



**Florida**

**Gold Coast  
Trade Area**



**Dade County**

**METROPOLITAN  
DADE COUNTY**

- MIAMI • HIALEAH • MIAMI BEACH • CORAL GABLES • NORTH MIAMI • NORTH MIAMI BEACH • MIAMI SPRINGS • OPA LOCKA
- SOUTH MIAMI • HOMESTEAD • MIAMI SHORES • WEST MIAMI • FLORIDA CITY • BAY HARBOR ISLANDS
- SURFSIDE • BISCAYNE PARK
- NORTH BAY VILLAGE • VIRGINIA GARDENS • EL PORTAL • BAL HARBOUR • SWEETWATER • GOLDEN BEACH • HIALEAH GARDENS
- PENNSUCO • MEDLEY • INDIAN CREEK VILLAGE • UNINCORPORATED AREA

TWENTY-SIX MUNICIPALITIES AND AN URBAN UNINCORPORATED AREA UNITED TO MEET A METROPOLITAN WIDE CHALLENGE IN THE FIRST METROPOLITAN GOVERNMENT IN THE UNITED STATES.

# METROPOLITAN PLANNING





## WHAT IS METRO?

Metropolitan Dade County is a modern and unique form of local government. In 1957, the people of the 26 municipalities and the large, unincorporated area of Dade County elected to create the first truly metropolitan government in the United States. Under the old, unwieldy form of government the complex problems facing such a sprawling metropolis presented grave difficulties. The problems were area-wide and crossed lines of jurisdiction. The efforts of the uncoordinated local governments were largely ineffective in meeting them. Under the new form of government more practical and efficient ways of dealing with problems are possible. Now, using the most modern administrative techniques, Metropolitan Dade County can meet these vexing area-wide problems with an area-wide coordinated effort.

The Metropolitan Home Rule Charter invests the new commission-manager form of government with some of the powers formerly exercised by the State Legislature. Many local problems need no longer be referred to Tallahassee but can be met with direct action at their source.

The Dade Charter encourages unlimited flexibility in attacking the complex problems of a metropolitan area. Urban areas in the unincorporated county can be efficiently and economically provided with the necessary facilities and services by this type of stream-lined government. Metro also coordinates the efforts of the 26 municipalities in area-wide matters. The 26 municipalities, varying in size from a half square mile to 35 square miles and in population from 59 to 284,500, operate a level of service in accordance with the needs and desires of their residents.

Metropolitan Dade County is an exciting innovation in American local government. Its highly flexible form produces efficiency and economy of operation and yet permits the fullest amount of direct participation by the local citizenry.

## WHAT IS PLANNING?

PLANNING IS A PROCESS OF CONTINUALLY LOOKING AHEAD. Through studies and projections, vital facts and trends can be brought to the attention of a community. These facts and trends can help clarify a community's idea of where it is going. In other words, planning studies and projections can help to establish community goals. They are the guideposts to progress.

PLANNING IS A PROCESS OF MAKING DECISIONS. In government, planning is essential if officials are to make correct policy decisions. Planning provides insight into the effect various proposals will have on the future of a community and frequently supplies workable alternatives to difficult problems.

PLANNING IS A PROCESS OF IMPLEMENTING POLICY. The Metro Charter specifically charges the metropolitan government with preparing and implementing long-range comprehensive development plans for the entire country. These plans, as provisioned by the charter, shall include county-wide programs of:

1. coordinated water, sewage and waste disposal systems
2. streets, highways, traffic and parking
3. utility and transportation systems
4. housing and urban renewal
5. hospitals, parks and other public facilities
6. zoning and business regulations
7. uniform building code
8. natural resource development
9. economic and social fact gathering and dissemination

PLANNING IS A PROCESS. Planning is *not* just the making of a plan. It is *not* just zoning, regulating new subdivisions, urban renewal or any individual project in itself. Planning is a continuous, coordinated and comprehensive guide for the future development of the metropolitan area.

## WHAT IS THE PRELIMINARY LAND USE PLAN?

The Preliminary Land Use Plan is Metropolitan Dade County's first comprehensive statement of its goals and aspirations for future development. This plan is the responsibility of **EVERY CITIZEN IN METROPOLITAN DADE COUNTY**. The objectives and policies stated in this report are for the review, discussion and comment of **EVERY** resident.

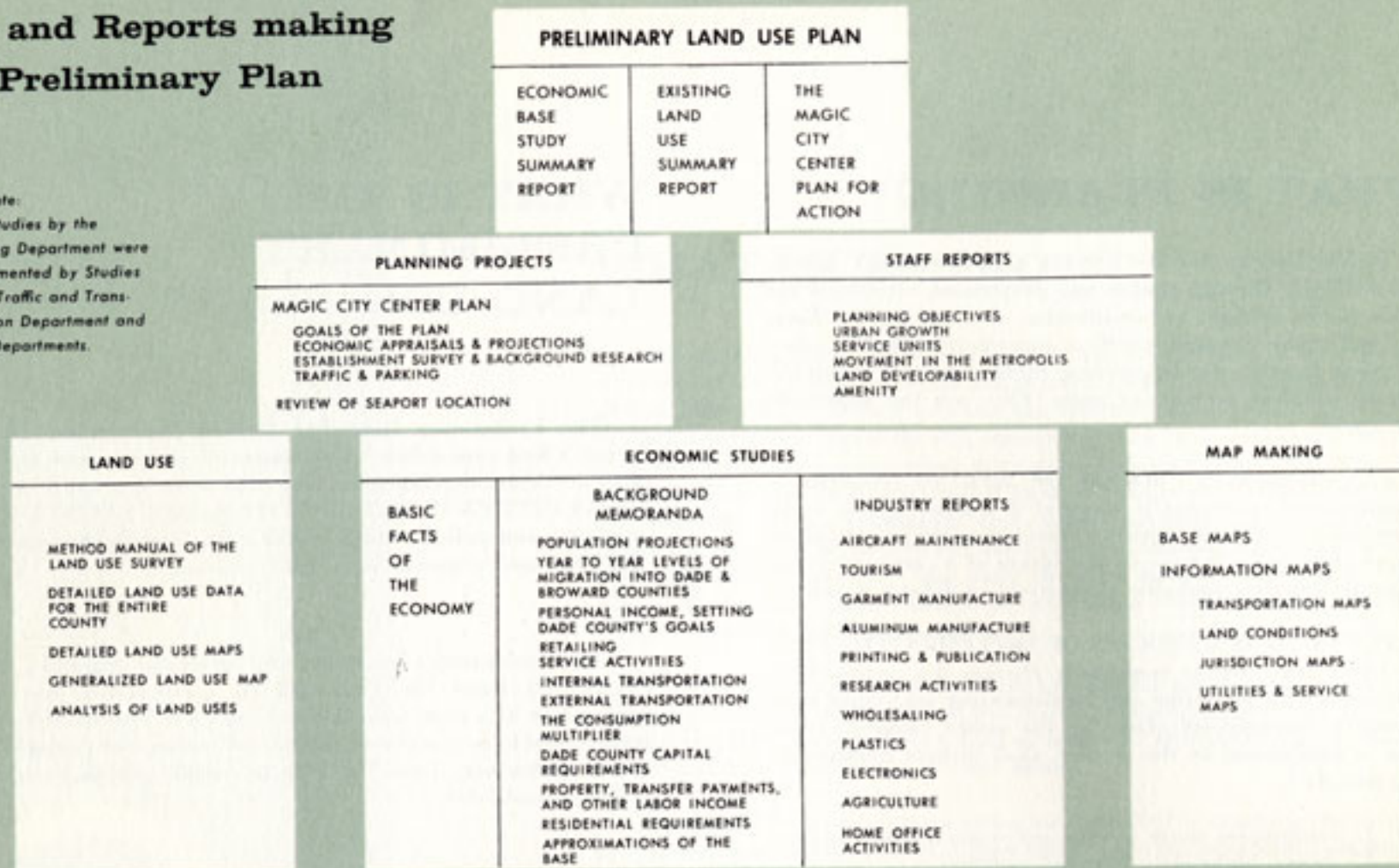
The community's reactions and decisions regarding the Preliminary Land Use Plan will be incorporated into the preparation of a more refined Land Use Plan. The refined plan is scheduled to be completed in 1962 and will extend the policies of the Preliminary Land Use Plan to specific proposals on the neighborhood level.

The Preliminary Land Use Plan is submitted to the people of Dade County in partial fulfillment of the mandate in the Metropolitan Charter to "prepare and enforce comprehensive plans for the development of the county". It marks the entrance of Metro into the full-fledged planning process. *A Land Use Plan is by no means an absolute or final statement.* It will change as conditions change. Planning is a long-range continuing process which cannot and should not stand still. There is no such thing as "one plan" for a community. The Preliminary Land Use Plan is the foundation upon which to work and build. Its contents should be read, studied, discussed and acted upon by every man and woman, young and old, in the community. This is our future!



# Studies and Reports making up the Preliminary Plan

Note:  
Basic Studies by the Planning Department were Supplemented by Studies of the Traffic and Transportation Department and other Departments.



## How the Preliminary Plan will be used

The Preliminary Plan should be used by public bodies and private interests as an important guide in making decisions concerning the development of Metropolitan Dade County. The plan, by clearly stating the community's objectives and policies, can serve as an invaluable source of reference and render each development decision more effective. It should set the general pattern for the future development of Dade County.

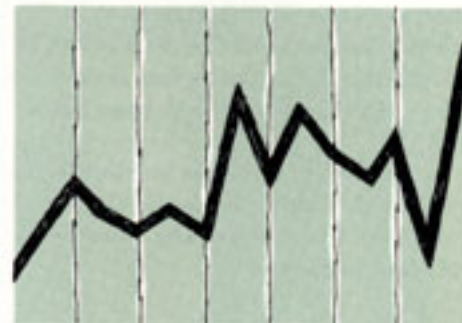
As shown in the diagram above, the Preliminary Plan represents many studies, much thought and discussion, and the coordination of a multitude of efforts. A cross section of basic facts, prospects and proposals has been analyzed in a series of technical reports which preceded the formulation of the Plan. This series of economic studies, population estimates, land use analyses and information maps, with accompanying statistical data, is available in limited supply and may be obtained from the office of the Metropolitan Planning Department.

# THE PROSPECTS FOR PLANNING

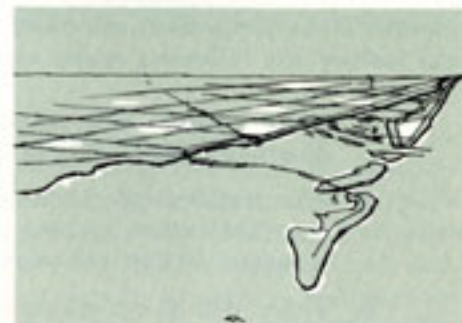
BASIC FACTS AND TRENDS AS RELATED TO ...



**PEOPLE**



**ECONOMIC DEVELOPMENT**



**THE ENVIRONMENT**



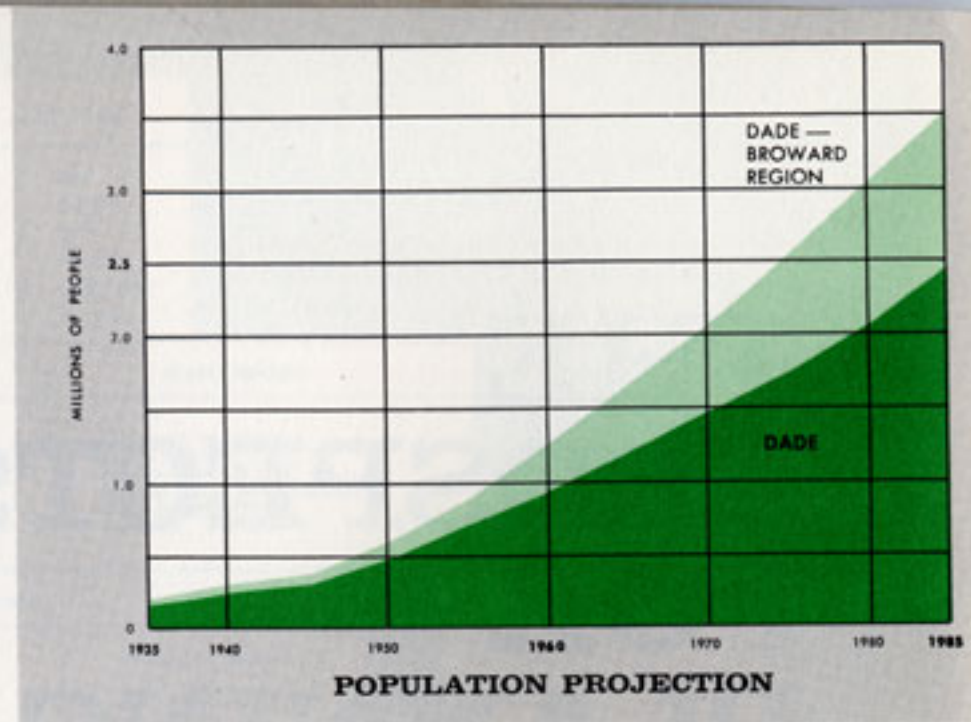
## PLANNING FOR PEOPLE

Planning, to be effective, must start with people. If successfully carried out, the Land Use Plan will, in some way, affect virtually every person in Metropolitan Dade County. In the past, an expanding population has been Dade's most important economic resource. In fact, in the majority of instances population growth has led economic development. The strong attraction of sunshine, blue water and tropical climate have made Dade County the fastest growing large metropolitan area in the United States. Since World War II, three-quarters of our population increase has resulted from an influx of residents from other areas. Although the number has fluctuated widely from year to year, the annual average has been about 37,000 additional persons.

