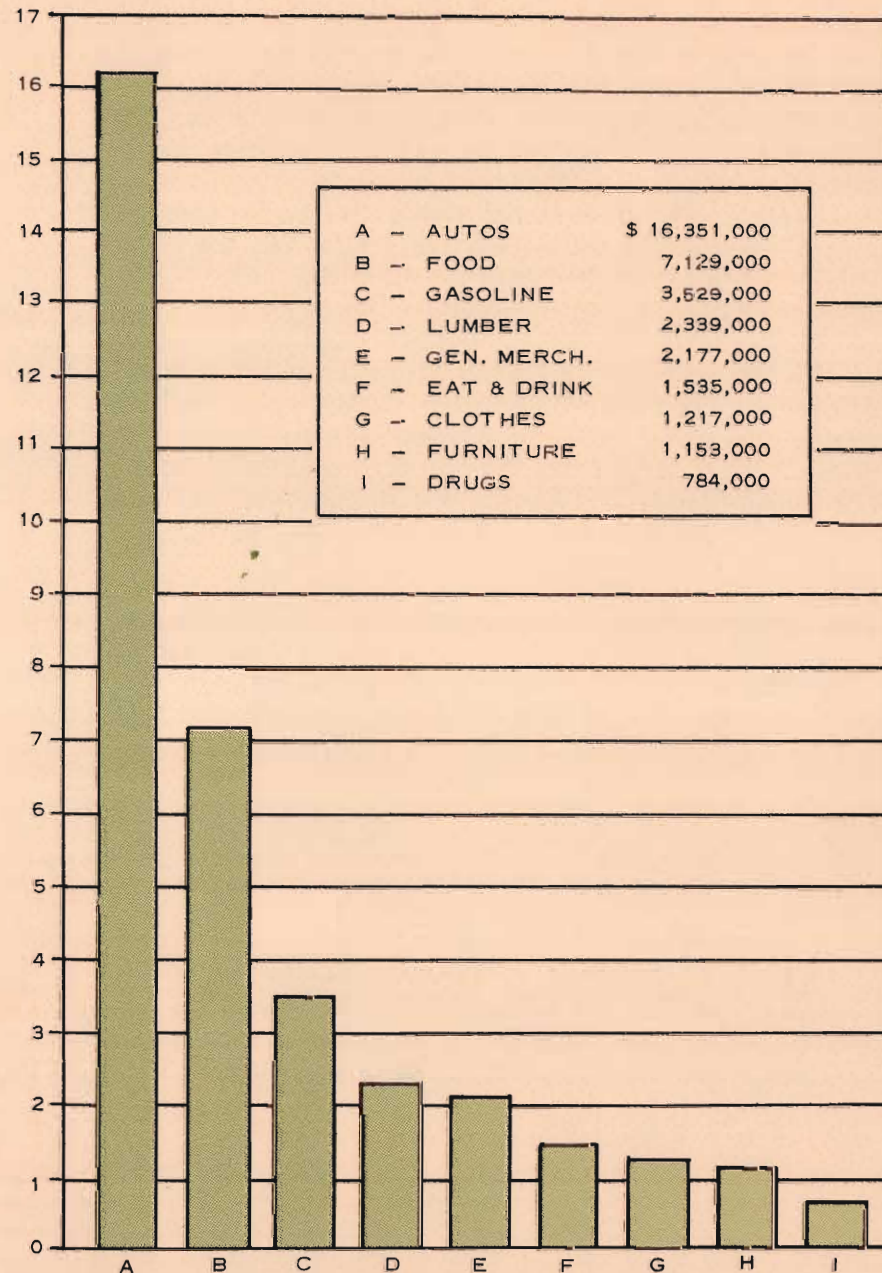
The Homestead Central Business District (CBD) is the commercial nucleus of the entire area, while scattered commercial operations extend north and south of the CBD along Krome Avenue, along the US1 corridor and along Palm Drive in Florida City.

A field survey taken in January, 1968 revealed that of the 133 business establishments within the Homestead CBD, 75 were retail operations. These included 59 general retail (drugs, clothing, hardware, groceries, etc.), nine automotive-oriented and seven restaurants.

Relative to the number of Homestead residents, retail establishments within the City do an extremely large amount of business.

RETAIL SALES CITY OF HOMESTEAD 1967

MILLIONS OF DOLLARS



SOURCE: SALES MANAGEMENT

In a 1967 survey by a leading technical journal, it was revealed that there was over twice as much retail activity in Homestead as would normally be expected of a city with its population. (While Homestead accounts for only .0067 percent of the nation's population, it accounts for .0138 percent of its retail sales.) This fact indicated that a tremendous number of non-resident shoppers participated in the city's \$41 million retail trade.

In 1967, automobile sales accounted for the greatest percentage of all retail sales in Homestead. Over \$16 million was spent by automobile buyers during the year. This amount constituted about 40 percent of the city's total retail sales and ranked it high among other Dade municipalities in this sales category.

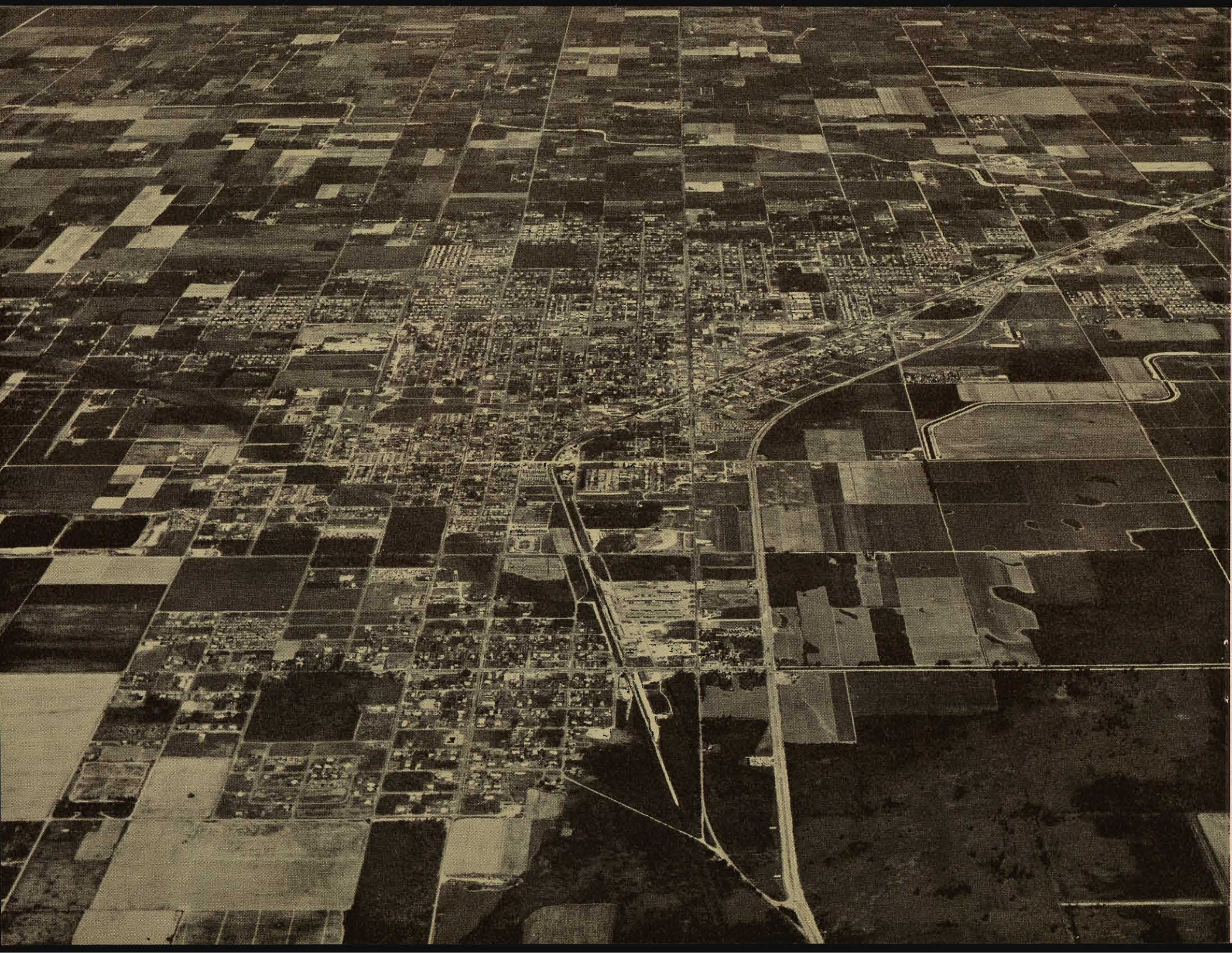
About \$7 million was spent for food, the second highest sales item. Gasoline sales totaled about \$3.5 million and lumber products brought in about \$ 2.3 million. Other items and their 1967 sales totals include: general merchandise, \$2.2 million; eating and drinking, \$1.5 million; clothes, \$1.2 million; furniture, \$1.2 million; and drugs \$.8 million.

By comparing these sales figures with a similar survey taken five years ago, the following trends are revealed. Total sales are up 35 percent, automobile sales are up almost 300 percent, and general merchandise sales are up 50 percent. Food, lumber, furniture and eating sales have shown no significant change. And drug, wearing apparel and furniture sales have dropped slightly.

A comparison of Homestead's sales with other municipalities in Dade County indicates some other rather interesting facts. For example, although Hialeah has eight times as many residents, automotive sales were over four times greater in Homestead. And Coral Gables, although four times as populated, had less gasoline sales than Homestead.

None of these comparisons necessarily means that Homestead residents eat more, or own more cars, or buy more products. They do, however, support the fact that Homestead merchants sell to a lot of non-residents; a situation created by an absence of any other centralized broad-based commercial complexes in the area, and an outlying population that must come into the City for its shopping needs.







The Use Of Land

The current use of land in the Homestead-Florida City Area has occurred as a result of many factors, including topography, zoning and subdivision control, individual human decisions and simple historical accident.

Traffic congestion, residential overcrowding, inadequate public services, strip commercial, insufficient off-street parking and inadequate open space are but a few of the problems facing any community and all of these are a direct result of the misuse of land.

It is through an examination of the physical use of land that past trends can be determined and a starting point for future planning can be established. A thorough knowledge of existing land use patterns is essential to an intelligent formulation of a long-range comprehensive plan for the orderly development of the Homestead-Florida City Area.

AREA SUMMARY

Within all of the Homestead-Florida City urban area, the vast majority of the land is still undeveloped. The area, which includes the two municipalities and that land immediately surrounding them, is currently about 70 percent vacant. Although much of the land in the southeastern portion of the area is of marginal development potential due to its topography and soils, there is much vacant land within and north and west of the cities that can easily absorb future growth.

Only about ten percent of the urban area, or almost 1,000 acres, is currently used for residential purposes, while two percent, or almost 200 acres, is in commercial

usage. Streets occupy 995 acres or about the same amount of area as residential uses. Other land uses in the urban area include: railroads and utilities, 133 acres or 1.4 percent; public and semi-public uses, 135 acres or 1.4 percent; agriculture, 122 acres or 1.2 percent; parks and recreation, 119 acres or 1.2 percent; and industrial, 75 acres or .8 of a percent.

Over a third of the City of Homestead, or about 800 acres, is currently vacant. This land is located primarily in the southeast portion of the community and near the railroad tracks in southwest Homestead. A considerable amount of vacant land is also located in the City's extreme northwest section.

Residential uses constitute the second largest land use in Homestead. About one-fourth of the City, or 515 acres, is used for single-family dwellings, duplexes, apartments and mobile homes. Streets occupy 444 acres or over 20 percent of all City land, while railroads and utilities take up another 80 acres or 3.6 percent.

Commercial uses within Homestead occupy about 102 acres or almost five percent of the entire City. This percentage is about twice the average community's share of commercial uses and its effect is reflected in the previous discussion of retail sales. Other land uses in Homestead include: parks, 91 acres or 4.2 percent; public and semi-public, 75 acres or 3.4 percent and agriculture, 3.5 acres or .1 of a percent.

A much larger percentage of Florida City is undeveloped. Almost two-thirds of the City, or about 1,035 acres, has thus far not been put to any active use. Most of Florida City, primarily east of Krome Avenue is vacant, as well as a wide east-west strip running along Davis Parkway and dividing the City into two distinct areas.

Of the developed portion of the City, streets (230 acres) and residential uses (182 acres) constitute the greatest uses. These two uses together account for about one-fourth of all land in the City. Other uses include: railroads and utilities, 23 acres or 1.4 percent; public and semi-public, 20 acres or 1.2 percent; industrial, 33 acres or two percent; commercial, 32 acres or two percent; parks, 13 acres or .7 of a percent; and agriculture, 6 acres or .4 of a percent.

SURVEY METHODOLOGY

An inventory of existing land use in the cities of Homestead and Florida City and the surrounding urban area was made by the Florida Development Commission in the Summer of 1967.

A general analysis of this information showed that two areas within the cities required more detailed attention—the Homestead Central Business District (CBD), and the Lucy Street area.

In order to sufficiently accommodate this additional information, new larger scale maps were prepared. These maps depict not only the usual streets and subdivisions, but also property ownership patterns and structures. In early 1968, detailed field surveys were made of these two areas. The Dade County Department of Housing and Urban Development also conducted a structural survey of housing in the Lucy Street area.

Land uses were grouped and analyzed according to the two special study areas, the municipalities and the urbanized area. From this the various implications of distributional and locational characteristics were determined. A comparative analysis was also made with the rest of the county, and to the land use survey of the two municipalities and the surrounding area conducted in 1960 by the Dade County Planning Department. This permitted an examination of the specific characteristics of the local community as well as land use trends in the area.

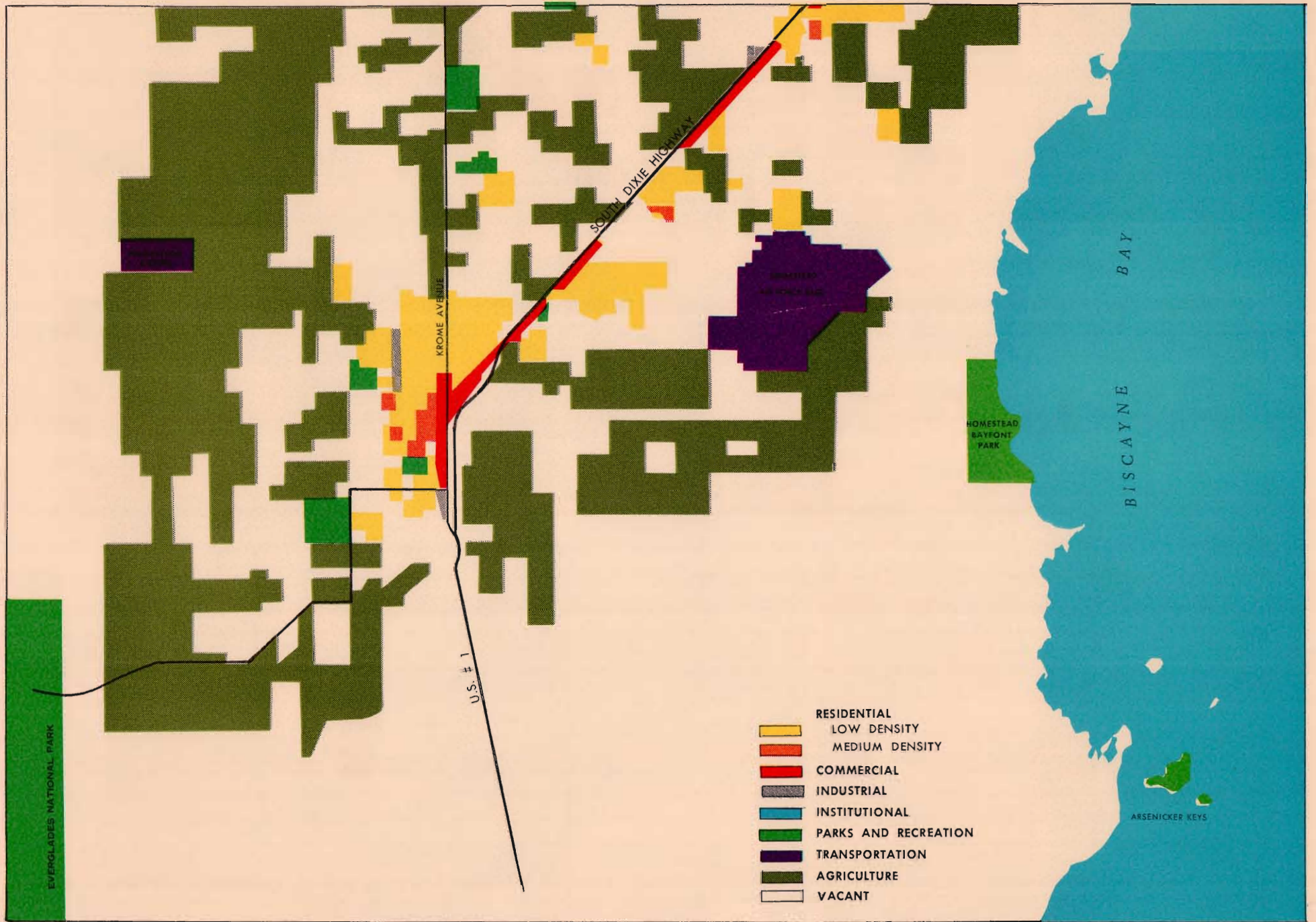
EXISTING LAND USE

HOMESTEAD-FLORIDA CITY URBAN AREA

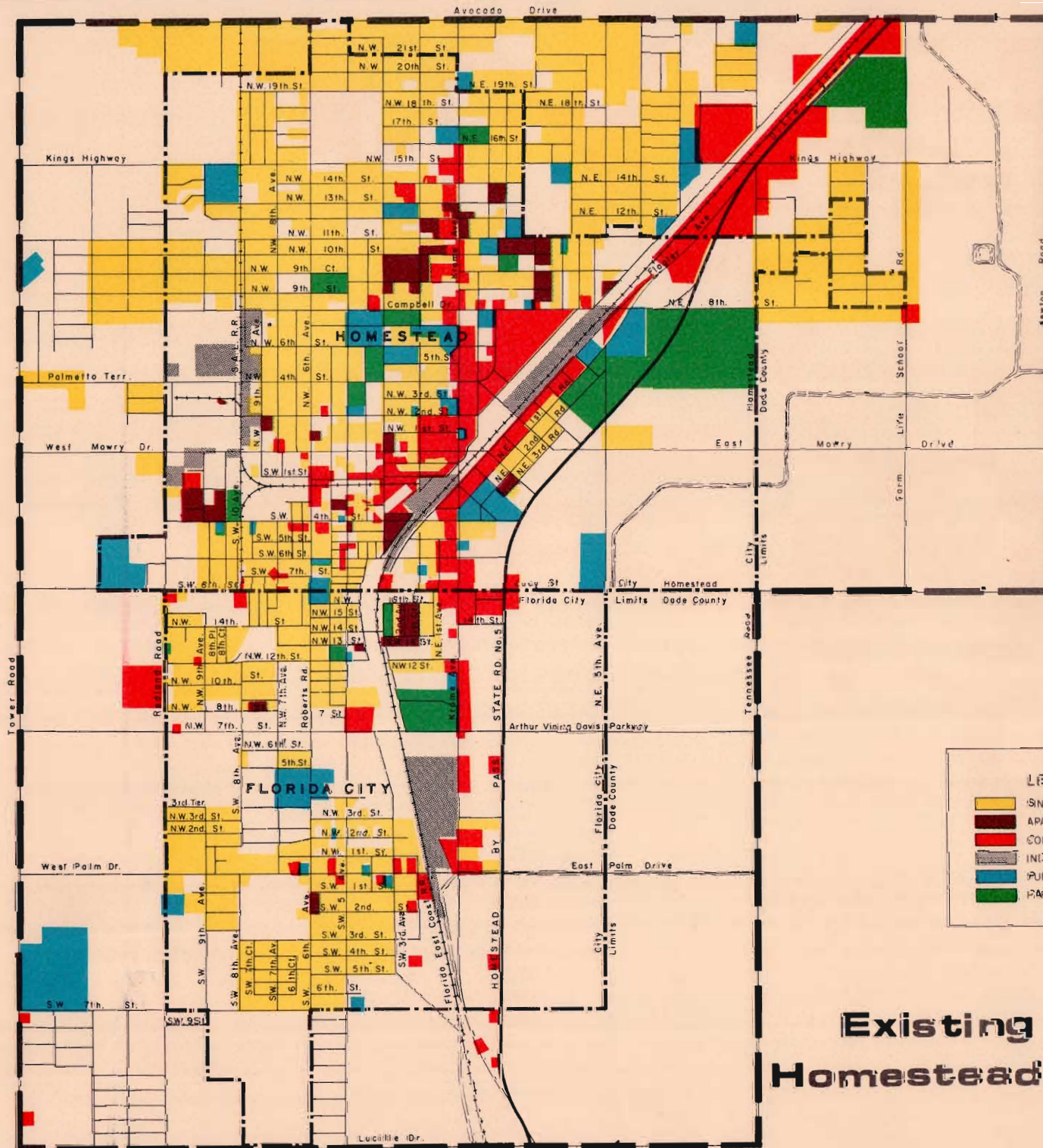
1968

	HOMESTEAD		FLORIDA CITY		INCORPORATED AREA		UNINCORPORATED AREA		TOTAL URBAN AREA	
	ACRES	PERCENT	ACRES	PERCENT	ACRES	PERCENT	ACRES	PERCENT	ACRES	PERCENT
RESIDENTIAL										
SINGLE FAMILY	394.8	18.5	137.6	8.8	532.4	14.3	291.6	5.2	824.0	8.8
TWO FAMILY	56.8	2.6	24.6	1.5	81.4	2.1	1.8	.1	83.2	.8
MULTI FAMILY	39.0	1.8	10.2	.6	49.2	1.3	-	-	49.2	.5
MOBILE HOME	23.9	1.1	10.0	.6	33.9	.9	7.4	.1	41.3	.4
SUB-TOTAL	514.5	24.0	182.4	11.5	696.9	18.6	300.8	5.4	997.7	10.5
COMMERCIAL	102.2	4.7	31.7	2.0	133.9	3.5	62.3	1.1	196.2	2.0
INDUSTRIAL	42.1	1.9	32.5	2.0	74.6	1.9	-	-	74.6	.8
PUBLIC AND SEMI-PUBLIC	74.8	3.4	20.3	1.2	95.1	2.5	40.6	.7	135.7	1.4
TRANSPORTATION AND UTILITIES	78.5	3.6	22.5	1.4	101.0	2.7	32.3	.5	133.3	1.4
PARKS AND RECREATION	91.2	4.2	12.5	.7	103.7	2.7	15.6	.2	119.3	1.2
AGRICULTURE	3.5	.1	6.2	.4	9.7	.2	112.1	2.0	121.8	1.2
VACANT	804.1	37.5	1,035.7	66.1	1,839.8	49.7	4,670.0	84.5	6,509.8	70.7
STREETS	444.4	20.6	230.6	14.7	675.0	18.2	320.0	5.6	995.0	10.8
TOTAL	2,155.3	100.0	1,574.4	100.0	3,729.7	100.0	5,553.7	100.0	9,283.4	100.0

SOURCE: FLORIDA DEVELOPMENT COMMISSION : METROPOLITAN DADE COUNTY PLANNING DEPARTMENT



Generalized Existing Land Use — South Dade Area



LEGEND

- SINGLE FAMILY & DUPLEX
- APARTMENTS
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC
- PARKS

Existing Land Use Homestead Florida City

RESIDENTIAL

The largest single developed land use in the area is residential development. Residential includes all dwelling units used for permanent housing, but excludes transient dwellings such as hotels and motels. In the incorporated areas, 18.6 percent of all the land is used for residential purposes.



The two cities differ in their individual makeup, however. Only 11.5 percent of Florida City is used residentially, while Homestead has 24 percent of its area devoted to homes. Both cities have increased this percentage since 1960, when Florida City and Homestead had ten percent and 21 percent, respectively.

Compared to other urban areas, these percentages are relatively low, but they should increase as the vacant areas and small vacant lots within the cities begin to be used. In the urbanized area immediately outside the city limits, residential uses account for approximately 35 percent of the total area. This figure will also increase as the cities become more densely populated.

In the Lucy Street area, with its overcrowded housing and high population density, the percentage of land devoted to residential purposes is only slightly higher than in other parts of the cities. The reason for this is that in other areas the amount of private open space per housing unit is much larger than in the Lucy Street area.

There is significance in that although the Lucy Street area is already overcrowded, a relatively small portion of the land area has been devoted to residential purposes. Therefore, there is a potential for far greater residential development and, in turn, a continuation and expansion of the existing problems in the area.

A breakdown of residential uses throughout Homestead and Florida City reflects that single family uses constitute a slightly higher proportion than usual. These uses are scattered throughout the planning area but tend to predominate north of Campbell Drive. Duplex and multiple family uses constitute a very small percentage of the total land area and are also dispersed throughout the cities.

This is unusual since these types of land uses usually concentrate in well-defined location within a city. A somewhat higher concentration of these uses exists between Campbell Drive and Kings Highway, and in the Lucy Street area. In neither of these cases, however, could one call the neighborhood a "duplex" or "apartment" area since there are always large numbers of single family homes mixed with these uses.

INDUSTRIAL

Industrial uses constitute almost 2.0 percent of the land area in the two cities. This is about the same percentage as found in the Dade County urban area and less than in municipalities of similar size in other parts of the nation. South Florida is not now, nor is it expected to become, a major industrial center.

The characteristics of this area are not especially oriented toward intensive industrial development. The trend is more toward very extensive industrial operations such as Aerojet General and North American-Rockwell. Since 1960, the amount of land devoted to industrial uses has doubled in Homestead and remained stable in Florida City.