Dade's population explosion has also had a marked effect on neighboring Broward County. In the past two years, the overflow has helped the latter to exceed Dade in the number of new residents.

The chart above shows 25 year population projections for the combined Dade-Broward region and Dade County. This length of time is selected as a reasonable limit considering present projection techniques and knowledge of population growth. These projections are based on studies of past growth and include the following major assumptions:

1. Dade County will maintain its position as the dominant center of the "Gold Coast" region.
2. The number of persons moving to the Dade-Broward region as new residents will approach a constant 60,000 per year.
3. There will be no major changes in the long-term ratio of births as compared to deaths.
4. The economy will develop sufficiently to provide adequate income for the growing population.



## URBAN GROWTH

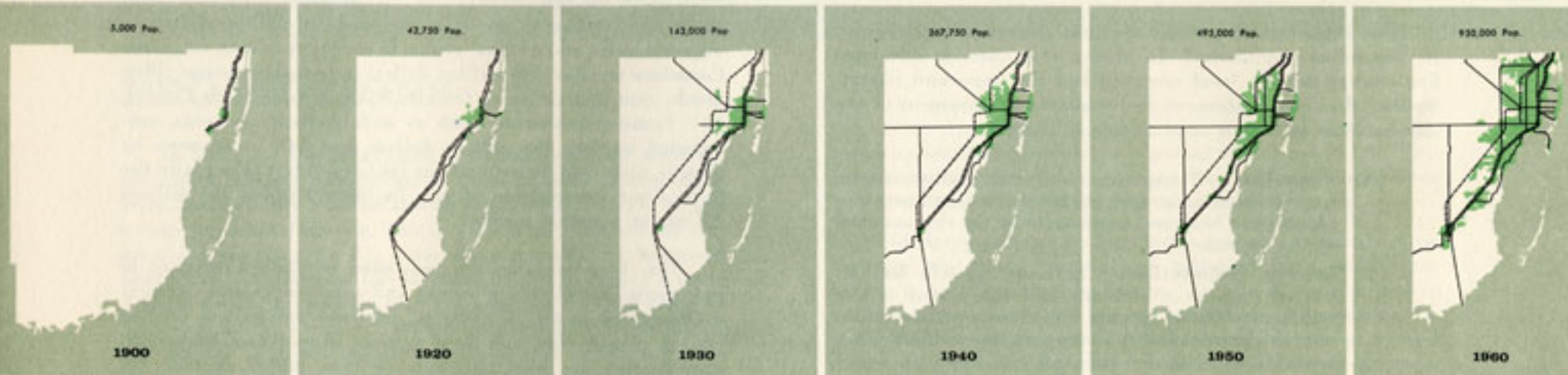
An overall view of urban growth in Metropolitan Dade County shows that it has pushed outward from a major center — the downtown core of the City of Miami. In the south part of the county a small urban center developed at Homestead as the focus of the surrounding agricultural area. The connecting link between the two centers (U.S. Highway 1) is flanked by development which varies from commercial to rural. The City of Ft. Lauderdale has also had a significant influence on Dade County growth. Urban expansion moving south from the Broward County center has joined with a similar expansion moving north from Miami. THE PATTERN OF FUTURE GROWTH WILL DEPEND GREATLY UPON THE INFLUENCE THESE URBAN CENTERS EXERT UPON SURROUNDING DEVELOPMENTS.



Population growth means urban growth as more and more land is used as homesites for new residents. Dade County's urban growth throughout the past six decades has been phenomenal. An examination of this rapid increase provides an insight into future expectations and preparations necessary to accommodate continued expansion.

The year 1896 marked the arrival of Henry Flagler's Florida East Coast Railroad and the incorporation of the City of Miami.

The decade ending in 1930 is summarized in many minds by a simple phrase "boom and bust". Florida caught the imagination of the nation and "wonder cities" appeared almost overnight. A fever of over-speculation and over-subdivision swept the area. Unfortunately, the economy stood on feet of clay and in 1926, badly weakened by a disastrous hurricane, it crumbled. During the depression years of the early thirties the tourist industry had enough vitality to keep south Florida development going, albeit at a substantially slower pace. After the "bad times" tourists started to come in droves, many of them for the first time by airplane, and Miami became the winter vacation



The railroad, and the highway paralleling it, opened south Florida to the world.

During the next 20 years development began to speed up. Mr. Flagler extended his railroad through the rich agricultural areas around Homestead and all the way to Key West. John Collins built a wooden bridge from Miami to Miami Beach, at that time a swampy strand across Biscayne Bay. The new form of transportation, the automobile, opened both sides of the Bay to the cultivation of a crop far more lucrative than oranges and tomatoes — namely, tourists.

capital of the country.

During the years of World War II growth was moderate; however, a multitude of servicemen and their families were introduced to the amenities of subtropical living. The war ended with an explosion of pent-up demands for housing and vacations. The Miami Beach hotel builders worked round the clock and a new boom was on. The past decade has seen a sustained and rapid growth for all of Dade County. Very close to the million mark in population, the county is now a major metropolis with all the advantages and problems that are characteristic of such size and complexity.



# ECONOMIC DEVELOPMENT

A larger population and more urban growth will mean more homes, more jobs, more businesses and more economic activity in Dade County. Today's total of 300,000 homes will increase to nearly 800,000 in the next 25 years. Most of them will be better homes because people will have higher incomes and will be able to afford more adequate shelter. Retail sales in 1985 can be expected to total 5.2 billion dollars distributed among more than 20,000 retail establishments. Nearly one-half million additional jobs must be created by 1985 to support the anticipated population increase.

## Characteristics of the Economy

Can Dade County provide the jobs, homes and services for its expanding population? To answer this question one must first understand the local economy and the important characteristics that have influenced the economic development of the metropolitan area as it appears today. These are:

1. **Amenities** — Pleasantness and the ability of the natural environment to attract tourists and new residents have been and continue to be the raw material of the economy.
2. **Growth Orientation** — Continued growth has attracted outside investments and has added to the community's basic income. Population expansion results in a greater ability to support more self-servicing activities, thereby raising the rate of local consumption.
3. **Labor Orientation** — The continued influx of people many of whom are well trained, allows local industry to take advantage of a valuable skilled labor supply.
4. **Absence of Physical Resources** — Dade County offers ample reserves of limestone and fresh water, but it contains few other natural resources which can be utilized technologically.
5. **Geography** — Situated at the extreme end of the Florida peninsula, the county is far removed from the major United States markets; however, it is the North American gateway to the expanding Caribbean and Latin American population centers.

6. **Diversity** — As evidenced by the broad distribution of personal incomes, Dade County has a well diversified economic base to protect against intense fluctuations in individual industries.
7. **Easy Entry** — With the exception of certain tourist facilities and airline installations, Dade County businesses are characterized by low capital requirements.

## Personal Income — The Measure of Prosperity

The fundamental measure of an area's well being is the personal income of its residents. The chart on the opposite page shows how personal incomes are created in Dade County. Four sources totaling 1.3 billion dollars make up the community's *foundation income*, namely: (1) Businesses which sold their goods and services to non-residents paid 850 million dollars in wages, salaries and owners' profits to county residents, (2) Dade Countians received 148 million dollars in property income (dividends, rent and interest) from holdings outside Dade County, (3) Transfer payments, such as social security benefits, contributed another 165 million dollars, and (4) Investments by outside firms and individuals in Dade County (principally the finance and construction of new buildings) added 163 million dollars to personal income.

This foundation income was used by Dade Countians to pay mortgages, to buy groceries and cars, for movies, medical expenses and so on. In doing so, personal income was created for the people who sold their services in mortgage brokerage, grocery and car sales, etc. This, in turn, added another 770 million dollars to the county's total personal income. The second figure represents 58% of the community's foundation income. Thus, every dollar of personal income that was paid to Dade Countians by outside firms was increased to \$1.58 through the consumption activity of the recipient. The factor of 1.58 then, is called the *consumption multiplier*.

The *total personal income* in Dade County can be computed by applying the consumption multiplier to the foundation income. This total personal income figure when related to population, is the best indication of the county's economic well being.



## How Dade Countians Earned Their Incomes in 1959

**FOUNDATION  
INCOME  
\$1,330 MILLION**

PERSONAL INCOME FROM  
FOREIGN INVESTMENT

TRANSFER PAYMENTS

PROPERTY INCOME FROM  
NON-LOCAL INVESTMENTS

PERSONAL INCOME RECEIPTS  
GENERATED BY BASIC  
INDUSTRIES

**X**

**THE  
CONSUMPTION  
MULTIPLIER  
1.58**

**=**

**TOTAL  
PERSONAL  
INCOME  
\$2.1 BILLION**

## PROJECTIONS

In order for the anticipated 2,500,000 people to maintain per capita incomes comparable to those of other metropolitan areas, Dade County must be able to produce almost nine billion dollars in personal income. *This is 4 times our present total personal income for only 2½ times more population!* Increased productivity can account for one-third of this projected income if Dade County keeps pace with the expected national trend in higher worker productivity (worker productivity is a measure of the amount of goods or services a man can produce in one hour). The remaining two-thirds of the personal income goal must, therefore, come from an expansion of our economic base. How this expansion is possible is illustrated by the personal income equation above. Total personal income will increase if foundation income increases, if the consumption multiplier increases, or if both increase.

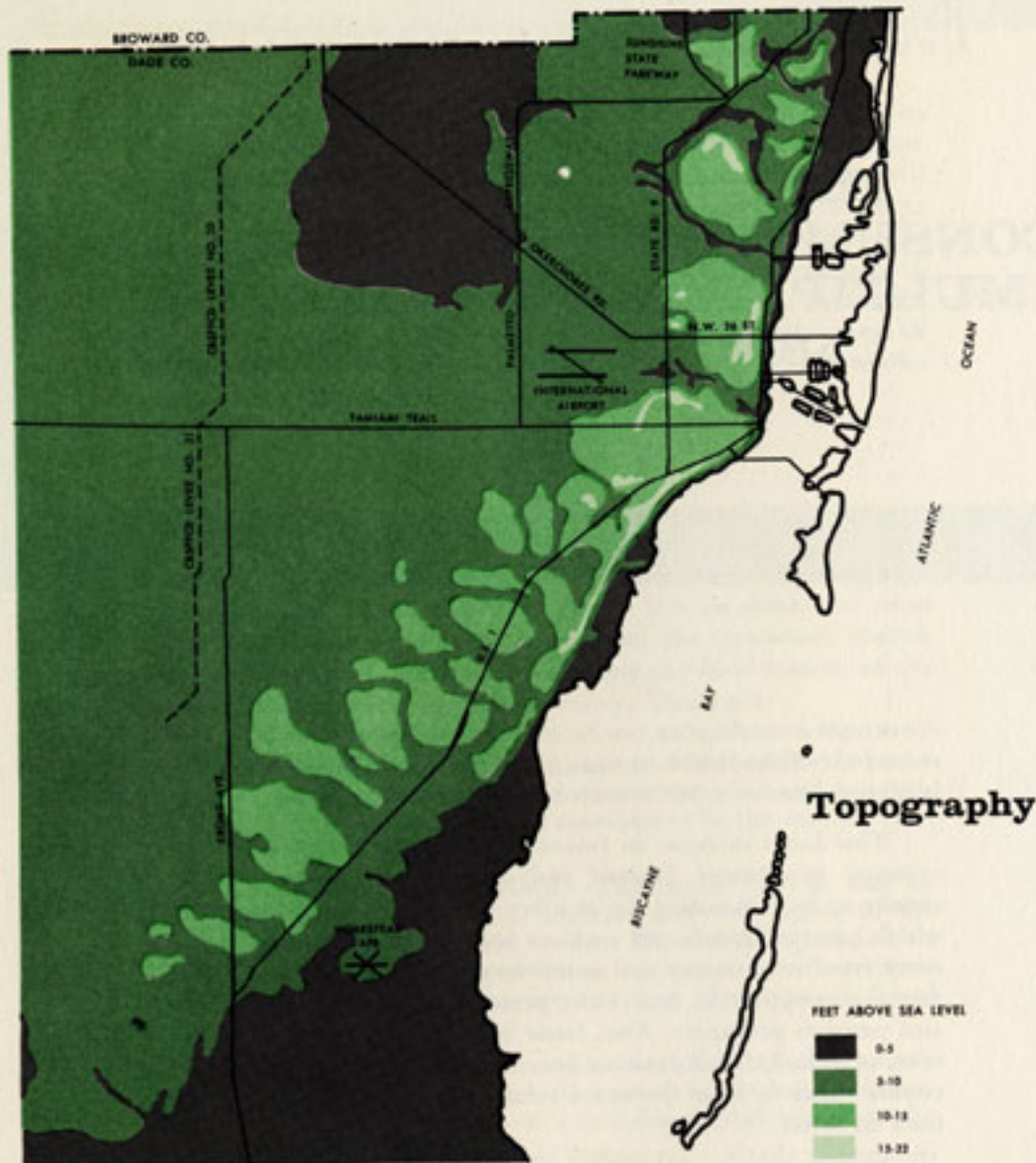
There is every reason to expect that as the county grows the consumption multiplier will increase. As a community grows, it becomes more self-sufficient and better able to finance its own expansion. However, even with an increased consumption multiplier, there will still be an essential need to greatly expand the foundation income. With a population of 2½ million, the

consumption multiplier can be expected to increase to 1.85. This means the foundation income must then represent over three billion dollars — a 140% increase over the 1960 figure.