Industrial uses in the cities tend, as in most areas, to be located along rail lines. The major area is along the Seaboard Coastline Railroad between Campbell Drive and Mowry Drive. Along the Florida East Coast Railroad, there are spots of industrial development east of the CBD, between S. W. Second Street and S. W. Fifth Street, where the SC railroad spur terminates; and north and south of Palm Drive in Florida City.



PUBLIC AND SEMI-PUBLIC

Schools, hospitals, churches, government buildings, museums and other public or private institutional uses, are included in this category. There are no single standards to assist in the analysis of these uses since there is often a wide variation between cities of similar size.

Nevertheless, it can be said that the amount of land devoted to public and semi-public uses in Homestead and Florida City is neither higher nor lower than what would be expected under the broad limits of what is considered "average." In Homestead approximately 3.4 percent of the land area is used for these purposes and 1.2 percent in Florida City. The overall percentage for the two cities is 2.5 percent. This compares with 3.1 percent in the entire urban area of the County.

Public and semi-public uses are evenly dispersed throughout the municipalities, but there does tend to be a slightly higher concentration in the more densely populated neighborhoods near the center of the cities.

COMMERCIAL

About 3.5 percent of the total land area of the two cities is devoted to commercial usage. In Homestead, commercial land accounts for 4.7 percent of the total City, while in Florida City the figure is 2.0 percent. In the Lucy Street area, there is slightly more commercial usage (16.7 acres) in Homestead than in Florida City (12.3 acres), but in terms of the entire area the difference is insignificant.

In Homestead, the major areas of retail activity are along Krome Avenue and in the Central Business District (CBD). These areas are intensive in terms of commercial usage. Most automobile parking, except for the shopping center, is on-street and hence not counted as part of the commercial land use. In addition, and probably more significant, a large percentage of the CBD is devoted to streets.

In the CBD, only 36.2 percent of the 108 acre area is actually used for commercial purposes. Almost 25 percent is in street right-of-way, and amazingly enough, over 31 percent is vacant. But due to the amount of activity in the CBD, the impression is usually that this area is almost 100 percent commercial. The following table gives a detailed breakdown of all land uses in the CBD.



LAND USE HOMESTEAD CBD 1968

TYPE	ACRES	PERCENT
COMMERCIAL	39.1	36.0
RETAIL	14.1	13.1
SERVICE	3.7	3.4
AUTOMOTIVE	4.1	3.8
RESTAURANT	.8	.7
OFFICE	4.4	4.0
WAREHOUSE	9.3	8.6
MOTEL	.5	.4
UNOCCUPIED	2.2	2.0
RESIDENTIAL	2.3	2.1
PUBLIC	1.2	1.1
SEMI-PUBLIC	.8	.7
UTILITIES	.9	.8
STREETS	26.4	24.5
RAILROADS	3.6	3.3
UNIMPROVED LAND	34.0	31.5
TOTAL	108.3	100.0

SOURCE: METROPOLITAN DADE COUNTY PLANNING DEPARTMENT

A comparison of commercial usage in the Homestead-Florida City Area to the county shows a slightly higher percentage in the former. This factor and the reasons for it was covered in the previous economic section. Since 1960, there has been moderate expansion of commercial activity in the two cities, but most of this growth has been concentrated in one location, the new Homestead Plaza Shopping Center on Campbell Drive.



PARKS AND RECREATION

Land area for parks and other recreational purposes constitute a very small percentage of the land use in the Homestead-Florida City Area.

During the past eight years there has been some increase in Homestead, but the amount in Florida City has remained virtually the same. Slightly less than one percent of Florida City is in park use while Homestead has proportionally almost twice as much. In the Lucy Street area almost three percent of the land is devoted to parks and recreation. The major portion of this is the Bryan Edwards Park located in the southeast corner of the study area, somewhat removed from the population center of this neighborhood, but well located to serve most of the city.

The urban area throughout the county has almost four percent of its area in parks and recreation use, but this figure includes major regional parks which are developed for all county residents, including the residents of Homestead and Florida City. (Statistics exclude the Everglades National Park.)

A major portion of Homestead's recreation land is Tom Harris Field, an important asset to the area. Other neighborhood facilities are located throughout the city with the central area having a greater portion of the facilities than the more outlying neighborhoods. In Florida City there are two minor facilities other than the previously noted Edwards Park. A more detailed discussion of Public Park facilities is included in a later section of this report.

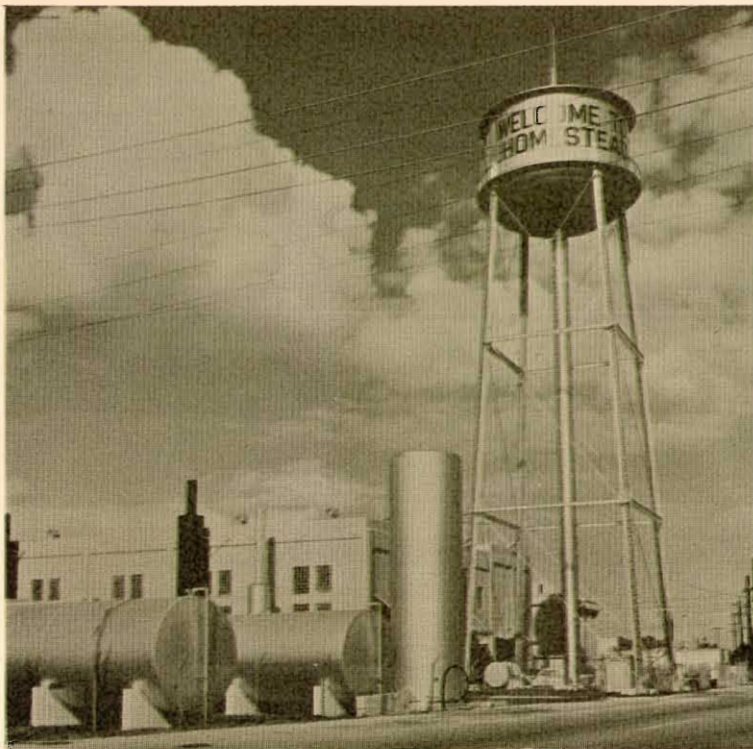


TRANSPORTATION AND UTILITIES

This category includes utilities and all land uses devoted to the movement of people and goods, with the exception of streets which are covered separately later in this report. The major component of this category is railroad rights-of-way.

That portion of the two cities used for transportation and utility purposes is 2.7 percent, while the urban area of the county includes 6.4 percent. Actually this is an invalid comparison since the county total includes several large airports that constitute most of their transportation uses.

The Homestead portion of the Lucy Street area has 7.1 percent of the land used for transportation and utilities while the Florida City half uses only 1.9 percent. The reason is that there are three times as much railroad rights-of-way in the northern half.

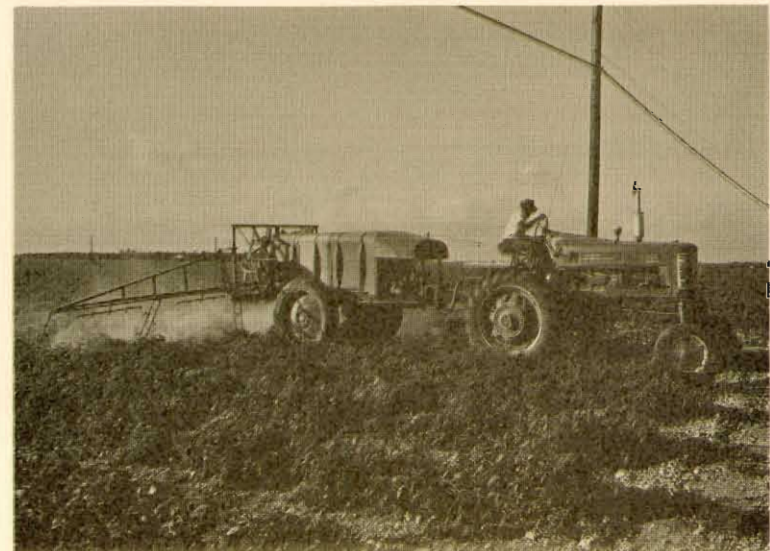


The percentage of land devoted to these uses is relatively small, but their location has had a disproportionately large effect on the growth and development of the two communities and should continue to do so in the future. The very beginnings of this area depended on the location of these facilities and they have influenced the location of other uses ever since.

The effect this use has on an area is as strong as any river, hill or other natural barrier and its influence must be considered of prime importance when preparing a plan for future development.

AGRICULTURE

Although agriculture plays a major role in the economy of the entire South Dade area, there is very little land devoted to this use within the corporate limits of the two municipalities. In 1960, approximately two percent of the land within the two cities, was actively used for agricultural purposes. Today, the figure is less than two-tenths of one percent.



STREETS

In terms of land use, streets in both of the municipalities occupy a much larger percentage of the land than is desirable. In the Lucy Street area, only two thirds of the land is actually developed, but the amount of land in street use is already over 20 percent. The Homestead portion of this area is over 30 percent streets.

The entire City of Homestead has 20.6 percent of its land in streets. Florida City uses only 14.7 percent of its area for street purposes. Together, the two municipalities have 18.2 percent of their land area in this use. This figure itself is not to be considered high, since 20 to 22 percent is considered average.

However, the two municipalities are not "average" cities in that they are still 50 percent undeveloped. When the remainder of the land is developed, it will require additional roads and streets which, if projected, would bring the land area for street use to approximately one-third of the total land in the municipalities.

The main conclusion to be reached from this analysis is that the present street pattern requires entirely too much land area and is inefficient for the movements of goods and people.



VACANT

The area's largest land use category is the vacant classification. Homestead is over a third and Florida City is about two-thirds vacant. The potential for growth within the existing corporate limits is considerable. Within the two municipalities, approximately half the land area is vacant. The majority of this vacant land is located east of US1 on land that would require much preparation prior to development.

Even in the central business district, the most active part of the area, over 31 percent of the land is vacant and unused. The Lucy Street area has an even higher percentage of vacant land -- 38.5 percent. There is slightly more vacant land in the Florida City portion, than in the Homestead portion, of the Lucy Street area.

Other vacant areas, of course, tend to be located on the fringe of the cities, but there is more vacant land than would normally be expected within the municipalities. The eventual use of vacant lots in the established neighborhoods will create a continuity of development that should eliminate the slow death many communities suffer as age and deterioration overtakes neighborhood structures constructed at the same time.



EXISTING ZONING

An important aspect of existing land characteristics is the manner in which zoning is applied. Although zoning should theoretically reflect the actual or desired use of land, a close look at Homestead and Florida City reveals several inconsistencies.

Land use and zoning patterns contrast considerably in both communities. For example, commercially zoned land in Homestead is almost six times greater than the amount

of land actually used for such purposes. Or, to put it another way, land currently zoned for commercial purposes is adequate to serve the commercial space requirements of a population six times the present size of the community. This observation, of course, does not take into consideration the locational desirability of the currently zoned commercial land. In Florida City, the situation is somewhat similar. Although only 32 acres are used for commercial purposes, 310 acres are zoned commercially.

EXISTING ZONING HOMESTEAD AND FLORIDA CITY 1968

ZONING USE	DISTRICT	HOMESTEAD		FLORIDA CITY	
		ACRES	PERCENT	ACRES	PERCENT
RESIDENTIAL		1,109.0	51.6	698.0	44.2
ESTATE DENSITY	EU-1	63.5	2.9	R-1-e (R-1-a R-1-b)	42.0 2.6
LOW DENSITY	RU-1	549.8	25.6	(R-1-c R-1-d)	322.0 20.6
MEDIUM DENSITY	RU-2	198.4	9.3	R-2-a R-2 _r b	106.5 6.6
HIGH DENSITY	RU-3	238.4	11.1	R-3-a/R-3-bR/3-c	223.0 14.2
TRAILER PARKS	TP	58.9	2.7	R-3-d	4.5 .2
COMMERCIAL		603.0	27.9	310.5	19.7
NEIGHBORHOOD	BU-1	539.0	25.5	B-1	47.5 3.0
MEDIUM	BU-2	36.0	1.6	-	-
LIBERAL	BU-3	28.0	1.2	B-2	263.0 16.7
INDUSTRIAL		223.8	10.4	76.6	5.2
LIGHT	IU-1	145.8	6.8	W	24.5 1.6
HEAVY	IU-2	78.0	3.6	M-i	52.0 3.6
PUBLIC	P	204.5	9.5	P	33.0 2.0
INTERIM	GU	15.0	.6	I	45.5 2.9
UNZONED	-	-	-	NZ	410.9 26.0
TOTAL		2,155.3	100.0	1,574.4	100.0

SOURCE: METROPOLITAN DADE COUNTY PLANNING DEPARTMENT

Although residential zoning has been applied to over 1,100 acres in Homestead, only about half of this is actually used residentially.

Industrially zoned land comprises almost 224 acres in Homestead with only 20 percent or 42 acres actually in industrial usage. Florida City, on the other hand, has about 77 acres zoned in this category with almost half being used for industrial purposes.

HOMESTEAD

Residential zoning in Homestead constitutes 1,109 acres or 51.6 percent of the City's total area. The majority of this zoning is low-density, single-family uses. Single-family zoning (RU-1 and EU-1) covers almost 30 percent of the entire community and is distributed primarily in that area lying to the west of the US 1 corridor. A considerable area of single-family development also lies east of US 1 between King's Highway and Campbell Drive.