This large increase in foundation income can occur by increasing investment income and annuities from outside the county or by expanding the number and size of basic industries which produce goods and services for sale to non-residents. Income from investments and annuities should increase at a faster rate than population due to the present emphasis on retirement and pension programs. Also, basic industries can expand; however, it is doubtful if existing ones have the growth potential to enable them to bear the same relative load in the future that they do today.

New industries must be created in Dade County. New techniques in processing and marketing must be developed. A reconstructed economic base, improved methods, materials, machines and a generally heightened efficiency of the community as a whole is necessary to meet the challenge of future growth. The plan and policies for future development should encourage this greater efficiency and the reconstruction of our community's economic base.





## THE ENVIRONMENT

### LAND

Land is a basic resource. It is used to grow crops, support livestock, or for productive urban activities. Throughout the history of Dade County, land has been a key factor in determining the growth pattern. Although far less pronounced than in other areas of the United States, distinct differences do exist in the suitability of local land for urban use. Much of Metropolitan Dade County is low ground. The map at left shows that elevations in the county range from 0 to 22 feet above sea level. The highest elevations occur along the rock ridge which runs in a northeast-southwest direction close to the shoreline and which averages between 10 and 15 feet above sea level. From this ridge the land slopes almost imperceptibly towards the west to a low elevation of 5 to 6 feet above sea level near the center of the county. The land then rises again toward the northwest attaining an elevation of 10 feet. East of the ridge the land slopes gently to sea level.

The table top flatness of Dade County creates serious problems of drainage and water control. Fresh water from the Everglades and salt water from Biscayne Bay seeps through the porous underlying rock formation and creates problems of ground water elevation and salt water intrusion. The water problem in Dade County is controlled somewhat by the establishment of "flood criteria" which specify minimum elevations for land to be used for urban development. The flood criteria are based on the coordinated network of local and regional levees and drainage canals which are part of the vast Central and Southern Florida Flood Control District.



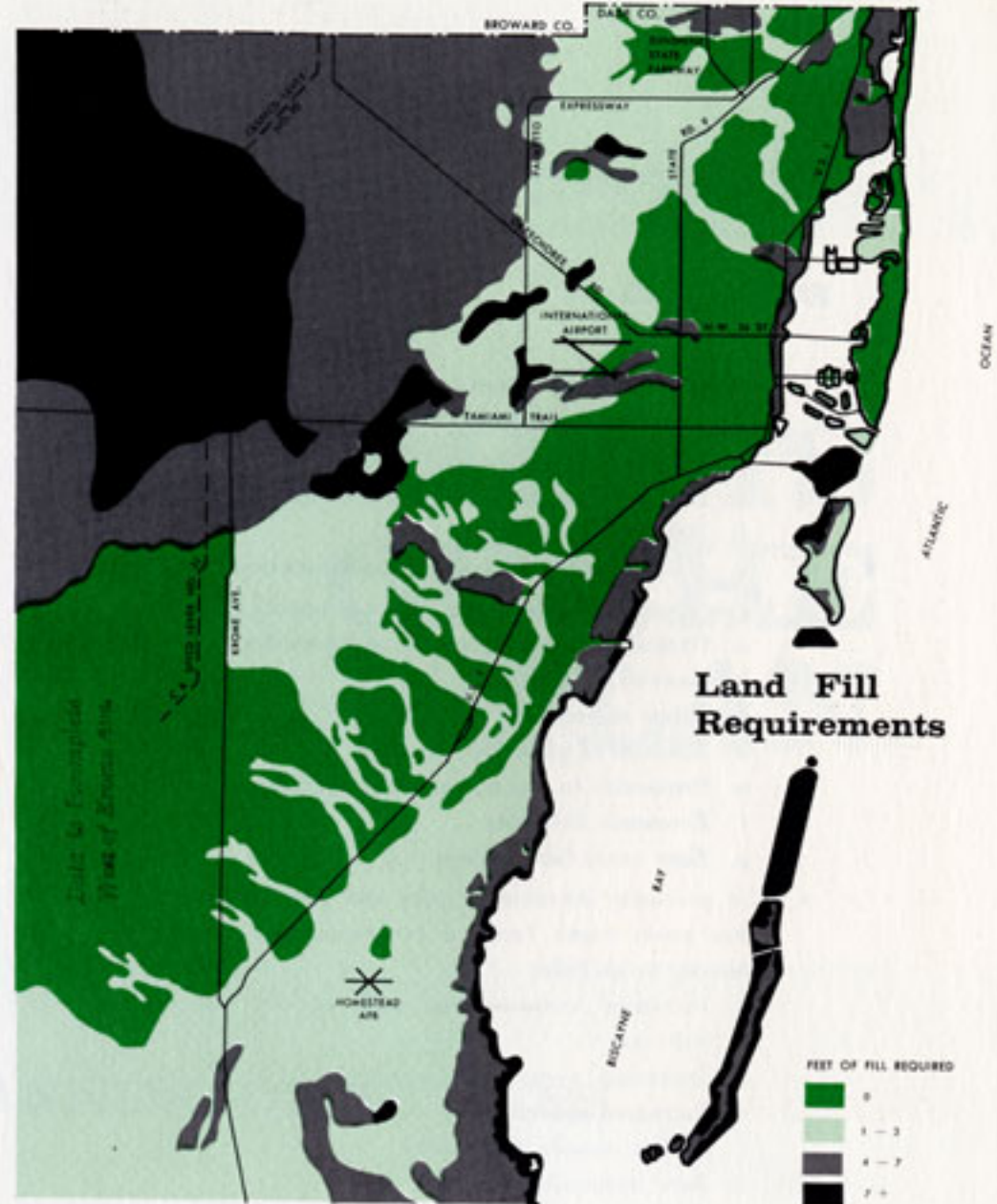
## DEVELOPABILITY

In the past, urban development has been attracted to the high pine lands in the coastal ridge area and to filled lands along the bay and ocean. Low-lying lands to the west have been plagued by flooding problems and, therefore, have remained largely undeveloped. As the local network of canals and levees is completed, more and more of these lands will become developable. By comparing natural ground levels to established flood criteria elevations the degree of developability can be measured.

The illustration at right combines this measurement with two other important physical characteristics of land in Dade County. The first concerns the nature of soils. Not all soils, especially peat and muck, will support urban development. These organic soils must be replaced before the land is suitable for use.

The second characteristic is the shallowness of Biscayne Bay and the ease with which new lands can be "created". Navigation and hydrographic flow in the bay are protected by the "bulkhead line" which establishes the limits for the extension of present shorelines and the fill of bay-bottom lands.

The illustration shows the number of feet of fill necessary today to make any parcel of land suitable for urban development. It considers natural ground levels, flood criteria, depth of organic soils and the location of the approved bulkhead line. The map illustrates the influence that physical land characteristics have on urban development in Dade County. This picture will be modified as new levees and canals are constructed and drainage improved, thus permitting the revision of the above mentioned flood criteria.





## PROSPECTS IN SUMMARY

### ECONOMIC

1. Metropolitan Dade County should plan for a resident population of 2,500,000 by the year 1985.
2. This population increase will require:
  - a. 500,000 more jobs
  - b. 500,000 more homes
  - c. A fourfold increase in personal income
3. Major characteristics of the future economy:
  - a. Overwhelming importance of amenities
  - b. Growth orientation
  - c. Labor orientation
  - d. Absence of physical resources
  - e. Proximity to Latin American markets
  - f. Economic diversity
  - g. Easy entry for business
4. The necessary increase in jobs and personal income must come from a restructuring of the economy to include:
  - a. Increased consumption and capital self-sufficiency
  - b. Increased worker productivity
  - c. Increased income from investments and annuities outside the county
  - d. New industries
  - e. New technologies in existing industries

### ENVIRONMENTAL

1. The growth of Metropolitan Dade County has been outward from the Miami central core.
2. This urban growth has been shaped by:
  - a. A tendency to follow the coastal ridge to the Homestead agricultural center
  - b. A pull northward toward Broward County and the remainder of the nation
  - c. A pull toward Biscayne Bay and the Atlantic Ocean
  - d. Limited expansion in the low-lying lands to the west
3. Land and water in Metropolitan Dade County are linked by surface drainage problems, subsurface water control problems, salt water intrusion problems and a propensity to fill submerged land in shallow Biscayne Bay.
4. Land fill requirements will greatly influence the location of future developments.

Existing uses and objectives for the  
future development of ...

- 1. LAND USE**
- 2. SERVICES**
- 3. TRANSPORTATION**

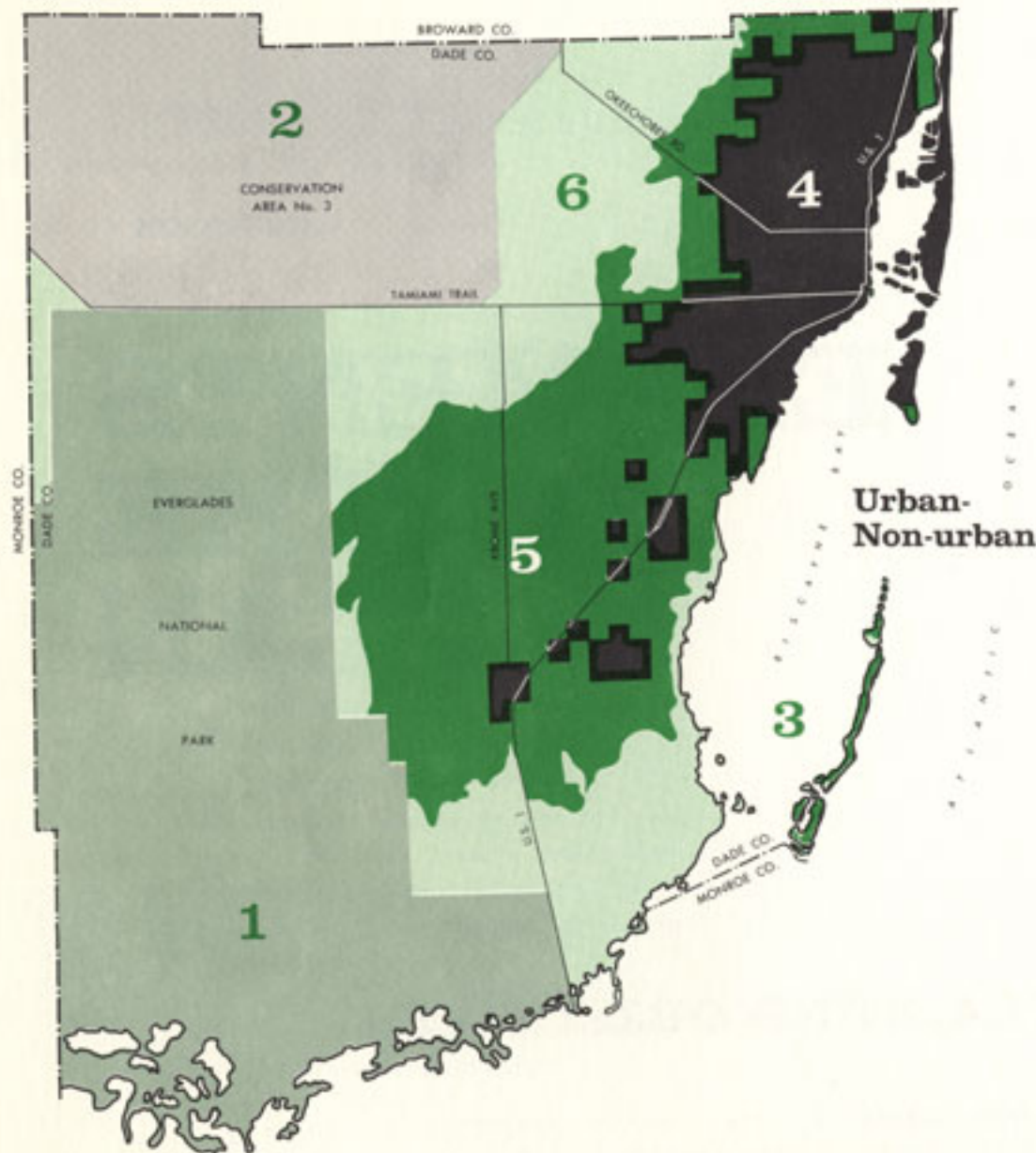


# **ELEMENTS OF THE PLAN**

## **FOUR GENERAL PLANNING OBJECTIVES**

1. **HEALTH AND SAFETY** – freedom from hazards in Dade County's environment.
2. **AMENITY AND CONVENIENCE** – attractiveness, pleasantness and variety in metropolitan surroundings.
3. **EFFICIENCY AND ECONOMY** – greatest benefit from land development, public services and facilities.
4. **ECONOMIC PROSPERITY** – continued growth of economic opportunity and personal income.





## LAND USE

The elements of this plan are land use, urban services and transportation facilities. The use of land is the primary consideration in achieving objectives for future urban growth. The way land is used in Dade County reflects the economic factors discussed previously, the physical characteristics of the land, the urban services available and the transportation systems which exist in the metropolitan area. The first key to present problems and future objectives for urban growth is the existing land use pattern.