Duplex or medium density zoning (RU-2) represents over nine percent or almost 200 acres of the total City area. This zoning is evenly distributed throughout the City showing no major concentration, but rather interspersed within low-density zones. Apartment or high-density zoning is located along secondary and major streets in the residential areas west of US 1. Mobile home parks represent only 2.7 percent of the total City area, or 58.9 acres, all of which lies east of Krome Avenue.

Commercial zoning in Homestead constitutes over 600 acres or about 28 percent of the total City. The primary concentration of commercial activity is limited to the CBD and along Krome Avenue and US 1.

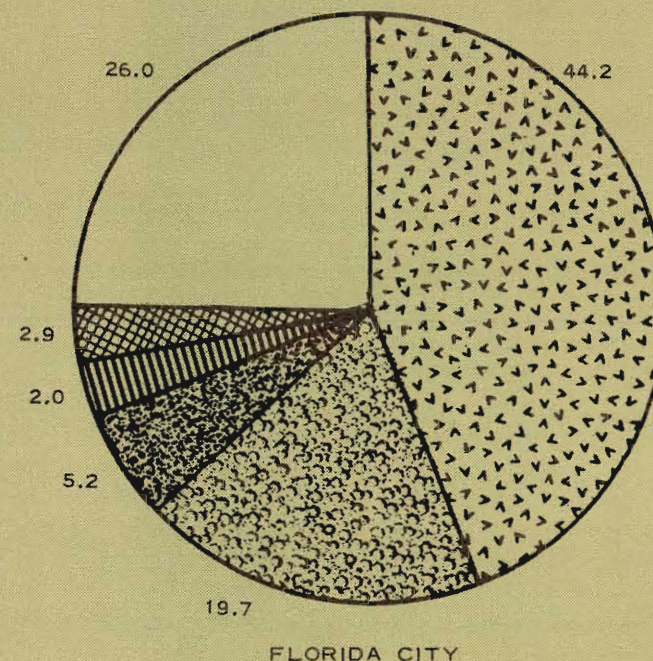
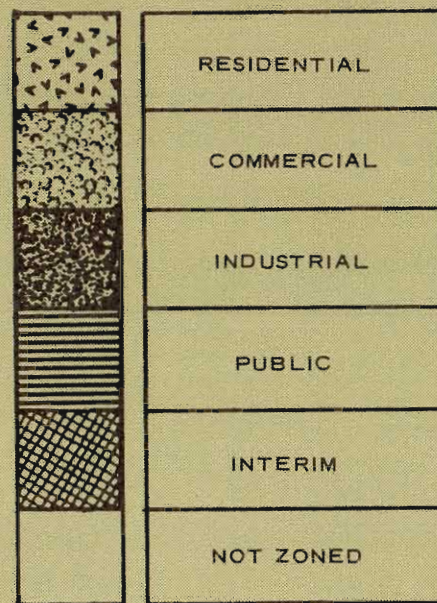
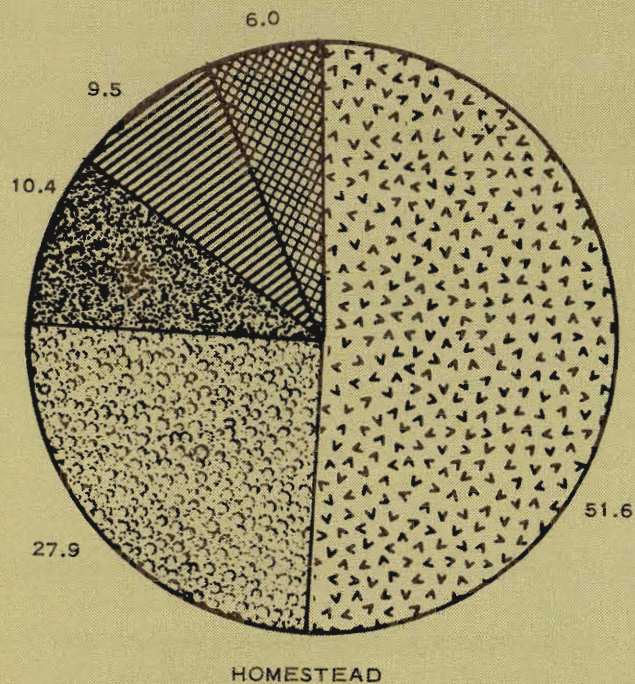
Light and heavy industrial zoning is concentrated primarily along the Florida East Coast Railway and extends along the Seaboard Coastline Railroad in a north-south direction adjacent to S. W. Tenth Avenue. These two industrial concentrations are connected by the rail line one block north of S. W. Fourth Street.

Some interim zoned property (GU), land awaiting final zoning classification, is located on Lucy Street west of US 1, and just east of the FEC railway between N. E. Ninth Court and N. E. Eleventh Street. These parcels of land total 15 acres, or 0.6 of a percent of the total area of Homestead.

FLORIDA CITY

Residential zoning in Florida City constitutes almost 700 acres or about 44 percent of the City's total area. Single-family zoning covers over 23 percent of the entire community and is distributed primarily throughout the western half of the City. This zoning is generally bordered by other residential districts, with very little of it adjacent to commercial or industrial zones. A larger sector of single-family zoning, predominantly estate density, is also found in the southwest portion of the City.

Duplex zoning represents almost seven percent of the City and is distributed throughout the City showing no major concentrations. Apartment zoning is located along major city streets or adjacent to commercial or industrial areas. About 14 percent of the City is now zoned for multi-family purposes. Mobile home zoning constitutes only 0.2 of a percent of the City.



ZONING DISTRIBUTION

Industrial zoning in Florida City is contained within a strip along both sides of the Florida East Coast Railroad. This strip contains both industrial and warehouse facilities and comprises over five percent of the City's area. Interim zoning is stripped along the northern edge of Arthur Vining Davis Parkway and comprises almost three percent of Florida City.

A major deficiency in Florida City's current zoning is that over a fourth of the City is not zoned. This area lies

along the entire eastern boundary of the City, 1,000 feet in depth, and includes all the area within the city limits south of S. W. Seventh Street.

Commercial zoning in Florida City comprises almost 20 percent of its total area. These districts are located along major thoroughfares, with the largest commercially zoned area along US 1. This area contains 65 percent of the total land zoned for commercial activities. The remainder of Florida City's commercial zoning is located primarily along Palm Drive.

The Housing

South Dade's total housing inventory increased from 9,987 units to 12,801 units from 1960 to 1966. This growth constituted an 18 percent increase and can largely be attributed to a significant expansion of the apartment market. During the six-year period, the proportion of apartments in the total housing market increased from 16 to 22 percent, or from 1,786 to 2,914 units.

This trend was even more pronounced within the City of Homestead, where the number of apartments more than doubled (489 to 1,652). In 1960, one out of every seven dwellings was an apartment. In 1966, the apartment ratio had increased to one out of every four.

Although having a much larger percentage of apartments to begin with in 1960, Florida City's share of the increasing apartment construction was not as significant. In 1960, about 30 percent, or 383 of its 1,271 housing units, were apartments. In 1966, Florida City maintained about the same apartment percentage with 496 apartment units among its 1,528 total units.

Within South Dade's unincorporated area, the total housing supply increased during this same period from 6,637 to 7,398 units, an 11 percent increase. Apartments constituted 14 percent of the 1960 total and 18 percent of the 1966 total, a numerical increase of from 914 to 1,366 units.

During the period from 1960 to 1966, housing construction in South Dade was most active in 1963. Over 400 apartment units and almost 200 single-family and duplex units were built during that year. The City of Homestead had its greatest period of construction, however, in 1964 when 202 apartment units and 39 single-family units were constructed. Florida City's most active year was 1962, when 57 apartment units and 40 single-family and duplex units were built.

By 1985, it is projected that South Dade's total housing supply will reach almost 30,000 units, an increase of almost 200 percent. Of these units, over 6,200 are expected to be located in Homestead and almost 2,900 in Florida City. The remaining 20,900 units would be in the unincorporated area.

The most significant aspect of South Dade's future growth is an indicated continuation of the current trend toward apartment living. Of the almost 17,000 new units expected to be built during the next two decades, it is anticipated that over 10,000 will be apartment units.

Both Homestead and Florida City are expected to participate similarly in the new housing market. Out of Homestead's projected housing increase of almost 2,400 units, about 1,400 are designated as apartments. Florida City is expected to gain over 1,300 new units, including about 800 apartments.

CONDITIONS

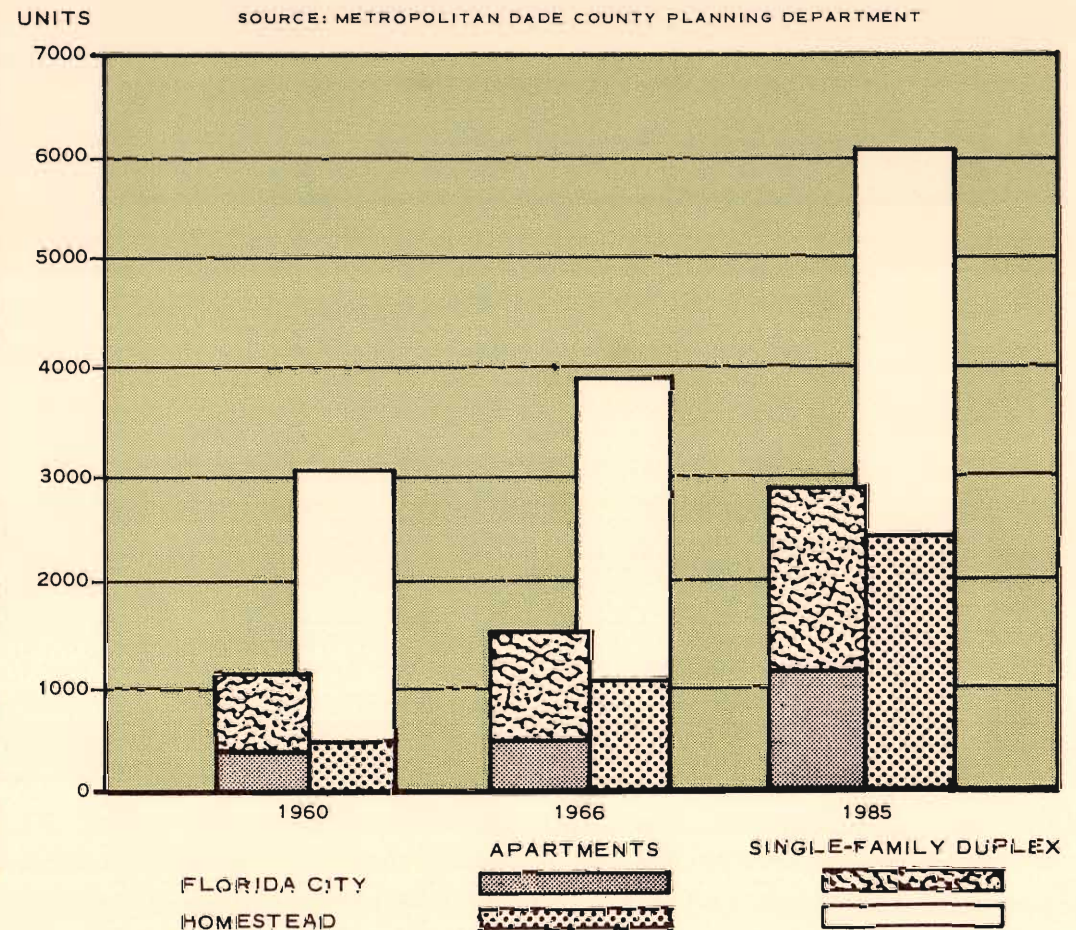
An examination of structural conditions reveals areas of deterioration and blight and permits a definition of problem neighborhoods. In addition, areas can be identified that are beginning to deteriorate and preventive action can be initiated before massive rebuilding programs are required.

The survey identified 299 structures within the City of Homestead as deteriorating, and 183 structures as dilapidated. Converted to dwelling units this means that some 750 to 800 units are substandard. This would mean that about 18 to 20 percent of the dwelling units in Homestead are below what is considered an acceptable level for human habitation.

In Florida City there were 120 deteriorating and 140 dilapidated structures in 1967, which indicates that approximately 340 dwelling units can be considered substandard. As a percentage of the total number of Florida City's dwelling units, this would constitute approximately 21 percent, or just slightly greater than the Homestead percentage.