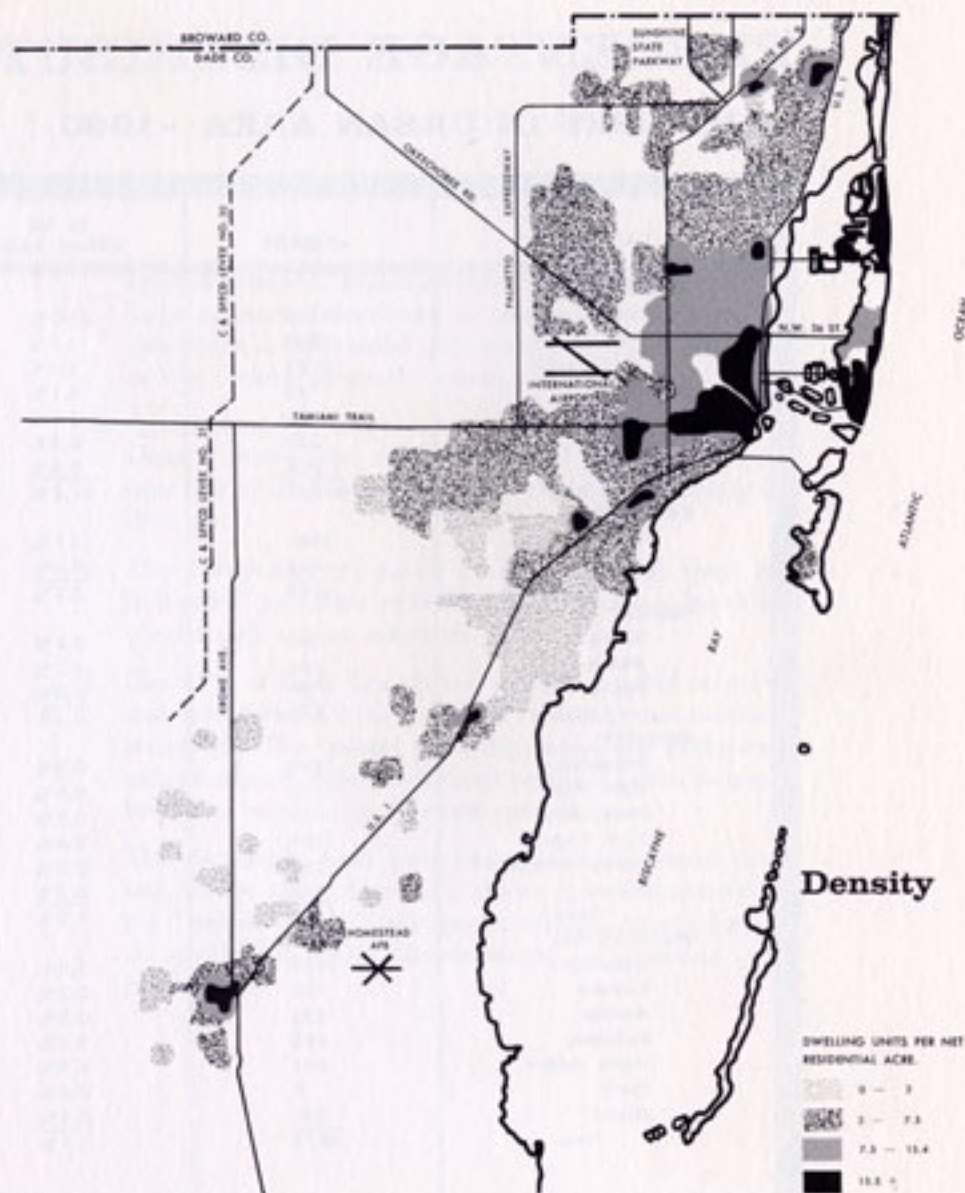
The map at right shows the various types of land uses throughout the county. In total area, Metropolitan Dade County encompasses 2,352 square miles. Of this amount, 1,372 square miles are not available for development. "Off limits" lands include: (1) 650 square miles in the Everglades National Park, (2) 368 square miles in the Central and Southern Florida Flood Control District Conservation Area #3, and (3) 354 square miles in Biscayne Bay and ocean waters. The remaining 980 square miles is available for development. Of this area, (4) 199 square miles are now in urban use and 781 square miles are non-urban. The non-urban area is comprised of (5) 455 square miles of developable land and (6) 326 square miles of glade and marsh lands which cannot be used for urban development without major land fill and drainage improvements.

MAP KEY NUMBER	CATEGORY OF LAND	SQUARE MILES	% OF DADE COUNTY
1	Everglades National Park	650	27.6
2	Water Conservation Area #3	368	15.6
3	Biscayne Bay and Ocean Waters	354	15.1
4	Urbanized — 1960	199	8.5
5	Non-urban Developable	455	19.3
6	Non-urban Undevelopable	326	13.9
	Total	2,352	100.0

Residential density refers to the number of people living on a given amount of land. The darker tones on the map to the right indicate the higher densities of urban living; the lighter tones indicate suburban and estate densities.

Density is a key consideration in planning for future development. As density increases or decreases the whole nature of needs, problems and solutions change drastically. A high density urban community has different park, sewer, policing, etc., requirements, as well as different zoning, parking and housing problems, than a low density suburban community of the same size. In order to provide flexibility in planning for future residential development, the Preliminary Plan deals in terms of densities.

Urban density and growth in Metropolitan Dade County has been affected by the influence of urban centers. Not only has growth been outward from the Miami core, but high densities have remained clustered around this and other centers. However, the influence of the Miami Center has weakened and the general pattern of development in the county has been at an overall *low* density. This has resulted in a sprawling suburban metropolis.





# PERCENTAGE DISTRIBUTION

## LAND USES IN URBAN AREA - 1960

CATEGORY	ACREAGE	% OF URBAN AREA	CATEGORY	ACREAGE	% OF URBAN AREA
<b>RESIDENTIAL</b>			<b>PARKS &amp; RECREATION</b>		
Single Family	39526	31.0%	Parks	2629	2.0%
Two Family	1800	1.4%	Play Grounds	218	0.2%
Multi-Family	1783	1.4%	Golf Courses	1604	1.3%
Rooms	78	0.1%	Cemeteries	344	0.3%
Camps	24	0.0%	Total	4796	3.8%
Trailers	328	0.3%	<b>TRANSPORTATION</b>		
Mixed	708	0.6%	Terminals	6784	5.3%
Total	44248	34.8%	Railroad	830	0.6%
<b>COMMERCIAL</b>			Utility	529	0.4%
Retail	3940	3.1%	Streets	22966	18.0%
Mixed	458	0.4%	Parking	249	0.2%
Total	4398	3.5%	Mixed	158	0.1%
<b>TOURIST</b>			Total	31516	24.6%
Hotels	549	0.4%	<b>AGRICULTURE</b>		
Motels	264	0.2%	Groves	687	0.5%
Mixed	57	0.0%	Crops	2102	1.7%
Total	870	0.6%	Mixed	48	0.0%
<b>INDUSTRY</b>			Total	2837	2.2%
Extraction	339	0.3%	<b>UNDEVELOPED</b>		
Light Mfg.	639	0.5%	Vacant	29815	23.4%
Heavy Mfg.	434	0.3%	Glades	20	0.0%
Light Storage	569	0.4%	Marsh	78	0.1%
Heavy Storage	250	0.2%	Total	29913	23.5%
Mixed	343	0.3%	<b>WATER</b>		
Total	2575	2.0%	Lakes	1104	0.9%
<b>INSTITUTIONAL</b>			Courses	1290	1.0%
Education	1909	1.5%	Bay		0.0%
Cultural	199	0.2%	Total	2394	1.9%
Medical	232	0.2%	<b>TOTAL</b>	<b>127381</b>	<b>100.0%</b>
Religious	498	0.4%			
Public Adm.	641	0.5%			
Penal	6	0.0%			
Mixed	351	0.3%			
Total	3835	3.1%			

"Mixed" category indicates two or more categories of use on the same parcel of land.

## URBAN LAND USES

A lot by lot survey of all land uses in Dade County was completed early in 1960. A map showing generalized existing land use is contained in the pocket at the back of this report. Some of the results are summarized in the table on the opposite page. Major land uses in the urban metropolitan area are:

1. Single family homes (31% of the urban area)
2. Vacant high land (23% of the urban area)
3. Streets and highways (18% of the urban area)

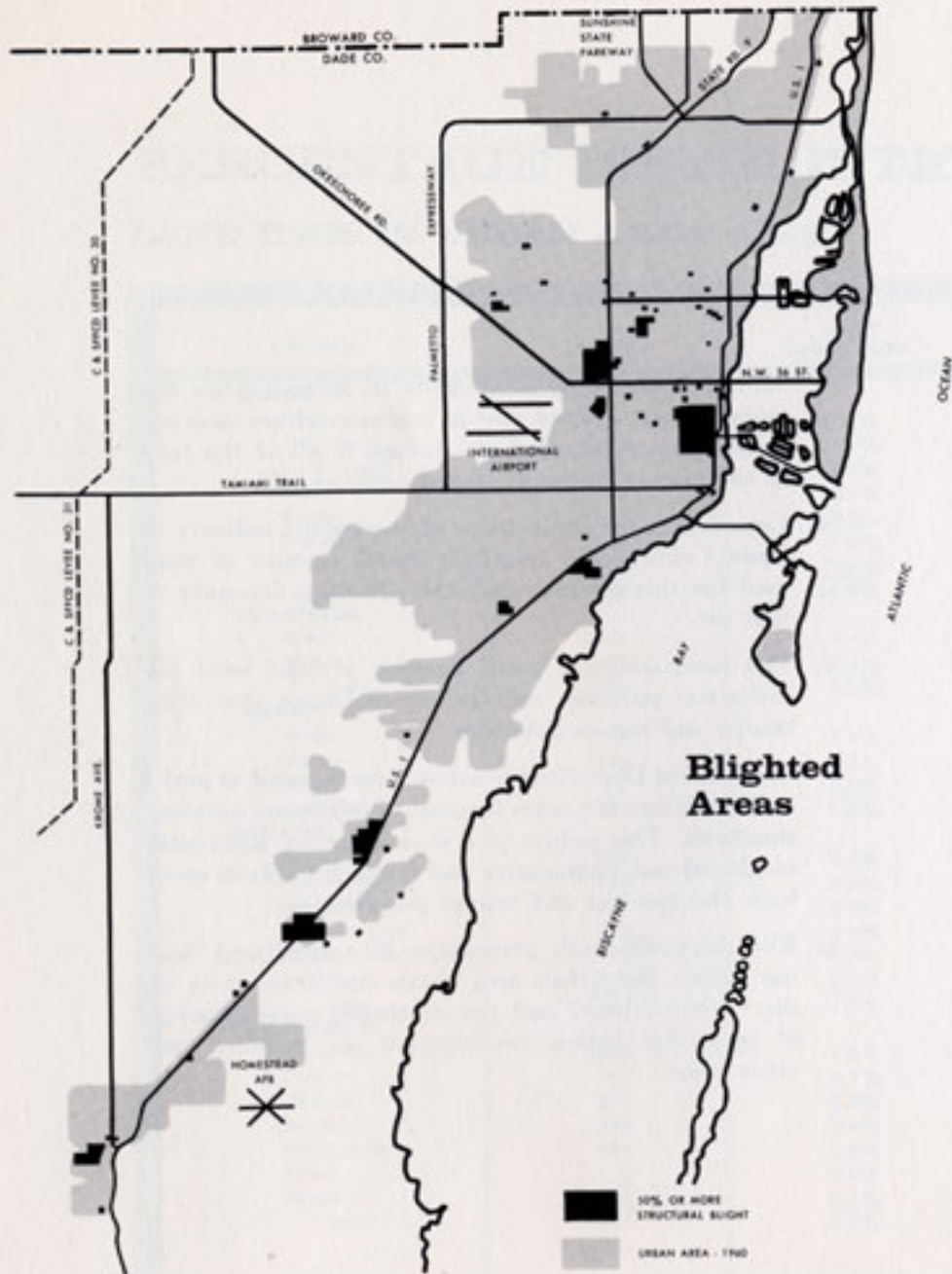
Analysis of the existing land use data indicates the following:

- a. The high percentage of single family homes emphasizes the low density nature of existing development.
- b. The relatively large percentage of vacant land shows a great potential for growth *within* the existing urban area.
- c. The amount of land devoted to commercial activities in Dade County is somewhat higher than in other metropolitan areas of similar size. This higher percentage reflects the large number of marginal, low-

capital business establishments in Miami. Even the large amount of land now in commercial use does not constitute a substantial percentage of all of the land in the county presently zoned commercial!

- d. Considering the importance of the tourist industry to Dade County, the relatively small amount of land used for this purpose indicates the high intensity of that use.
- e. The comparatively small amount of land used for industrial purposes reflects the emphasis placed on tourist and service activities.
- f. The 3.1% of Dade County urban land devoted to parks and recreation is a mere fraction of minimum national standards. This points to a dire need for additional neighborhood, community and regional parks to serve both the resident and tourist populations.
- g. The relatively high percentage of agricultural land use within the urban area shows the irregularity of the "urban fringe" and the continued encroachment of sprawling urban development on farming and grove areas.





## URBAN BLIGHT

The detailed land use survey recorded not only the kind of land use, but also a rough estimate of the quality of land use. The metropolitan area was visually checked for physical deterioration and those blocks which exhibited 50% or more structural decay were noted. The map at left shows the location of all blighted areas in Dade County. These pockets of slum, or near slum, conditions constitute a dangerous threat of spreading deterioration to the healthy sections of the community.

Other measures of urban decay, such as overcrowding, insanitary facilities, lack of light and air, lack of recreational space and facilities, etc., are equally important but have not yet been surveyed in detail. The existence of blighted areas indicates a need for a minimum housing code, the strict enforcement of building codes and off-street parking regulations and the provision of adequate public facilities and services. Total redevelopment is required in the most seriously decayed sections. Rehabilitation and conservation of borderline areas is also needed to prevent the spread of blight and preserve the important amenity values of the metropolitan area.

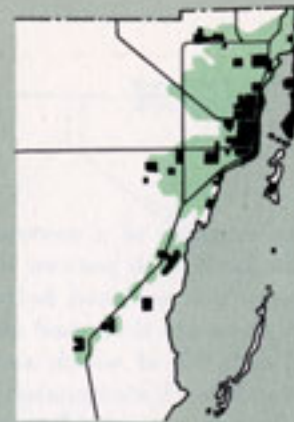
## URBAN SERVICES

Urban services in Dade County are provided in a fragmented, inefficient and complex geographical pattern. Take the water supply for example. Ten municipalities operate their own water systems. The City of Miami wholesales water to five communities and retails water to three others. Municipalities which purchase water wholesale from Miami serve six additional areas in the county. Added to the municipal systems are 23 private companies scattered throughout the county. An uncounted number of private residents have their own wells. In some cases, water is sold to three different jurisdictions before it reaches the consumer.

The provision of sanitary sewage disposal is as inefficient as the water system. The incomplete and disjointed pattern of sanitary sewers has not been able to keep up with the rapid growth of the metropolis. Only one-third of the county's population was served by sanitary sewers in 1958. In some areas severe health problems have been created when standing storm water or ground water has been polluted by sewage.

The illustrations on the right graphically show the scattersh of the water and sewer systems throughout Metropolitan Dade County. The bottom illustration shows that in comparison to National Board of Fire Underwriters Standards, some parts of the county are well served by fire protection facilities, some are not, and some are served by duplicate facilities. This inefficient system of fire protection results not only in uneconomical expenditures of public funds but in higher insurance rates for a large number of local residents.

Metropolitan Dade County should be adequately served by a **FULL RANGE** of urban facilities and services. Future growth should not compound the already burdensome service problems. To accomplish both of these objectives, the urban area should be patterned into a series of logical, geographical service units of a size that will make the provision of all services efficient and economical.



### SEWER

URBAN AREA - 1960  
SERVED BY SEWER SYSTEM



### WATER

URBAN AREA - 1960  
SERVED BY WATER SYSTEM



### FIRE

URBAN AREA - 1960  
NBFU SERVICE AREAS



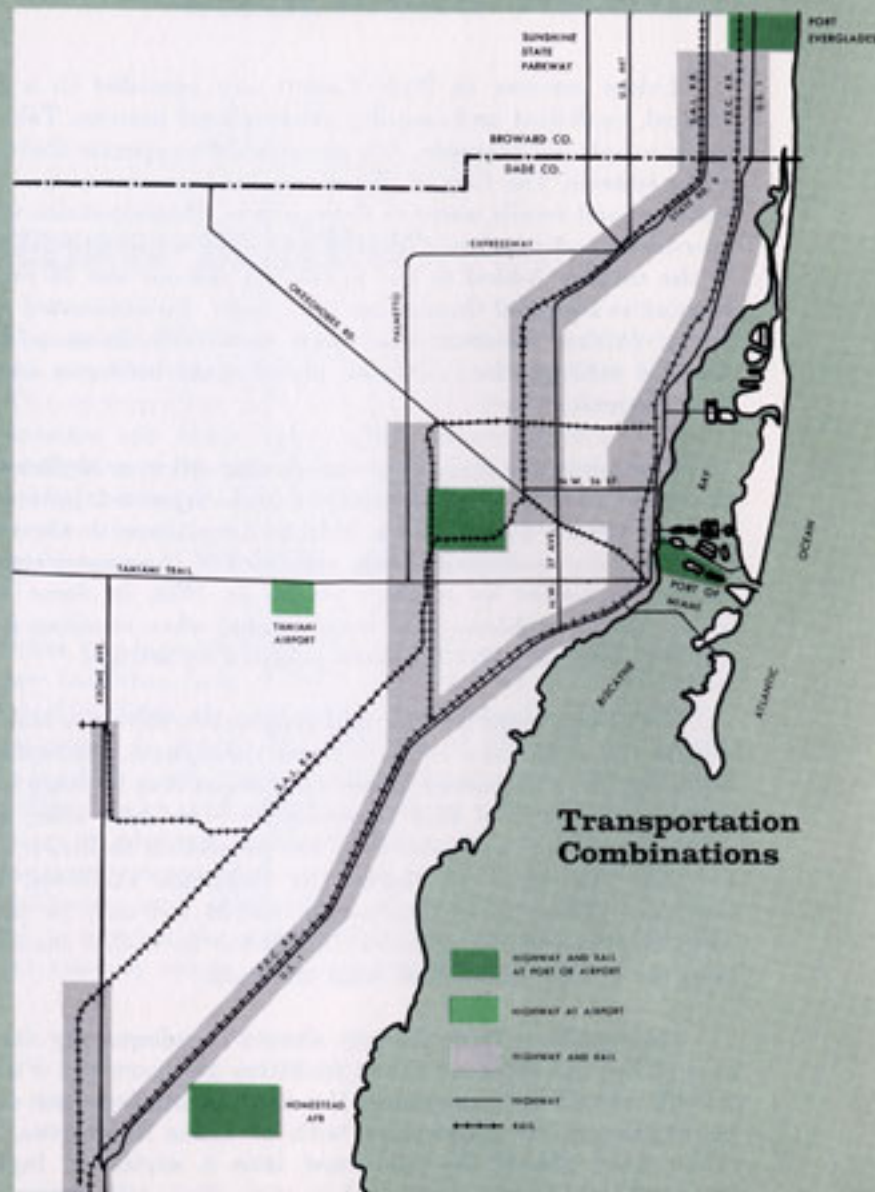
# TRANSPORTATION FACILITIES

Dade County is an outstanding example of a metropolitan area dominated by private vehicles. Its growth pattern has not followed that of older urban areas which matured before the automotive age. On an average day there are three and one-half million person-trips in the county, only 9% of which are made by means of public transportation facilities. Unfortunately, local bus systems have concentrated primarily on providing service to and from the central business district rather than a thorough coverage of the area. This has resulted in overcrowding conditions on streets and highways and is one of Dade County's most critical problems.

Metropolitan Dade County is virtually the "end of the line" in the southeast United States. The only movement through the county on land is the comparatively small number of trips on U. S. Highway 1 to and from the Florida Keys. Miami is the terminus of two railroads, the Florida East Coast and the Seaboard Air Line. This dead end situation presents a serious back haul problem to the railroads since there is a lesser amount of goods going north than there is coming south.

The present seaport of Miami is inadequate and seriously deteriorated. It cannot accommodate major passenger liners or large cargo ships. A new port is presently being constructed to serve the growing need for more spacious and modern facilities and to complement the large bulk cargo port at Port Everglades in neighboring Broward County.

Dade County's most outstanding transportation facility is the huge Miami International Airport. This terminal is a leader in air passenger travel and handles more foreign cargo poundage than any other airport in the United States. The great tourist potential of south Florida, located a considerable distance from major U. S. population centers and at the crossroads of the Americas, has encouraged the development of air travel to this area and given it a decided advantage in the air age. The map at right shows the major transportation facilities in Dade County in relation to principal highways. Each combination offers a different degree of accessibility and a different influence on land use.





# MOVEMENT

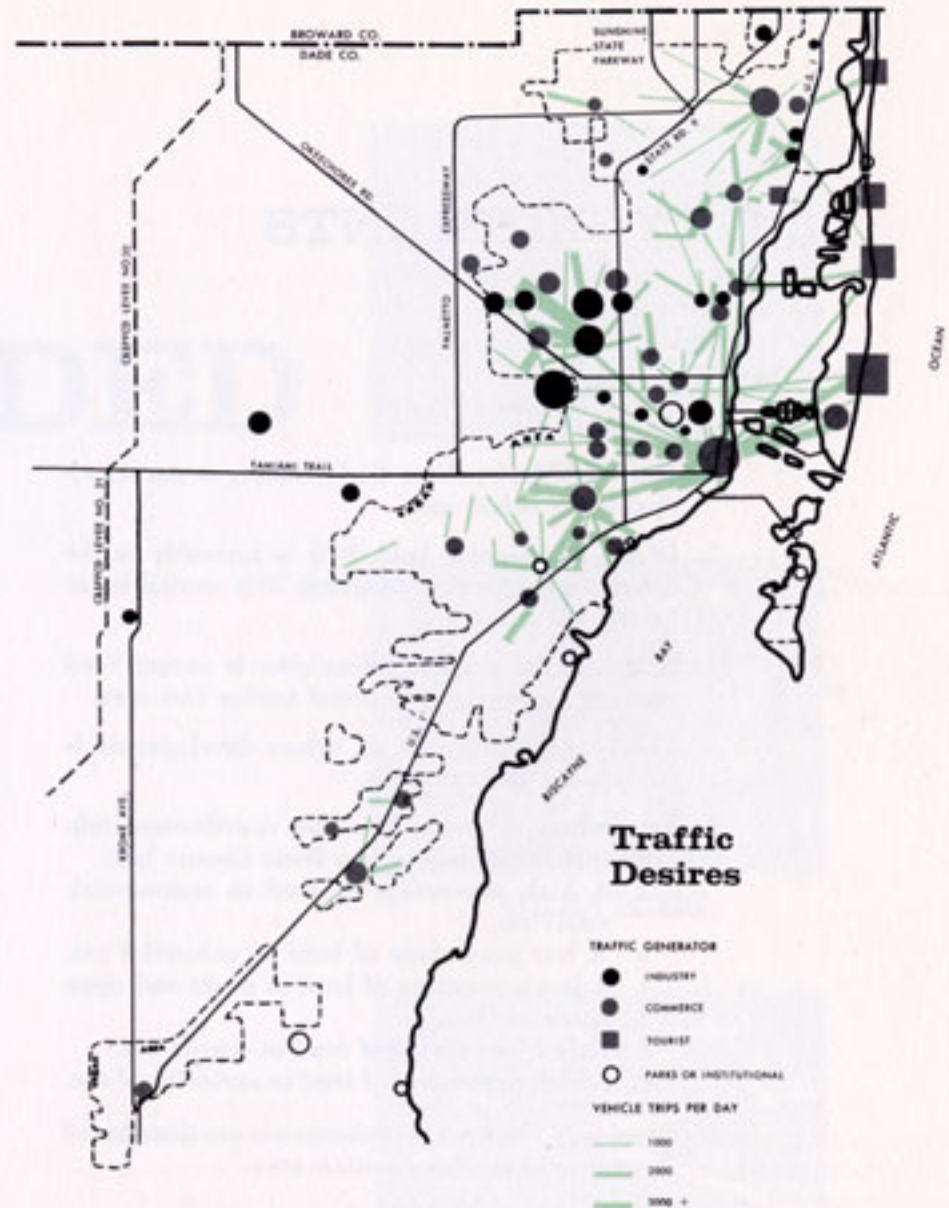
Different land uses generate different types and amounts of movement. Movement occurs when people and goods transfer from one land use to another in the daily course of activity. The primary objective in urban transportation is to move people and goods most efficiently. This problem is best met by combining land use planning with transportation planning. This means arranging land uses so that those activities which have the most to do with other activities are closely proximate. Movements for the most part occur in systematic trips within the Metropolitan area. The majority of trips are from home to work, from home to school, from home to shopping and from business establishment to business establishment.

The illustration at right shows the location of land uses which generate the majority of trips. These generators are the major industrial, commercial, tourist and park or institutional installations in the area. Also of primary importance are the residential land uses which are represented within the area enclosed by the "urban boundary."

Plotted on the map are traffic desires. These desires show the volume and direction of major movements in Dade County. Movement is shown "as the crow flies" and does not try to follow the existing road system. The majority of desires cluster around the significant traffic generators.

Major movements radiate out from the land use generators, and cross movements circle around them. *A metropolitan-wide transportation network should be established to serve these two needs.* The air, water, and rail terminal facilities also should be well served and connected to the general transportation system.

When there is a high volume of movement along a desire line, a public transit line or auto freeway would most efficiently serve this need. If the movement is to or from large dispersed areas, automobiles on express streets and arteries would best serve this type of development. Combinations of these facilities could be devised to serve combined movements needs. **The objective is to encourage a combination of automobile, public transit, air, rail and water transportation that will most efficiently serve the future needs of Metropolitan Dade County.**



**Note:**

In addition to the desire patterns radiating from major generators, a multitude of minor movements not shown on the map occur every day. These shorter movements have diverse origins and destinations and create a great deal of cross traffic conflict within the metropolitan area.