HOUSING INVENTORY
HOMESTEAD AND FLORIDA CITY

SOURCE: METROPOLITAN DADE COUNTY PLANNING DEPARTMENT



COMMUNITY SURVEY CRITERIA

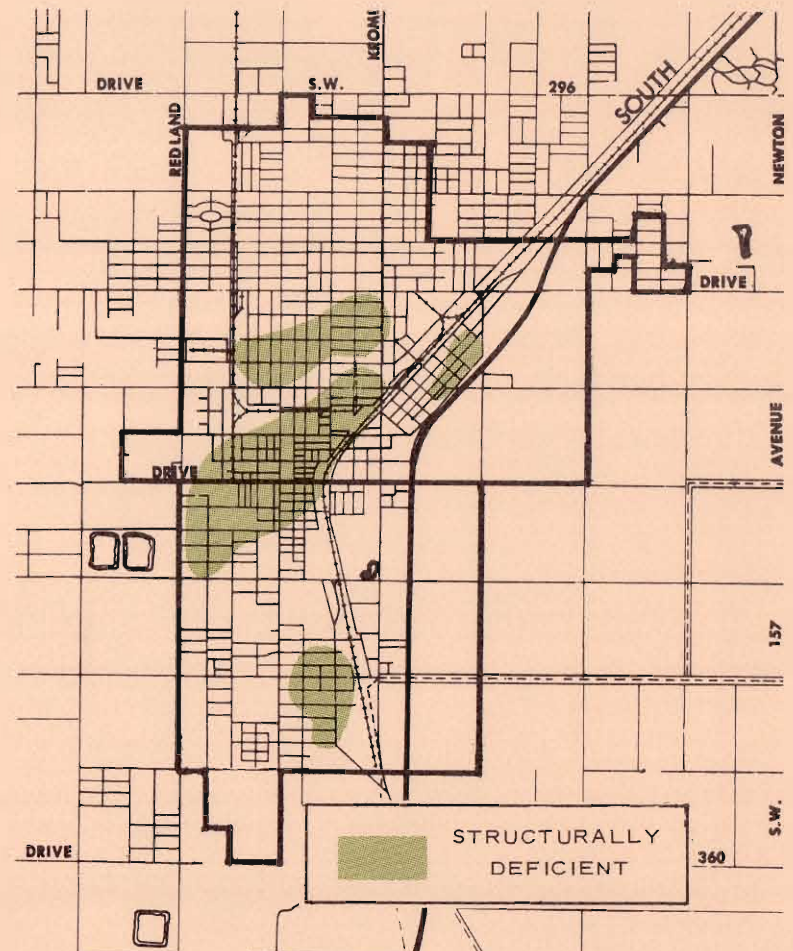
The 1967 survey was conducted to gain an accurate accounting of the overall condition of housing in the two municipalities. The classification system and method of grading was the same as that established by the 1960 Census of Housing. Each structure was graded in one of three categories; standard (sound), deteriorating, or dilapidated.

Classified as standard are those structures that had no apparent deficiencies, or deficiencies of such a minor degree that they could be corrected by normal maintenance; deteriorating included structures with deficiencies serious enough to require special attention to bring the building up to standard and to prevent the conditions from becoming a hazard to the occupants; and dilapidated applies to those structures that are generally beyond the economic point of repair and which, either through original faulty construction or neglect, are not fit for habitation.

The survey broadly identified four areas within the two municipalities where deteriorating or dilapidated housing has occurred. In three of these areas the problem is not extensive and could be corrected by an intensive code enforcement program. The fourth area, however, contains considerable substandard housing and should be given special consideration.

Two of the areas lie wholly within the City of Homestead. One is east of the CBD, between Flagler Avenue and U. S. 1, and the other is west of the CBD, between Mowry and Campbell Drives. Both of these areas include a mixture of residential and non-residential uses and can best be described as transitional areas. While poor structural and environmental conditions do exist, they are not the dominant conditions.

Corrections can probably be achieved through code enforcement and the joint efforts of private and public action groups. It would appear, however, that in some blocks non-residential uses have penetrated these areas to such a degree that they will cease to be desirable for residential purposes in the long range development of the city. This trend is common in the older core areas of most communities.



Within Florida City, there is an area from N. W. Second Street to S. W. Fifth Street, between the FEC Railway and West Sixth Avenue, that reflects the same conditions as the two neighborhoods noted above. The major difference is that this area does not have the same extent of commercial intrusion. Additionally, the condition is due almost entirely to age rather than poor maintenance. A number of these structures are of frame construction.

The area with the major concentration of poor housing is the Lucy Street area straddling the corporate boundary of the two cities. The initial 1967 survey reflected such a high concentration of substandard housing that a more detailed study and analysis of this portion of the community was deemed necessary. This survey was made by the Dade County Department of Housing and Urban Development (Little HUD).

LUCY STREET SURVEY CRITERIA

The standards used in the more detailed Lucy Street survey were quite high. They roughly parallel new construction standards which would meet F.H.A. and/or V.A. financing criteria for a thirty-year mortgage basis. In other words, structures were rated as to their capacity to meet individual requirements for insuring a stable and viable neighborhood for an approximate thirty-year period. Some examples of the criteria used in distinguishing between the four categories utilized are as follows:

- I. Sound, no deficiencies.
- II. Fair, containing minor deficiencies such as:
 - a. missing or deteriorated roofing.
 - b. missing or deteriorated parts of exterior walls or siding
 - c. foundation cracks or crumbling capable of repair
 - d. minor stucco flaws and crumbling
 - e. entrances, stairways, railings, steps with missing or deteriorated elements.

III. Poor, containing major deficiencies such as:

- a. windows and doors requiring replacement
- b. rotting or sagging roof or floor beams requiring partial, but not total, replacement.
- c. bowed walls, block or brick pilasters or walls cracked or bowed, and other external evidences of failure or deterioration in replaceable or repairable structural components.
- d. entrances, railings, stairs, or steps requiring replacement
- e. excessive deterioration of stucco

IV. Dilapidated, containing defects warranting clearance:

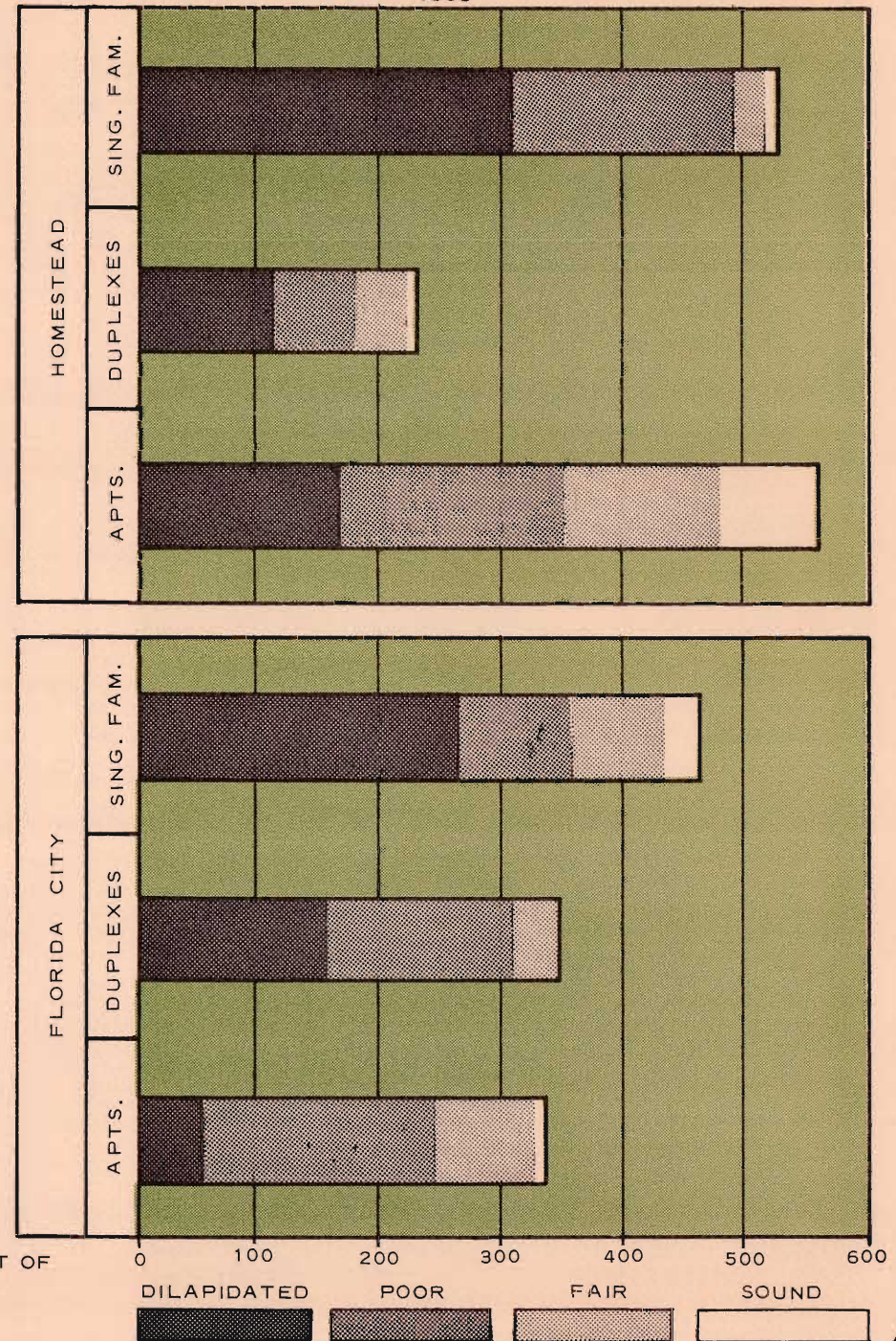
- a. crumbling or deteriorated foundations whose replacement would endanger the remainder of structure
- b. rotted, deteriorated, or badly sagging roof or floor structures requiring replacement
- c. bowed or sagging wall structures requiring replacement
- d. extensively cracked load-bearing masonry walls indicating inadequate construction and/or foundation failure
- e. frame structures having an extreme amount of dry-rot and termite damage.

HOUSING CONDITIONS LUCY STREET AREA
1968

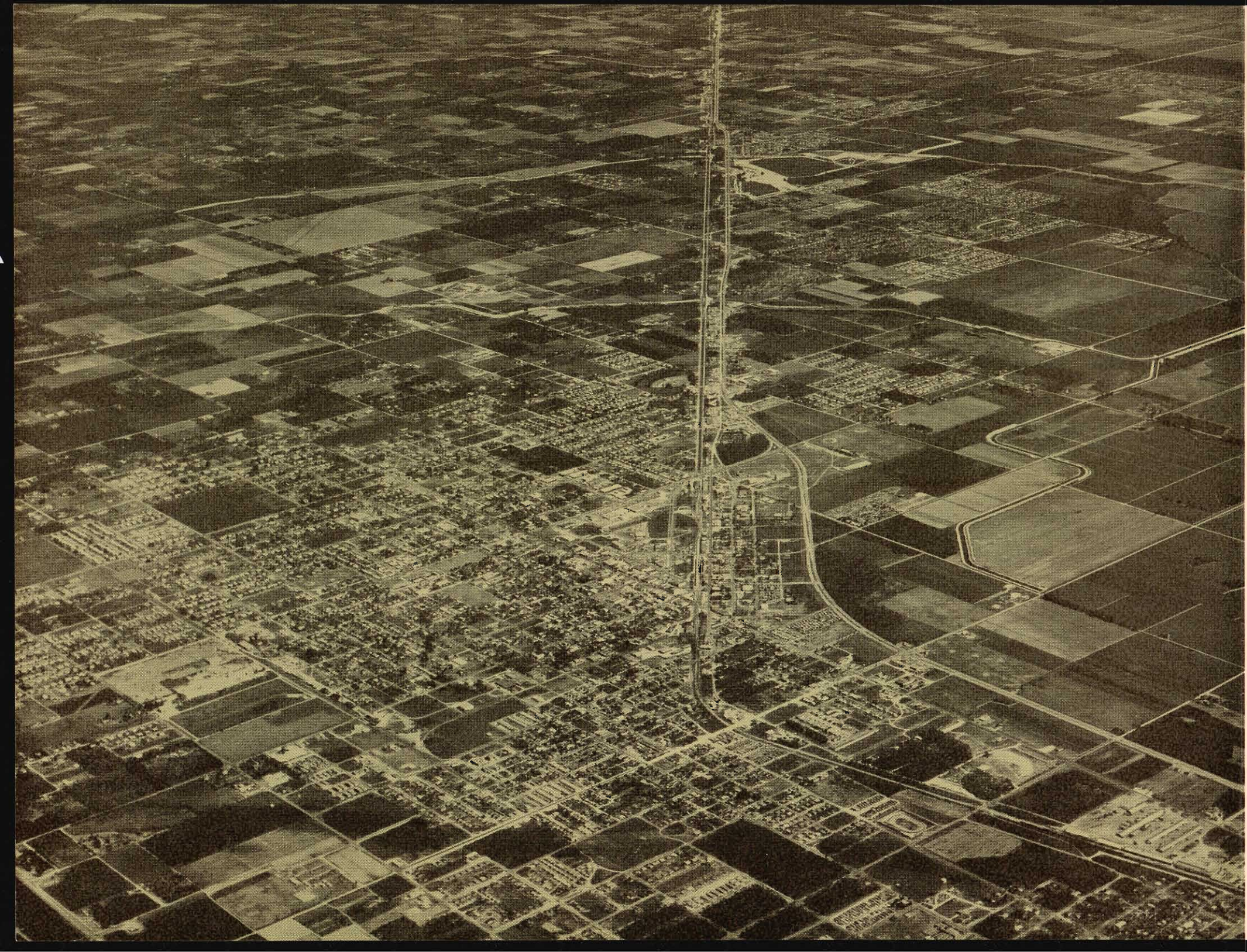
In addition to actual structural problems, the following environmental problems were prevalent. Some of these are included in the structural rating as they would reflect cost to the property owner in changing category from sub-standard. Some of these deleterious environmental conditions are as follows:

- a. lack of sidewalks
- b. lack of curbs and gutters
- c. questionable sewage disposal
- d. inadequate off-street parking facilities for multi-family structures, commercial structures, and in some instances, even single-family structures
- e. lack of landscaping
- f. improper land uses
- g. accumulation of trash and debris on both public and private property
- h. improper setbacks and distances between structures
- i. overcrowding of structures on land
- j. overcrowding of dwelling units within structures
- k. generally inefficient and poorly maintained streets.

A summary of housing conditions in the Lucy Street Area is reflected on the following chart. As will be noted, conditions are given in each of the four condition categories by city and type of dwelling unit.



SOURCE: METROPOLITAN DADE COUNTY DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT





The Circulation

A community's circulation system includes all facilities which involve the movement of people or goods. Although the most prevalent element of any circulation system is the automobile-oriented street, other facilities such as airports, railroads and parking areas must be considered.

Within South Dade, as with most everywhere else, the automobile is the most common mode of transportation. As cited previously, streets constitute a significant portion of the landscape and cars are the largest selling retail item.

The railroad, a major catalyst for the original settlement of the area, is now used almost solely for the transportation of the area's agricultural products. Not discussed in detail here, but still a major local transportation factor, are freight carriers.

Air transportation is also a vital part of South Dade. Both military and private aircraft utilize local facilities. The area has significant future potential for expansion of its aviation-oriented facilities. Numerous small private airports are also scattered throughout the area providing adjacent farms with crop-dusting facilities.

OFF-STREET PARKING

The Central Business District of Homestead contains ten separate paved off-street parking areas. These areas occupy a total of almost eight acres or about seven percent of the entire CBD. Based on a minimum space requirement of 300 square feet per vehicle, existing parking areas should adequately accommodate a capacity of over 1,000 automobiles.



PUBLIC TRANSIT

Transportation services for Homestead and Florida City have recently been supplemented by regular bus service. The Metropolitan Transit Authority has implemented bus service to both cities on a trial basis. North and south-bound buses are available every hour with a one hour and six minute time lag at Homestead.

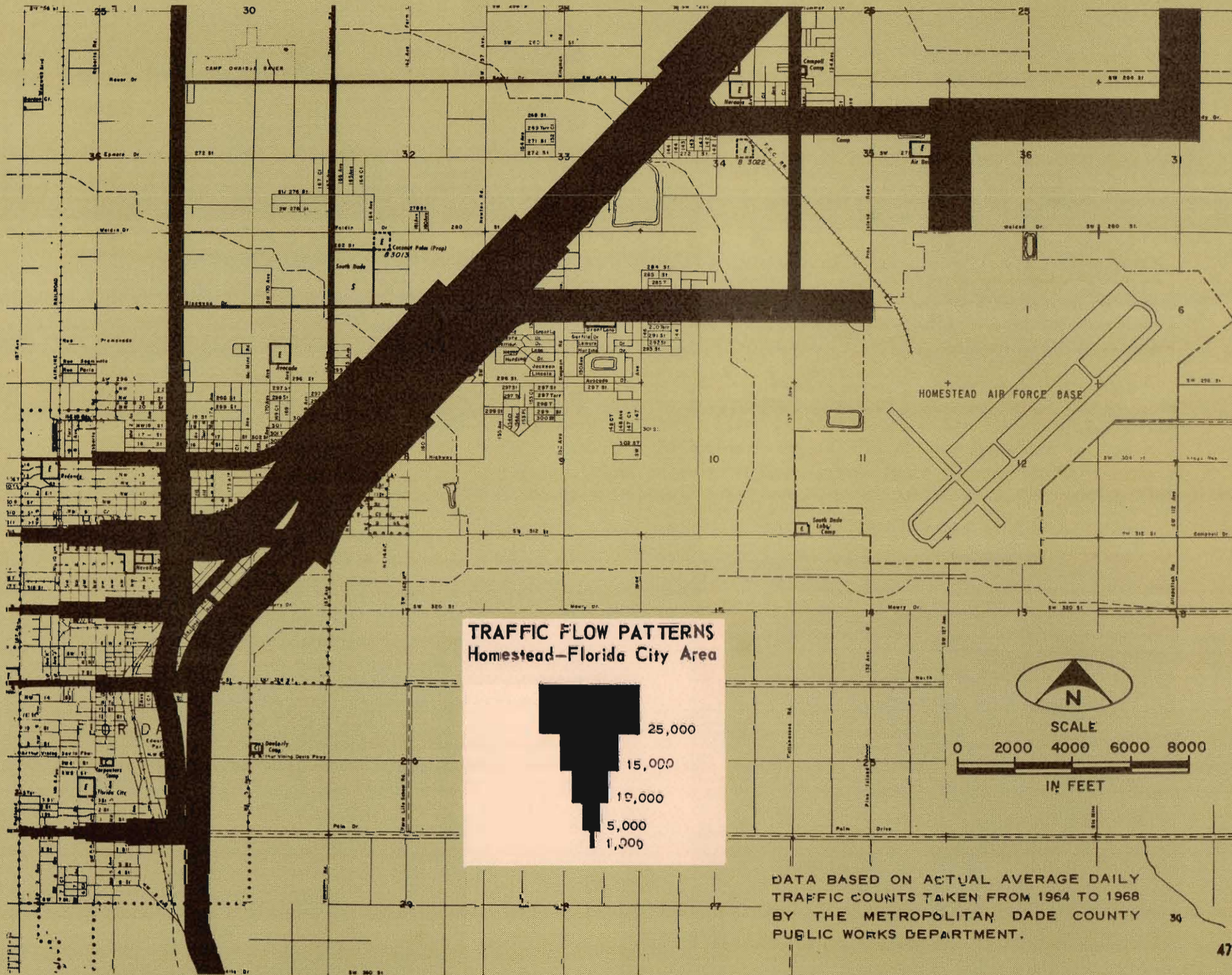
TRAFFIC FLOW

The overall pattern of traffic circulation in South Dade is influenced by the intensive residential development west of U. S. 1, the air force base and traffic traveling through the area toward the Keys.

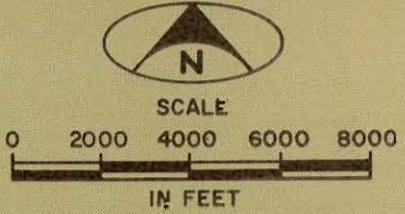
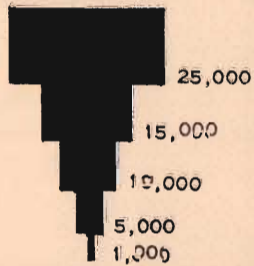
As the map on the following page reflects, the area's most intensively used facility is US 1, which accommodates over 25,000 cars per day between Avocado (296th) and Campbell (312th) Drives. North of this area, traffic decreases by about 50 percent and then increases back to about 20,000 cars north of Coconut Palm (248th) Drive. This decline is attributed to the loss of traffic going to and from the air base on Biscayne (288th) Drive. From the north, Allapattah (112th Avenue) Road is the major traffic artery to and from the base.

South of Campbell Drive, US 1 traffic drops to about 10,000 cars per day as far as Lucy (328th) Street and then declines further to about 5,000 cars per day on through to the Keys.

Traffic into and out of the two cities is handled primarily by five east-west thoroughfares (Kings Highway, Campbell, Mowry, Lucy and Palm) and one north-south artery (Krome). The heaviest internal traffic flow is on Krome and Campbell in the vicinity of the Central Business District. Krome Avenue serves as the urban area's major north-south arterial with traffic ranging from about 7,000 cars per day near the CBD down to 4,000 southwardly to Palm and northwardly to Avocado. The most heavily traveled internal street (over 11,000 cars per day) is Campbell Drive near its intersection with Krome. The map on the following page graphically depicts the overall traffic flow pattern within South Dade.



**TRAFFIC FLOW PATTERNS
Homestead-Florida City Area**



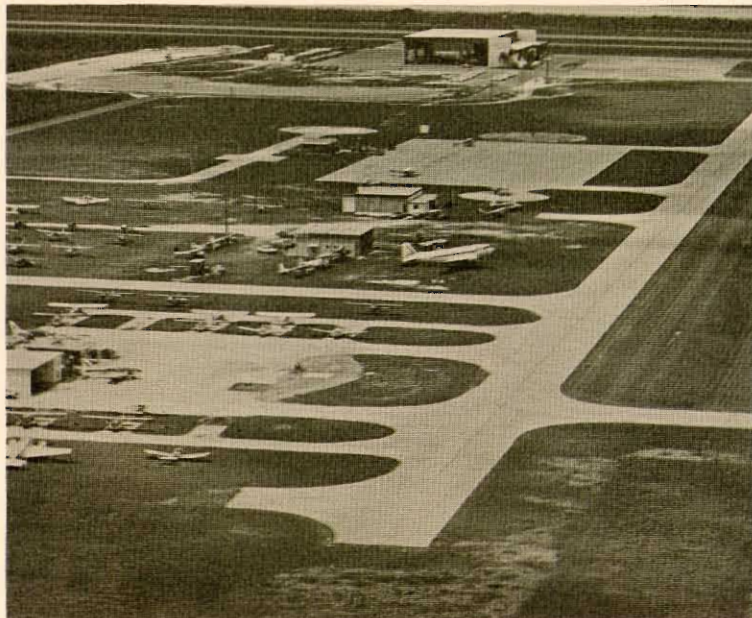
DATA BASED ON ACTUAL AVERAGE DAILY TRAFFIC COUNTS TAKEN FROM 1964 TO 1968 BY THE METROPOLITAN DADE COUNTY PUBLIC WORKS DEPARTMENT.

AIR AND RAIL FACILITIES

South Dade is definitely aviation-oriented. Nearly half (8 of 17) of all airport facilities in Dade County are located in the Homestead-Florida City Area. Although six of these facilities are minor operations for either crop dusting or private use, Homestead Air Force Base and Homestead General aviation airport have a major affect on the area.

As previously noted, the air base accommodates a wide range of military aircraft. Homestead General Aviation Airport, on the other hand, is a relatively new facility and is primarily used by small private aircraft. The recent location of the North American-Rockwell operation at the airport adds new dimensions to its future usage, however.

Rail transportation has long played a significant role in the growth and development of South Dade. The Florida East Coast Railway was the first of two lines to run tracks into the area and today, both the FEC and the Seaboard Coastline Railroad have their most southern rail terminals in the area.

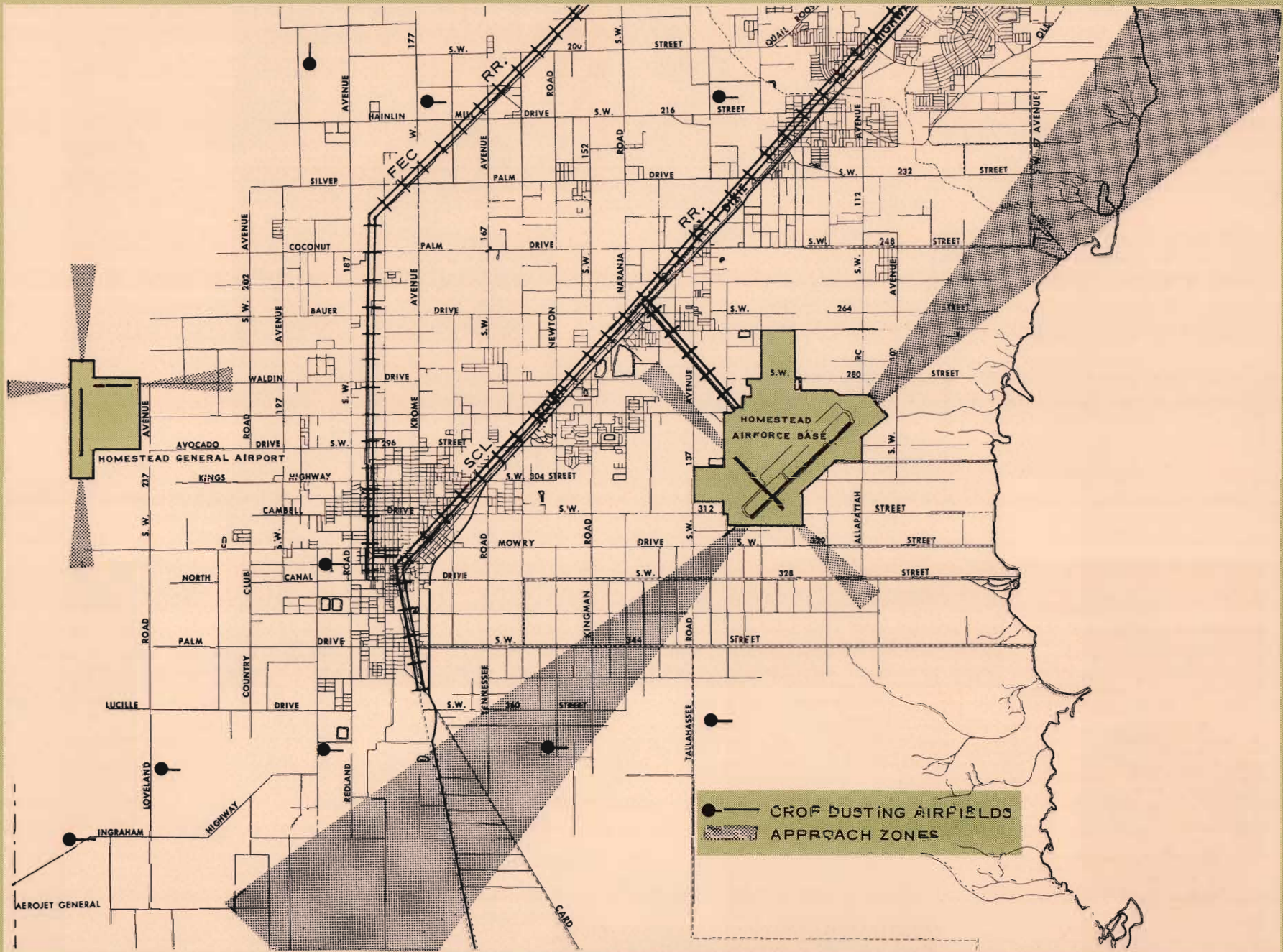


The FEC tracks extend south from Miami along US1 and terminate just south of Florida City. An FEC station is located in Homestead and is the headquarters for siding activities from Perrine south.