## KEY ELEMENTS

### LAND USE

1. 72.2% of Metropolitan Dade County is not developable for urban use.
2. Of the developable land, 30% is presently in the urban area with the remaining 70% available for future expansion.
3. 23.4% of the present urban area is vacant land showing a growth potential *within* this area.
4. The general character of urban development is low density and extensive.
5. An evaluation of the land use distribution indicates that in the urban area Dade County has:
  - a. A high percentage of land in commercial-retail use.
  - b. A low percentage of land in industrial use.
  - c. A low percentage of land in parks and open space use.
  - d. A low percentage of land in tourist use.
  - e. A high percentage of land in agricultural use.
6. Physically blighted neighborhoods are distributed throughout the Metropolitan area.

### SERVICES

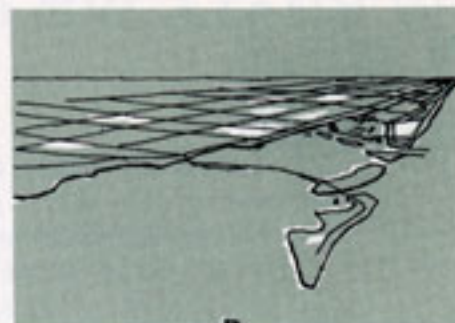
1. Presently, urban services are provided in a fragmented, inefficient and uneconomical pattern.
2. Certain areas of the county are well served, others are not served at all, and still others are served in duplicate.
3. Rapid growth will compound present service problems unless the future urban pattern is determined on the basis of efficient service units.

### TRANSPORTATION

1. Transportation in Metropolitan Dade County is dominated by the private automobile.
2. Major movement desires focus on a relatively few, large traffic generators or flow in cross-county movements around such generators.
3. The road network follows the gridiron section line pattern rather than movement needs.
4. The existing street system is inadequate and incomplete. Some functions, such as the high speed movement of traffic on freeways, are not served. Other functions, such as heavy traffic flow and access to abutting properties are served by the same streets and cause congestion and safety hazards.

# RECOMMENDED POLICIES

A pattern of land uses, urban services and transportation facilities that will best serve the future needs of Metropolitan Dade County.



**LAND USE**




**SERVICES**



**TRANSPORTATION**





## HOW SHALL WE GROW?

The key problems which face Dade County all point to the crux of the main question: How can we plan for future growth to most effectively achieve the objectives of health, safety, amenity, convenience, efficiency and economy?

Plans for future growth should keep in mind our present problems and effectuate the following objectives:

1. **The economy is strongly dependent upon growth.** Continued growth and development should be encouraged in Metropolitan Dade County.
2. **This growth should be shaped so as to take best advantage of existing natural and economic resources.**
3. **Continued population growth should be encouraged as this is one strong basis of economic growth.** To encourage a desirable population growth, the county should offer an efficient and well served network of local and regional parks, schools and cultural facilities.
5. **The economic base should expand to include new types of industries.** Industrial sites, well served by various combinations of urban services and transportation, should be provided. This would entail highly accessible inlying sites, consolidation and efficient expansion of present industrial areas, and well-served, efficiently located outlying sites for extensive industrial use.
6. **The most accessible and important place in the metropolitan area — the "Magic City Center" — should be restored to a new vitality.** The heart of the metropolitan area is the most logical and efficient place to house those business, entertainment and cultural activities which serve the entire area and the "Gold Coast."
7. **Amenity must be preserved and developed at all costs.** The pleasantness of the environment is the major capital asset for attracting new industries and new residents.
8. **Residential types should be diversified in densities and cost per unit.** This means providing ample and well-served high, medium, and low density, and estate type residential areas. Also, some existing residential areas can be revitalized to provide lower cost accommodations.
9. **Future growth should be shaped into geographic areas that are able to provide urban services efficiently.**
10. **Residential densities and community sizes should be related to public services and facilities.** Urban densities should be provided with a total range of urban services and facilities. A clear line should be marked between these urban areas and estate and rural areas which do not require a full complement of services.
11. **The most accessible places, the urban centers should house the most widely used services.** Highest residential densities should be encouraged around the centers where the services and facilities can be most easily obtained.
12. **The most efficient traffic movement system should be built into the land development.** The places that people work should be related to the places where they live, shop, and do business. Work sources should be distributed throughout the metropolitan area and well served by transportation facilities.
13. **Those forms of transportation which will best serve the future metropolitan traffic needs should be encouraged.** The proper combination of public transportation and automobile ways should be provided. Public transportation most efficiently serves large volumes of movement that focus on specific points, while the private automobile best serves dispersed movements and extensive land uses.

## **The Developmental Policies**

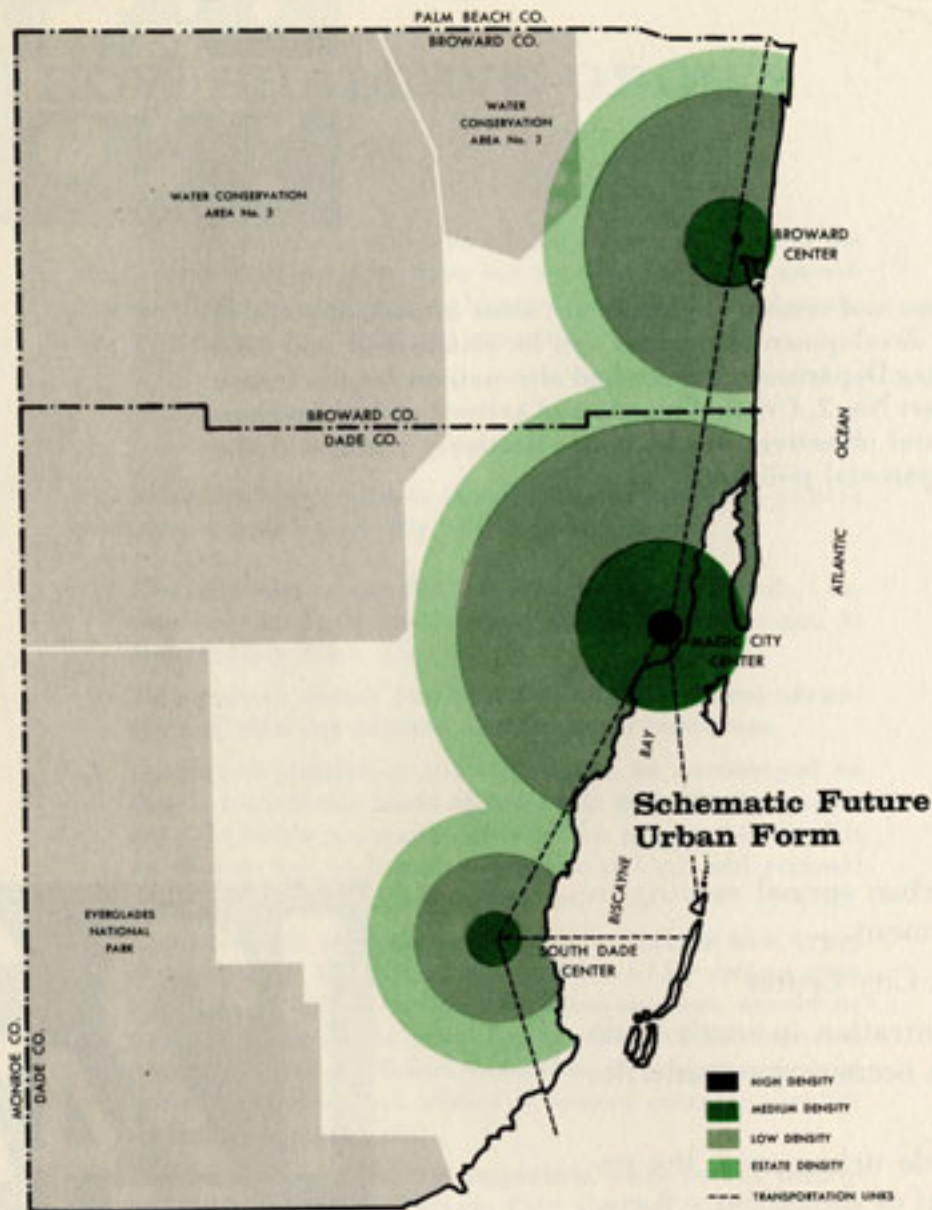
Estimating prospects, recognizing key problems and setting objectives are most important steps in the planning process. After these are accomplished, developmental policies can be established and land use and transportation plans formulated. The Planning Department has studied alternatives for the future development of Dade County in Planning Staff Report No. 2, *Urban Growth*, and arrived at five developmental policies. Metropolitan Dade County's needs and objectives can be most effectively realized if the future urban form encompasses the following developmental policies.

## **FIVE MAJOR POLICIES**

1. A containment of the fast spreading urban sprawl moving in all directions from the present development.
2. A new focus inward toward the "Magic City Center"
3. A new, efficiently planned urban concentration in south Dade County to accommodate future growth occurring outside the present urban development.
4. In conjunction with the new South Dade urban area, the encouragement of the proper development of the offshore Keys.
5. The development and growth of the Homestead urban concentration and its environs for productive agricultural and agricultural-industrial activities.







## A FUTURE URBAN FORM

The diagram at left illustrates the five developmental policies in a schematic urban form. This form represents a general direction for future growth in Metropolitan Dade County. The projected population of 2,500,000 by the year 1985 would be accommodated as follows:

1. By intensifying the densities and using much of the vacant land within the existing urbanized area. (This could accommodate an additional 650,000 people.)
2. By limited expansion around the present metropolitan area. (This could accommodate an additional 250,000 people.)
3. By accommodating the remaining 600,000 population in the South Dade Concentration, the offshore Keys and the Homestead area.

The 2,500,000 people represents a 159% increase over the 1960 population. If the five developmental policies are adhered to, this large increase could be accommodated in only 70% more urban land. The overall density would change from the present average of 4,600 persons per square mile to over 7,000 persons per square mile in 1985. Following these developmental policies, the higher, more efficient density would offer an even wider variety of urban activities than exists today.



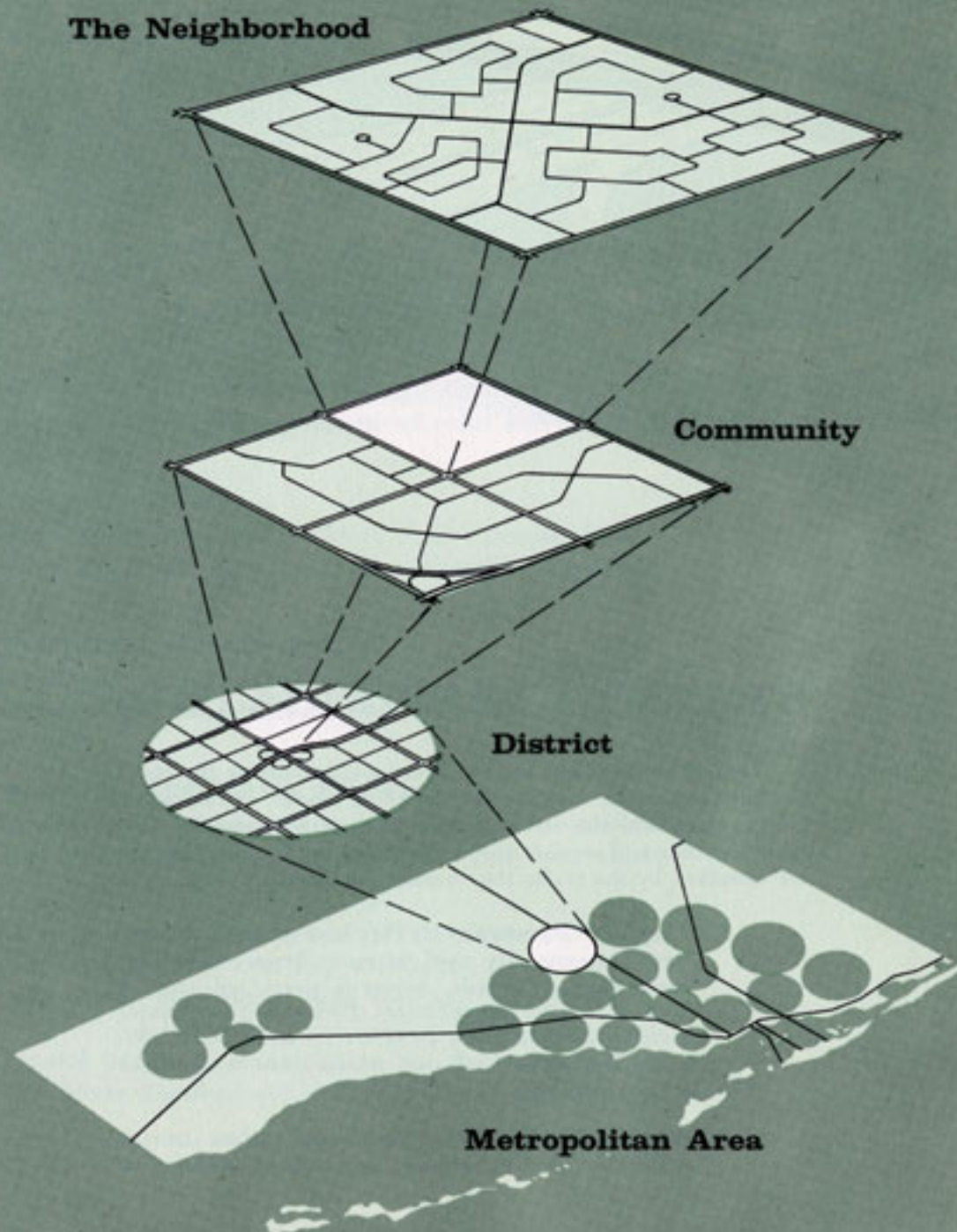
## SERVICE UNITS

Urban development should be divided into logical, geographical units to efficiently provide a full range of urban facilities and services. The units should also facilitate the efficient spacing of streets and transit lines, and consolidate areas of community and social identity.