The Seaboard tracks also extend south from Miami, but on a somewhat parallel pattern to the FEC tracks about four miles west. These tracks terminate within the City of Homestead in the Lucy Street Industrial area.

Major products handled by rail are farm produce items. Railcar volume is highly seasonal with 35 to 40 percent of the total annual shipments handled in March. An estimated 5,000 railcars per year move in and out of South Dade on the FEC tracks.



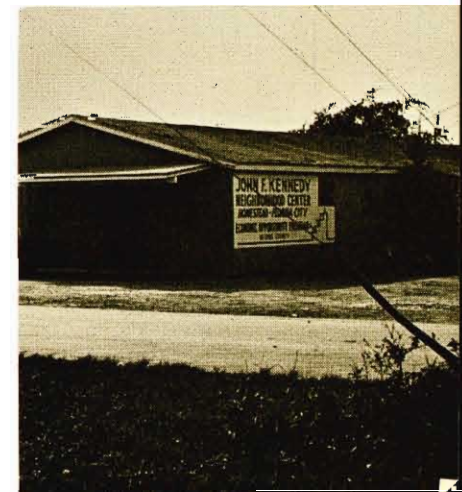


The Services

The type and extent of community services available to residents are also a good indicator of an area's desirability as a place to live, work and play. Community services include those facilities which accommodate an area's recreational, educational, protective and health needs.

In this section, the locational and space characteristics of South Dade's recreational and educational facilities will be discussed in detail. Additional attention is also given to other vital services, such as police and fire facilities and utilities.

The relationship of community services to community growth is an important element in any comprehensive planning program. Before valid determinations can be made concerning desirable areas for urban development, the feasibility of extending services into those areas should be known.



PARKS AND RECREATION AREAS

Within South Dade, there are 23 public areas set aside for park and recreation purposes. The facilities range in size from one to almost a thousand acres. Some have been developed to serve immediate neighborhoods, while others are regional parks serving the population of the entire County.

There are three public recreation areas within Florida City, nine in Homestead and eleven in the unincorporated area. Except for the regional-oriented facilities, most of these areas are located in relation to population distribution.

These areas total 1,436 acres, most of which is located in Homestead Bayfront Park (910 acres) and Arsenicker Park (221 acres), two of the regional facilities. The other regional facilities are Camp Owaissa Bauer and the Redland Fruit and Spice Park. Although the Spice Park contains only 20 acres, it must be considered regional since it is a unique attraction. Seminole Park, near Avocado Drive and US 1 consists of 20 acres, while Homestead's Tom Harris Field is 34 acres in size. Each of the remaining facilities is 15 acres or less.

SOUTH DADE - PUBLIC PARK AND RECREATION AREAS

SOURCE: METROPOLITAN DADE COUNTY PARK AND RECREATION DEPARTMENT

Adm. Agency	Map Code No.	Name of Area	Acreage	Courts (No.)					Swimming Pools (sq. ft.)	Beach (acres of sand)	Picnic Areas		Recreation Buildings		Spectator Facilities (seating cap.)	Boating Areas		Camping Areas		Fishing	Nature Study Areas	Tot's Play Area		
				Ball Diamonds	Football	Tennis	Handball	Shuffleboard			Basketball	Family (acres)	Group (sites)	Crafts		Meeting Rms.	Ramps (width in ft.)	Marinas (berths)	Groups (No. people)				Family (No. sites)	
		* lighted																						
Florida City	1	Bryan Edwards Park	14.5	1*				2*			7	1						300	135			x		
	2	Washington Park	1.0								.2	1												
	3	Florida City Recreation Ctr.	1.2											x				60						
Homestead	4	Girl Scout Park of Homestead	5.0											x										
	5	Hibiscus Park	3.9	2																				
	6	Homestead Municipal Park	8.0	2*		4*	2*			3	1											x		
	7	Homestead Munc. Swimming Pool	8.2						11,375															
	8	Musslewhite Park	8.0					16*						x										
	9	Roby Granville George Park	12.0	1*	1*			1*	2,625		.5	2												
	10	Tom Harris Field & Field House	34.0	5										x	x	8,000								
	11	Mistretta Park	1.5								1													
	12	Tatum's Park	2.0																					
Unincorporated Area	13	Arsenicker Park and Keys	220.8																	x	200			
	14	Biscado Park	4.3																					
	15	Leisure Park	1.9					4					x	x										
	16	Leisure Lake Park	8.7										x	x								x		
	17	Modello Wayside Park	2.7								2													
	18	Marl Pit No. 43	10.0																					
	19	Pine Island Park	13.0																					
	20	Redland Fruit & Spice Park	20.0								.6		x	x								20		
	21	Seminole Park	21.4																					
	22	Homestead Bayfront Park	910.0							1	.5	1				300	72				x			
	23	Camp Owaissa Bauer	109.0						2,800				x	x				144				85		
TOTAL			1,435.6	11	1	4	2	22	1	16,800	1	14.8	6	4	7	1	8,000	300	72	504	135	2	325	3

There is a variety of facilities developed at the various parks. Within the Homestead-Florida City Area, there are eleven baseball diamonds, five of which are located at Tom Harris Field. Almost half of the ball fields are lighted for night play. In addition, there is a lighted football field at Roby Granville George Park and an 8,000 seat stadium at Tom Harris Field.

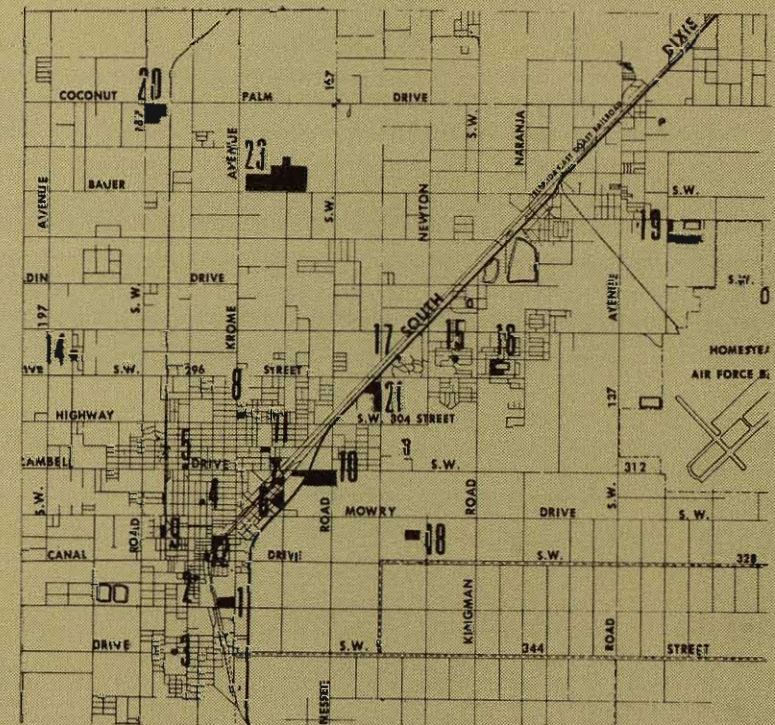
Homestead Municipal Park has four tennis courts and two handball courts, all of which are lighted. There are 22 shuffleboard courts in the area, with 16 located at Musslewhite Park on North Krome Avenue. These 16 courts are lighted as are the two courts at Byran Edwards Park. The four remaining courts, in Leisure Park, are for daytime use only. The one basketball court in the area is located at George Park and is a lighted facility. This park is also the site of one of the three area swimming pools. The others are at Camp Owaissa Bauer and the Homestead Municipal Pool.

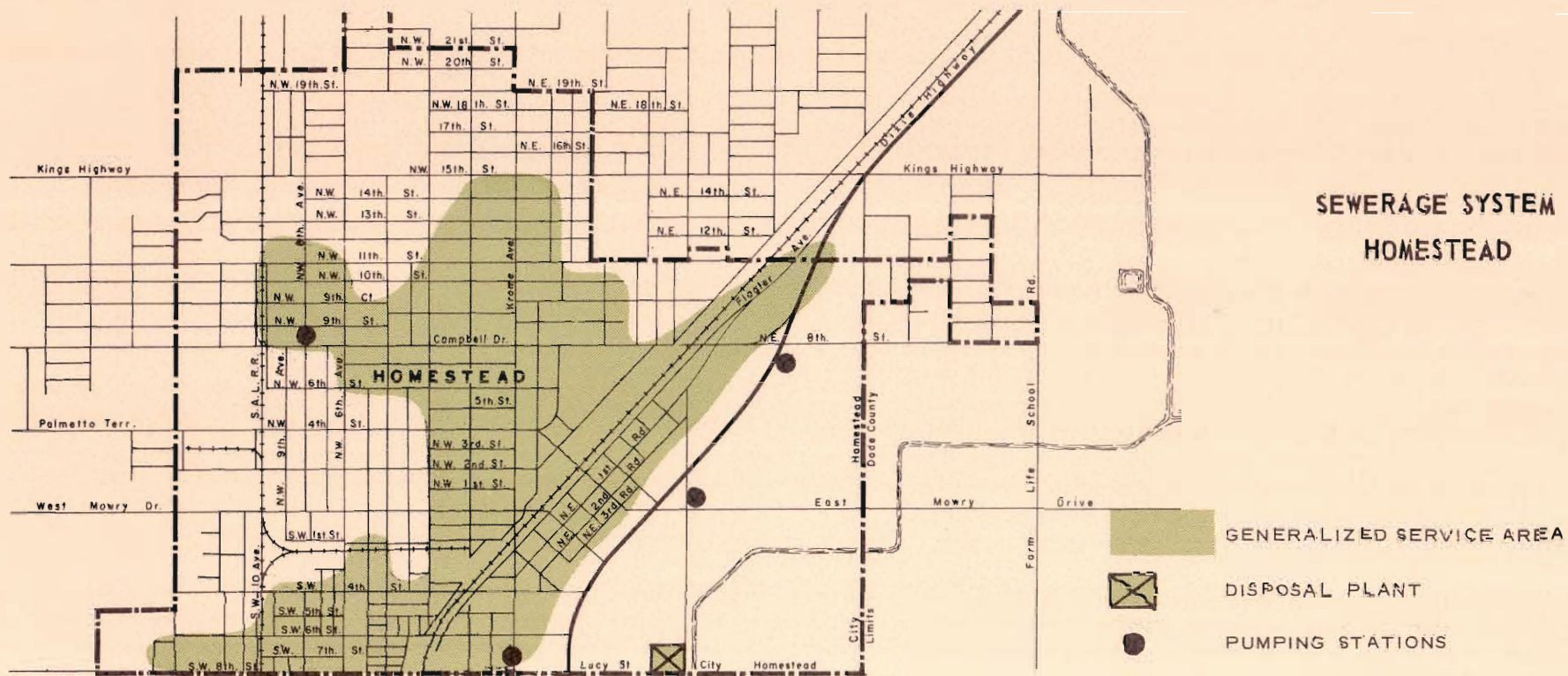
Eight of the 23 parks have picnic areas, ranging from less than a half an acre to seven acres. There are 14.8 total acres of picnic area. Within this acreage, in addition to the individual picnic areas, there are seven sites for group picnics. There are 12 recreation-oriented buildings in the area. Four of these are for arts and crafts, seven are public meeting rooms and one is a gymnasium.

Boating needs are served by Homestead Bayfront Park where there is a 300 foot wide ramp and a marina with 72 berths. Salt water fishing is one of the many activities at both this park and Arsenicker Park. Camping facilities are located at Bryan Edwards Park for 300 people. The Girl Scout Park also has space for 60 campers.

There are specific play areas for small children at Bryan Edwards, Homestead Municipal and Leisure Lake Parks. The following map shows the location of all public recreation facilities in the Homestead-Florida City Area, with the exception of Homestead Bayfront Park and Arsenicker Park, which are located on Biscayne Bay.

PUBLIC RECREATION AREAS
(NUMBERS RELATE TO TABLE DATA)





SEWERAGE SYSTEM HOMESTEAD

GENERALIZED SERVICE AREA

DISPOSAL PLANT

PUMPING STATIONS

WATER AND SEWER FACILITIES

The water distribution system for both Homestead and Florida City provides complete water services to commercial and residential customers in the distribution service area. This area includes all incorporated and unincorporated land falling within an area bounded on the north by S. W. 296 Street and on the south by S. W. 352 Street. The east and west boundaries are S.W. 190th Avenue and S.W. 162nd Avenue, respectively.

Aside from usual minor, incremental extensions, the most important problem facing the water department is extending the distribution system to keep up with the growth and expansion of the two cities. Such development should be accomplished in order to keep pace with community needs.

Sewer facilities in the urban area are confined to portions of the City of Homestead. The original system was constructed in the central business district and south central Homestead in the 1920's. A \$200,000 extension was installed during the mid 1950's in the southwest area of Homestead. This addition expanded the facility to serve about one-fourth of the presently incorporated area. Homes and commercial establishments in the remainder of the City are served by septic tanks.

Florida City has no sewer lines. Elimination of wastes is implemented entirely by septic tanks. Homestead maintains a total of 64,400 feet of sewer lines which are concentrated in residential and commercial areas along Kröme Avenue and in the north area of the City around S. W. 6th Street. Force mains operate over a three block area on Campbell Drive and on North Flagler Avenue bordering the power plant.

PUBLIC SAFETY

The Florida City Police Department operates out of a central headquarters on Palm Avenue. Included within the building are four jail cells. Three police cars serve a chief and four officers. The department's communications are tied into Dade County's network.

Homestead maintains a 26 man police force including: a chief, two captains, three lieutenants, 16 patrolmen, one auto inspector, two secretaries, and one part-time school patrolman. Jail capacity is adequate for 66 prisoners in six cells. The City maintains six automobiles and two motorcycles. Communications for Homestead are tied into the City of Miami Police Department's network.

Military police authority is restricted to the Homestead Air Force Base. In cases of emergency, however, they may be deputized to aid in local police efforts.

Police facilities and patrolling for the unincorporated area around Homestead and Florida City are provided by Dade County Substation #4 in Perrine. This facility serves 1,350 square miles south of Tamiami Trail. All area south of S.W. 232nd Street is covered by two patrolmen in one vehicle.



The City of Homestead fire protection facilities, located at 325 N. W. Second Street, consist of three engines and a 31 man force. The force is made up of 16 full-time employees with the remainder on a volunteer basis.

The Fire Department of Florida City is located in the City Hall on Palm Drive. The department has three vehicles and is manned by three full-time fire-fighters and a 16 man volunteer force.

The unincorporated area surrounding Homestead and Florida City receives fire protection from the Dade County Fire Department. Metro stations #5 and #6 are located in Princeton and Florida City, respectively, and are the principal units for the unincorporated area. Both stations are equipped with an engine and three fire-fighters per shift. Also stations in Perrine and South Miami can be used as a backup, depending on the size of the fire.



SCHOOLS

Twelve schools in the Homestead-Florida City Area accommodate the educational needs of over 9,300 students. Of these facilities, eight are elementary schools, two are junior high schools and one is a senior high school. There are also two combined elementary-junior high schools.

The existing overall capacity of South Dade schools is established at 9,180 students--slightly less than the current enrollment. Facilities currently include 311 regular and 50 portable classrooms in all of the 12 schools. The most extensive use of portables are at the Air Base elementary, where ten now supplement 35 regular rooms, and at South Dade Senior High where 13 are being used. These two facilities also have two of the area's highest enrollments with 1,143 and 1,211 students, respectively. The greatest enrollment, however, is at Redland Elementary and Junior

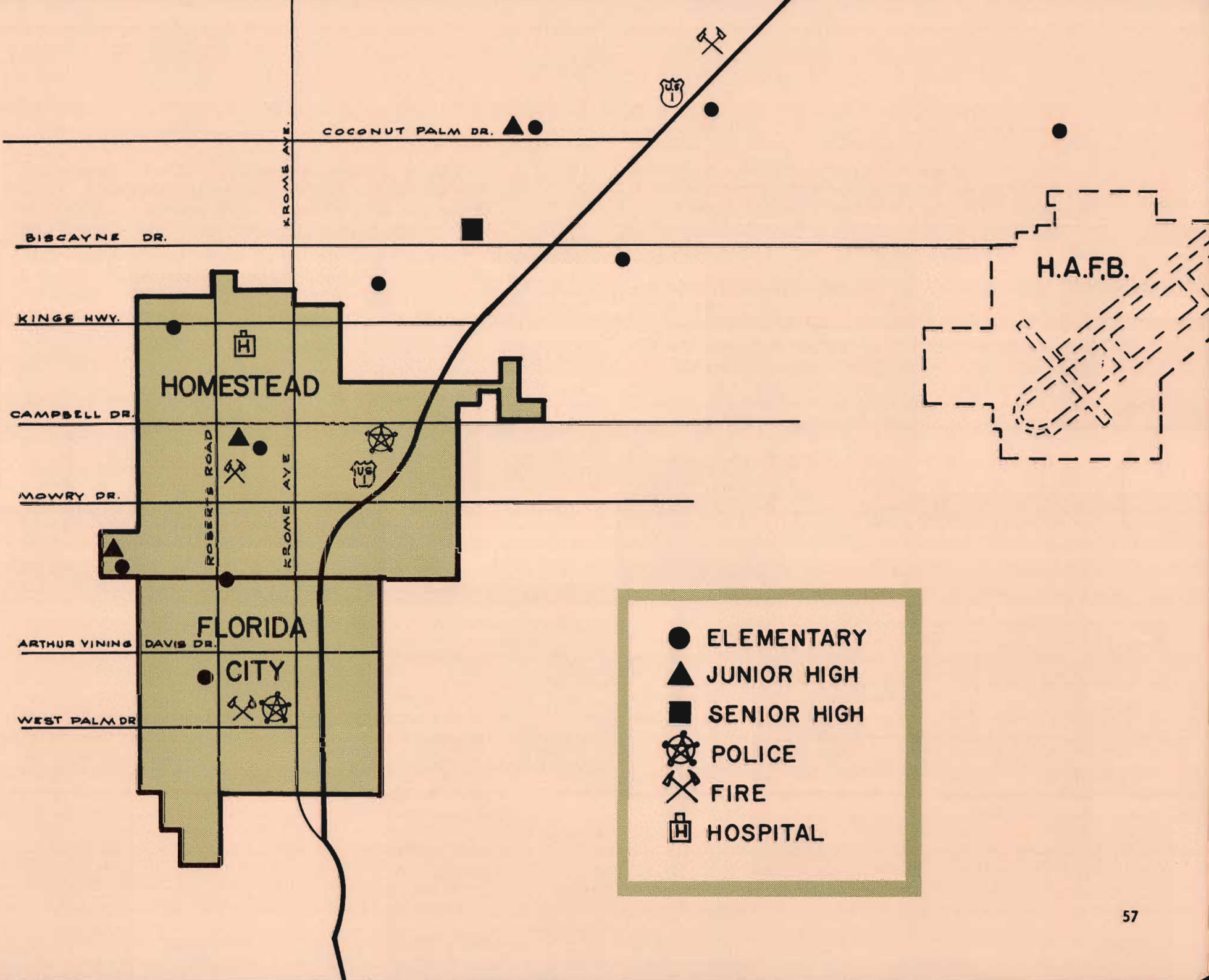
High, where 1,322 students attended classes during 1967-1968. Seven schools are currently operating with an over-capacity enrollment, with West Homestead by almost 40 percent. The least crowded is Cooper Elementary which is operating at about 60 percent of its capacity.

Site areas of the schools range from less than four acres (Lewis Elementary) to over 60 acres (South Dade Sr. High). The total amount of land devoted to schools is about 200 acres. In terms of total floor area, the largest school is South Dade Senior High with almost 103,500 square feet. Redland Elementary-Junior High approaches this size with about 96,000 square feet. The following table identifies each school facility and lists its enrollment and size characteristics.

EXISTING SCHOOL CHARACTERISTICS SOUTH DADE AREA

SCHOOL	GRADES	1967-68		FLOOR AREA	CLASSROOMS		SITE AREA
		ENROLLMENT	CAPACITY		PERM.	PORT.	
ELEMENTARY							
COOPER	1-6	451	750	33,000	25	2	15.0
FLORIDA CITY	1-6	320	360	27,023	12	0	10.0
LEWIS	1-6	688	615	30,940	21	1	3.6
REDONDO	1-6	370	360	27,990	12	0	8.6
AVOCADO	1-6	610	630	36,996	22	1	10.0
LEISURE CITY	1-6	780	630	37,487	22	6	10.0
AIR BASE	1-6	1,143	1,050	53,963	35	10	9.1
NARANJA	1-6	496	645	36,126	23	0	10.0
SUB-TOTAL		4,858	5,040	183,525	172	20	76.3
ELEMENTARY - JUNIOR HIGH							
WEST HOMESTEAD	1-8	849	600	36,097	20	8	20.0
REDLAND	1-9	1,322	1,410	95,979	48	4	30.0
SUB-TOTAL		2,161	2,010	132,076	68	12	50.0
JUNIOR HIGH							
HOMESTEAD	7-9	1,084	1,020	69,714	34	5	15.0
HIGH SCHOOL -							
SOUTH DADE	10-12	1,211	1,110	103,468	37	13	60.5
TOTAL		9,314	9,180	486,783	311	50	201.8

SOURCE: METROPOLITAN DADE COUNTY BOARD OF PUBLIC INSTRUCTION.



- ELEMENTARY
- ▲ JUNIOR HIGH
- SENIOR HIGH
- ★ POLICE
- ⚒ FIRE
- Ⓜ HOSPITAL

ELECTRICITY

The City of Homestead owns and operates the electric utility serving the City proper and outlying areas. Power is generated entirely by one centrally located generating facility, located on the east side of North Flagler Avenue, near the intersection of McMinn Road.

Approximately 5,300 customers are served by the generating capacity of 18,500 KVA. The service area outside of the city limits is bordered and enclosed by the electric distribution facilities of Florida Power and Light Company. As a result, some electric customers in the same general area may receive services partly from the City's distribution system, and partly from the distribution facilities of the Florida Power and Light Company.

The electric utility serving Florida City is provided on a franchise basis by the Florida Power and Light Company. The entire incorporated area of 1,574 acres is served by a single generating plant.

HOSPITALS

The James Archer Smith Hospital at 1220 N. W. 1st Avenue is the only major hospital facility within the Homestead-Florida City Area. This facility provides 75 beds and is staffed by 13 physicians and 160 full-and part-time employees. Ambulance service is obtained from the Randle-Eastern Ambulance Service. Medical facilities are also located at Homestead Air Force Base which serve many military personnel living in the Homestead-Florida City Area.

STORM DRAINAGE

Existing storm drainage for the City of Homestead is located along Krome Avenue, Flagler Avenue, S. W. 8th Street and other streets in the Central Business District. Present inlets for the City now number over 125 and additional inlets are being developed. Florida City's major drainage facilities extend along West Palm Drive.



LIBRARIES

Library needs of the Homestead-Florida City Area are served by the Lily Lawrence Bow Library at 212 N. W. 1st Avenue. It contains 20,000 volumes and a rare book collection, and is staffed by two full-time and two part-time employees. Several small school and church libraries, along with the County Bookmobile supplement the main public library.

Comment

Although the elements discussed in this report are individually important, their real significance lies in their relationships with one another. Only when viewed as a total system, can a valid understanding be attained of the various elements.

A knowledge of housing characteristics, for example, is of limited value without an understanding of the people who inhabit the units. And streets are important only in relation to the places they go and the people who use them.

This report has attempted to define those elements which make up the Homestead-Florida City urban environment. In many instances, data for both cities is presented in a combined manner. This approach has been followed to more clearly point out the physical and economic interrelationship of the two communities.

While the contents of this report deal primarily with what *is*, the next phase of the comprehensive planning program will deal with what *should be*. It will prescribe various policies and plans to guide future growth within and around the two cities. Development standards to achieve desired results will also be recommended.

CITY OF HOMESTEAD

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Stanley Wittkop
Carl Anderson
Charles Locke
Ruth Campbell
Fred Rhodes
George Wright

PLANNING COMMISSION

Dr. J. M. Daniels, Chairman
John Karsyz
Walter Wyatt
Mrs. Anne Polk Foulk
Dr. Roger Gunderson

CITY MANAGER

Olaf R. Pearson

CITY OF FLORIDA CITY

CITY COMMISSION

John Duggan, Mayor
Mabry Harris
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Max Marvin
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CITY MANAGER

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