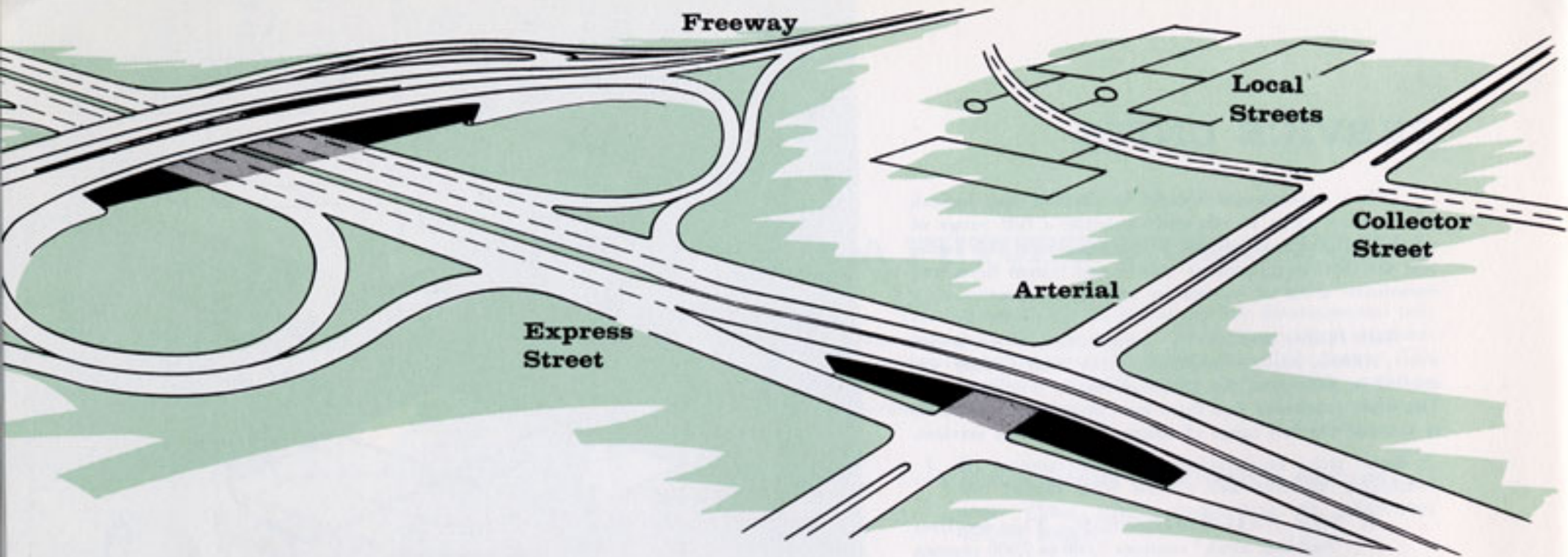
Each facility and service — police, fire, water, sewer, waste, schools, parks — in Metropolitan Dade County was studied to determine the optimum size of a service unit. The study concluded that three sizes of units are desirable to provide the full range of urban facilities and services.

These units as shown in the diagram at right are:

1. **THE NEIGHBORHOOD** — This smallest "building block" contains 5,000 to 7,000 persons and includes an elementary school-playground service area and an efficient waste collection unit. Depending on population density, a neighborhood unit will encompass from 60 acres (high density development) to one square mile (low density development).
2. **THE COMMUNITY** — The next larger service unit contains 20,000 to 30,000 persons and encompasses from 250 acres to 4 square miles. This is an efficient size to accommodate a small sewage treatment plant, a fire station, a junior high school, a playfield and/or an ornamental park. This unit will usually contain 4 or 5 neighborhood units.
3. **THE DISTRICT** — This unit includes 4 community units, contains 80,000 to 100,000 persons and ranges in size from one to 10 square miles. It represents a full range of facilities and services, including a complete sewerage system, a major drainage district, and incinerator, a police and communication center, a senior high school and a large park (25 acres or more).







## STREET CLASSIFICATION

Logical service units have a direct relationship to the street system. The service units are the "building blocks" of the metropolitan area and the street system is their framework, tying them together and serving their movement needs. Urban streets are classified by the traffic they handle, as follows:

1. **Freeway-Expressway** — This highest type of urban street is primarily used to move large volumes of traffic at high speeds. Access is permitted only at grade-separated interchanges. Freeways form major dividing lines between *DISTRICTS* and *COMMUNITIES* and serve land uses which draw traffic from a large area.
2. **Express Street** — This "work horse" urban street is primarily used to quickly move large volumes of urban traffic. Access to adjoining property and street intersections is carefully controlled. This type of street may provide overpasses at major intersections to expedite the flow of traffic. Express streets delineate *COMMUNITIES*.
3. **Arterial** — The arterial is used primarily to move local traffic at moderate speeds with a secondary function of providing access to adjoining land uses. Arterials are the dividing lines between *NEIGHBORHOODS*.
4. **Collector Street** — The collector does a dual job of moving traffic to and from neighborhood centers and providing access to adjoining land.
5. **Local Streets** — This intricate web of neighborhood streets provides access to adjoining properties.



## THE PLAN

The Preliminary Plan diagram contained in the pocket at the back of this report provides a comprehensive look at the recommended policies for the future development of Metropolitan Dade County. In interpreting the proposals shown on the Plan, the following should be taken into consideration:

- 1. Residential land use is divided into community units...**  
which are identifiable on the diagram by areas of uninterrupted color and are generally bounded by proposed major streets.
- 2. Residential densities are generalized...**  
and represent the average for each community unit — about 25,000 people. Delineation and detailed density studies of the smaller neighborhood units will be contained in the subsequent refined plan.
- 3. Only major land use groupings are shown...**  
which locate the primary concentrations of commercial, industrial, park and institutional uses. Not shown are community and neighborhood retail centers, local parks, minor industrial locations, etc.
- 4. Only the major transportation system is shown...**  
such as freeways, express streets and rapid transit routes. Not shown are complete systems of arterials, collector and local streets, and local transit and bus lines which will tie into major facilities.

The intention of this plan is to present a general framework for the County's future development, but not to project each detailed land use. The next step will be the preparation of the refined plan. Further planning studies will permit detailing of land uses and transportation.

On the following page some of the general proposals contained in the Preliminary Plan are discussed along with other policies for the future development of Metropolitan Dade County.





## TOURISM

Economic studies show that activities concerned with the operation and service of the tourist industry make up the most important sector of income production in 1960. There is every reason to believe that tourism will continue to play an important part in the economy of the area; however, due to the nature of its development, tourism may not retain its relative importance as an income producer. Presently the tourist industry is "top heavy" with rooms and lacking in tourist attracting facilities.

To meet the challenge of future growth, measures should be taken to increase the number of local attractions and enhance the quality of existing tourist areas. This also necessitates a greater concern with amenities throughout the county to make the entire metropolitan area more attractive to a prospective visitor.

It is recommended that definite measures be taken to develop the offshore Keys, which form a chain several miles south of Key Biscayne. A new *extensive* "villa" type tourist development on these islands would complement the *intensive* city-like atmosphere of the facilities north of Key Biscayne. This would offer a wider range of accommodations to attract tourists to Dade County.

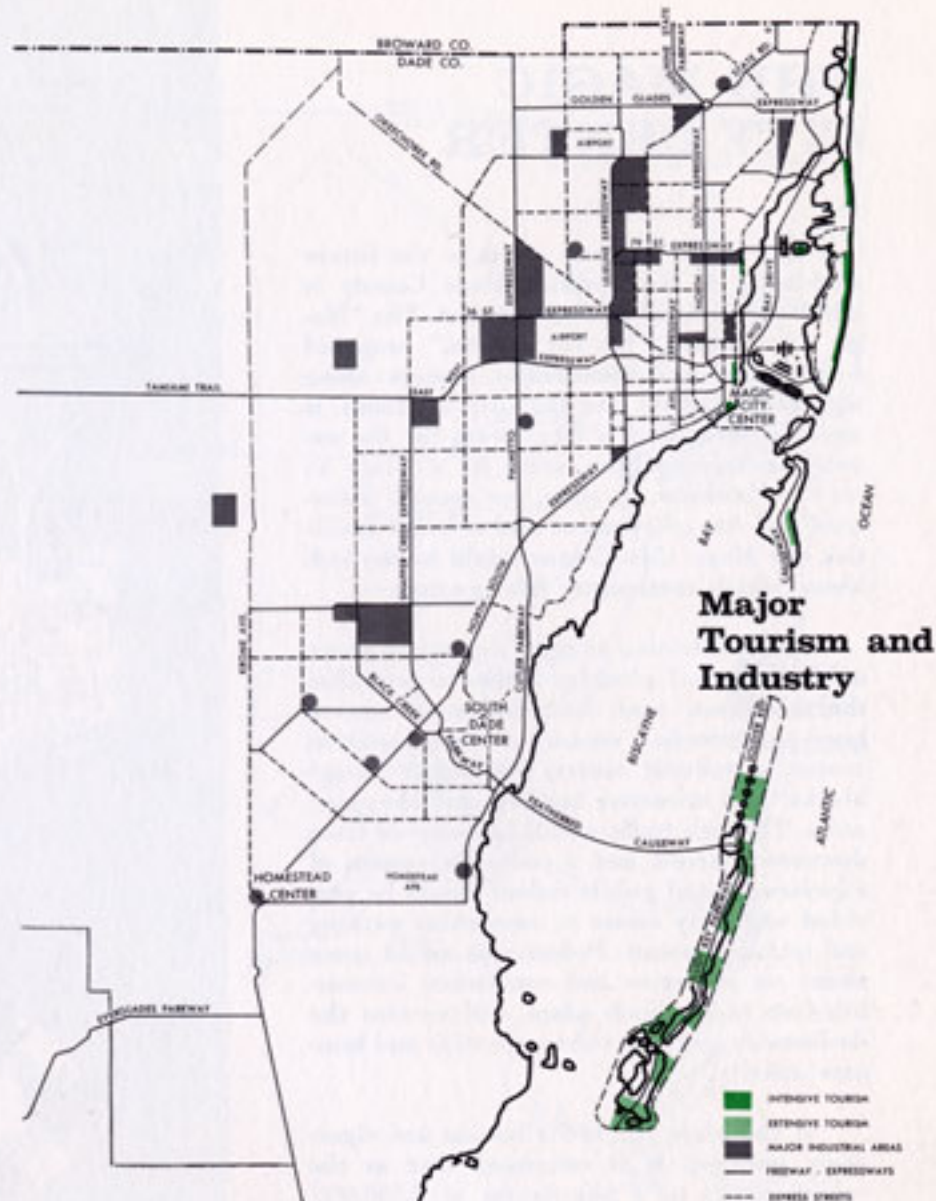


## INDUSTRY

To meet the challenge of our future growth the horizon of income production must be energetically expanded to include new industries. Attractive, diverse and efficiently located sites for new industries must be included in future development. The Plan proposes that industrial locations be available in the revitalized "Magic City Center," in consolidated existing locations, and at desirable outlying locations. All of these sites would be conveniently close to multiple transportation facilities, worker housing, executive housing, shopping, and local markets.

In the Plan, sufficient provision is made for a variety of industries—those which require large, extensive sites, those which require intensively used sites and those which require small sites grouped together. The county's excellent air facilities and its "gateway" location in regard to Latin America are major assets. Planning should provide ample industrial sites around existing and proposed air terminals. Industrial research organizations are growing in importance. The proposed development of the university-industrial research center located northwest of the South Dade core in the vicinity of the inactive Richmond Air Base provides space for this type of expanding activity.

To take advantage of agricultural productivity in the Homestead area, new agricultural-industrial areas are proposed at Homestead and on the Bay east of the Homestead Air Force Base. The existing manufacturing and distribution center near Hialeah is to be consolidated and an additional distribution center is to be located at a northern focal point of transportation near the Golden Glades interchange.





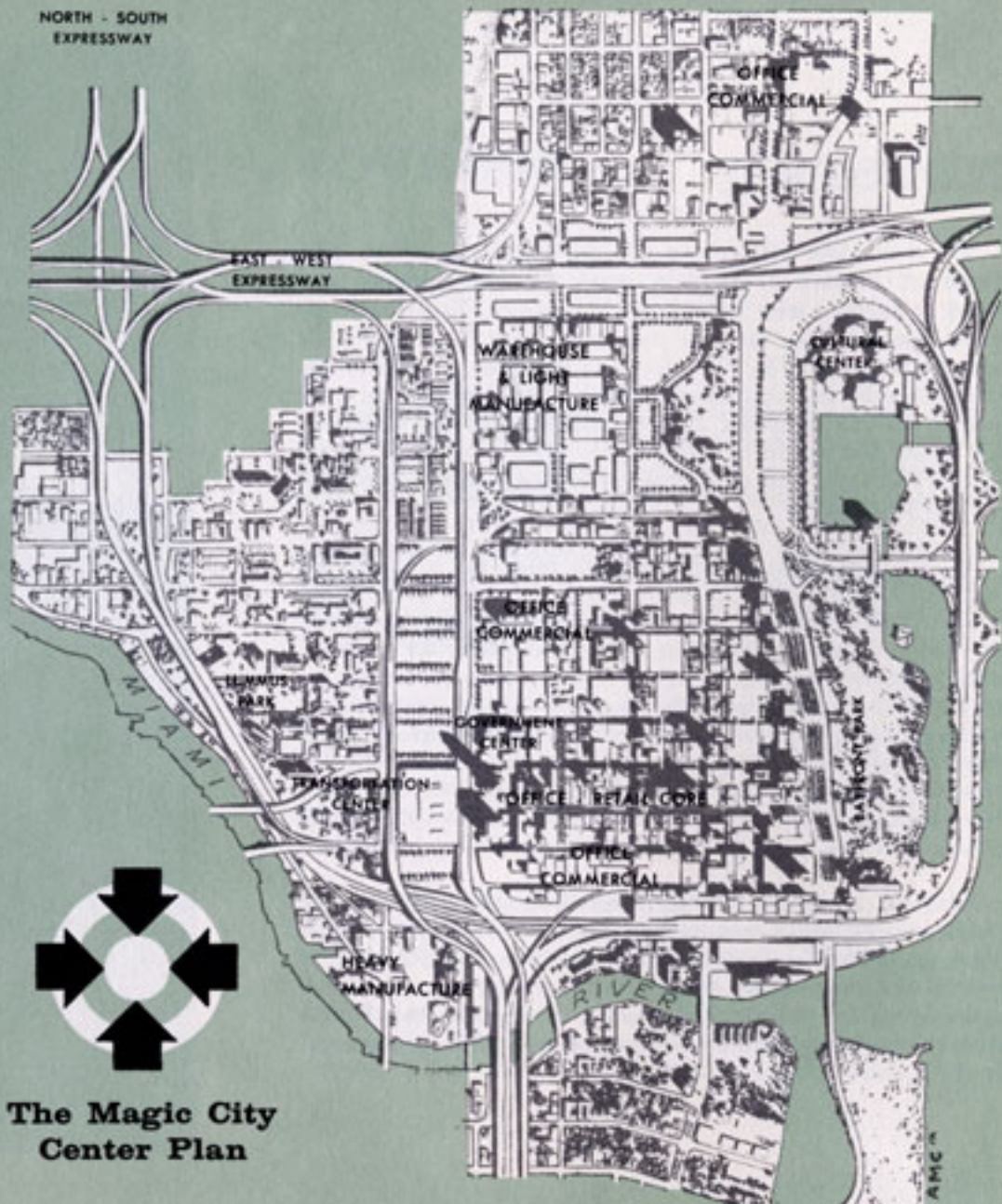
# THE MAGIC CITY CENTER

One of the greatest assets to the future well-being of Metropolitan Dade County is the Miami central business district. The "Magic City Center Plan for Action," prepared by business and community leaders along with Dade County and the City of Miami, is aimed at providing a vital heart for the expanding metropolitan area. As a place to conduct business, to shop, for special industries and for government and cultural facilities, the Magic City Center would be the hub about which community life revolves.

The illustration at right shows one phase of the proposed plan for action to revitalize the downtown core. Included are a downtown government center, a transportation center, a cultural center, pedestrian "super blocks" and attractive business and shopping areas. Through traffic would be removed from downtown streets and a complete system of expressways and public transit would be provided with easy access to convenient parking and terminal points. Pedestrians would move about on attractive and convenient automobile-free malls. Such plans will reverse the declines in property values, prestige and business activity.

If the plans for revitalization are vigorously pursued, it is estimated that as the county grows to a population of 2,500,000, office space in the downtown area could triple and retail business could also gain by 300%. *The Magic City Center Plan is the keystone in Metropolitan Dade County's plans for the future.*

NORTH - SOUTH EXPRESSWAY



EAST - WEST EXPRESSWAY



**The Magic City Center Plan**

B I S C A Y N E B A Y



## RETAIL COMMERCE

A great expansion in commercial floor space in the Magic City Center would be paralleled by increased needs for commercial uses throughout the metropolitan area; however, the need for new commercial LAND in built up areas would not be as marked. This stems from the exorbitant abundance of land presently zoned commercial which is unused or, at best, only partially utilized. The vast majority of these commercial zones lie in unending strips along major traffic arteries. Their eventual full development would congest the thoroughfares to a point where efficient movement would be impossible and business activity would be strangled.

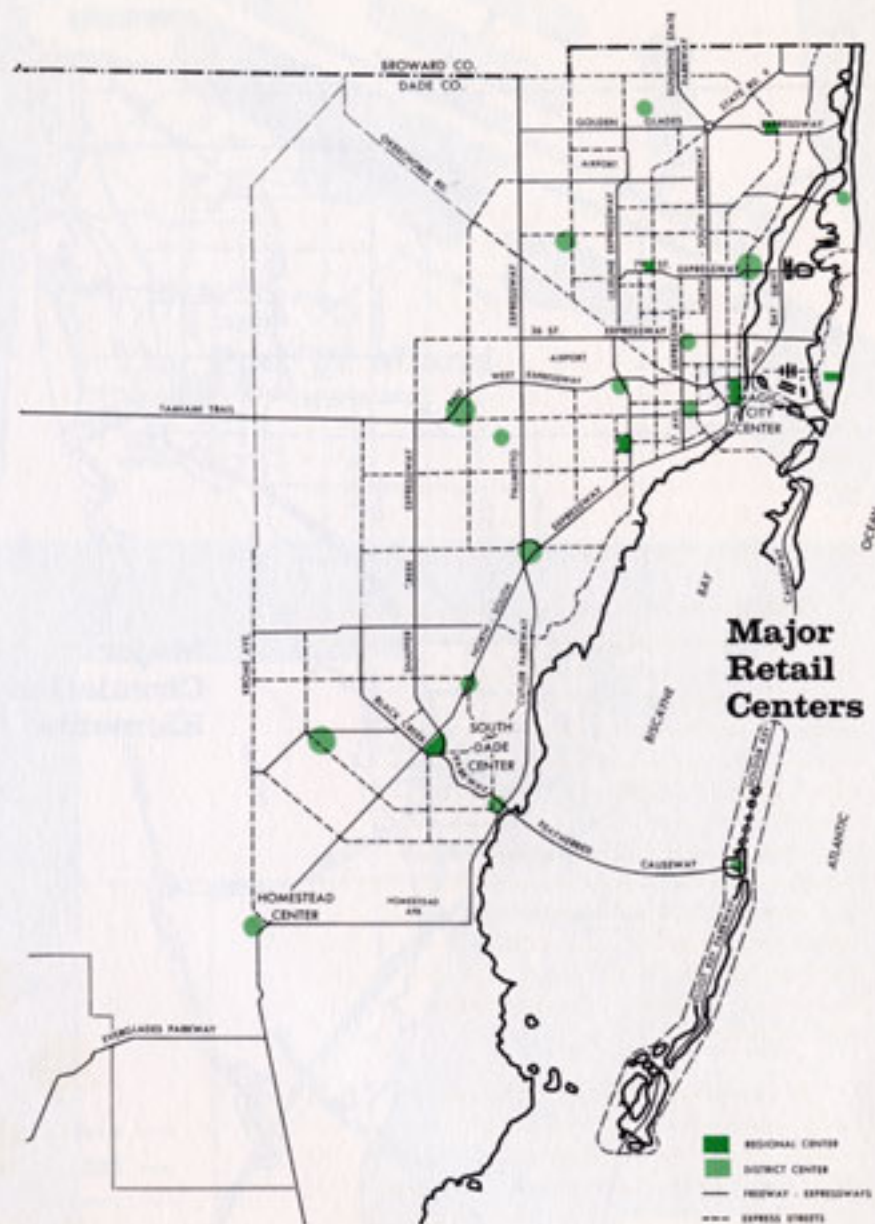
In new areas, where commercial zones do not exist, a sufficient number of adequately sized parcels must be created. The location and size of these parcels should depend on population served and proper access and parking requirements. The Plan strongly recommends that the following policies be established for the distribution of commercial land:

### Shown on the Preliminary Plan diagram:

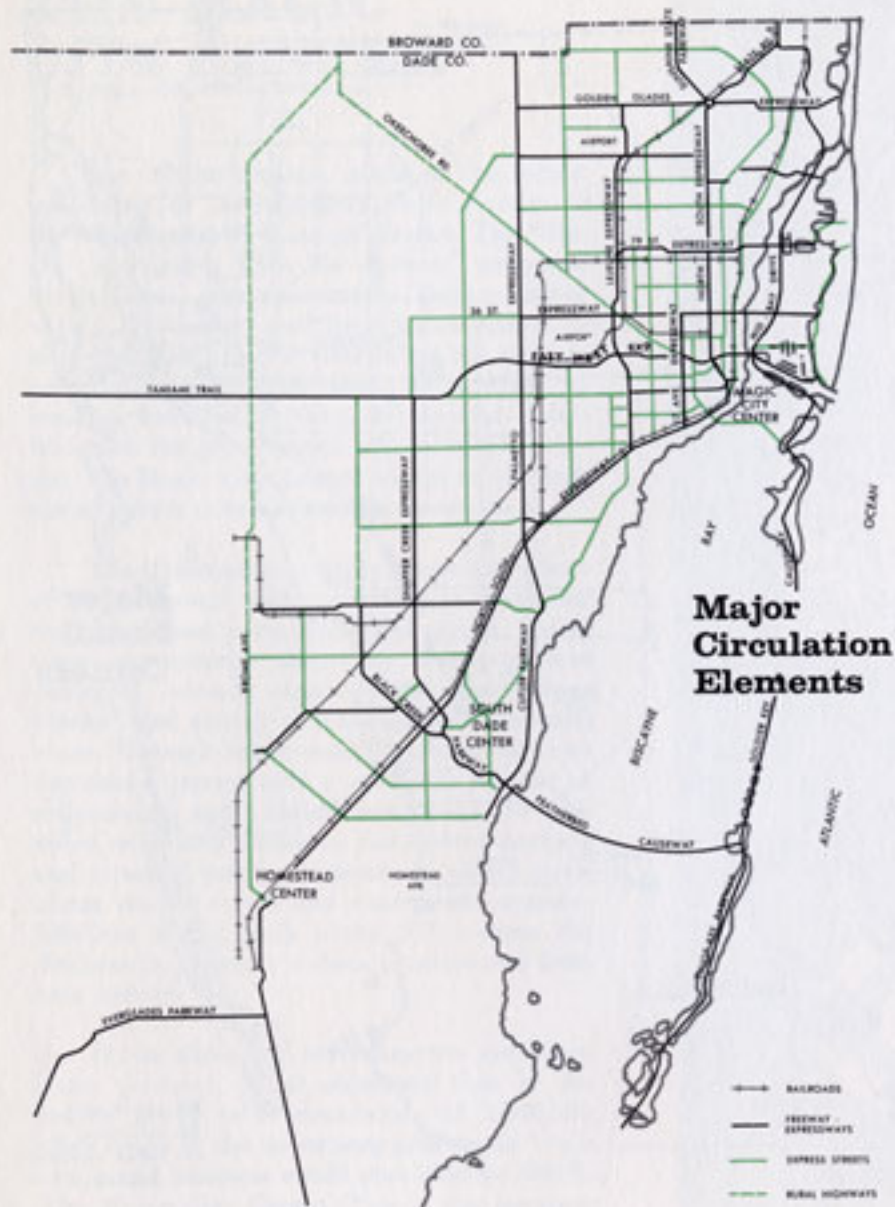
1. Regional and district commercial centers of over 80 acres each to serve metropolitan-wide needs.

### Not shown on the Plan diagram:

2. A community retail center of approximately 20 acres to serve each of the community units shown on the diagram.
3. A neighborhood shopping center of approximately 3 to 5 acres to serve each neighborhood unit (4 to 5 neighborhood units comprise each of the community units shown on the diagram).
4. Properly designed, *controlled access commercial strips* along certain streets with adequate off-street parking and screening from adjacent land uses and roads. These strips would serve both resident and transient commercial needs and their location and size would be directly related to permanent and tourist populations.
5. Specialized commercial facilities, especially tourist attractions. Properly located in regard to the transportation system with controlled access points and sufficient off-street parking.







## CIRCULATION

Traffic circulation facilities, primarily streets and highways, are the life lines of a metropolitan area. These streets provide for vehicular movement, access to adjacent lands and they delineate neighborhood, community and district planning units. The proposed circulation system is based on:

1. The expressway ring around the Magic City Center as the major hub.
2. A secondary focal point at the South Dade Center, and
3. A third concentration at Homestead.

These three centers would be connected by a combined expressway and rapid transit line running north to Broward County and south to the Florida Keys. Other proposed regional facilities are:

1. The Soldier Key Causeway, running north and south and connecting the Magic City Center to the offshore Keys tourist development.
2. The Mid-Bay Causeway connecting the Magic City Center with Broward County, and serving the ocean-front communities and Interama on the Graves Tract.
3. The East-West expressway connecting the Magic City Center to U.S. Route 41 (Tamiami Trail) and the Florida west coast.

The remainder of the primary circulation system is composed of a series of radials moving out from the three major urban centers connected to by-passes around these centers. Other important land uses and transportation facilities throughout the county are connected to this network.

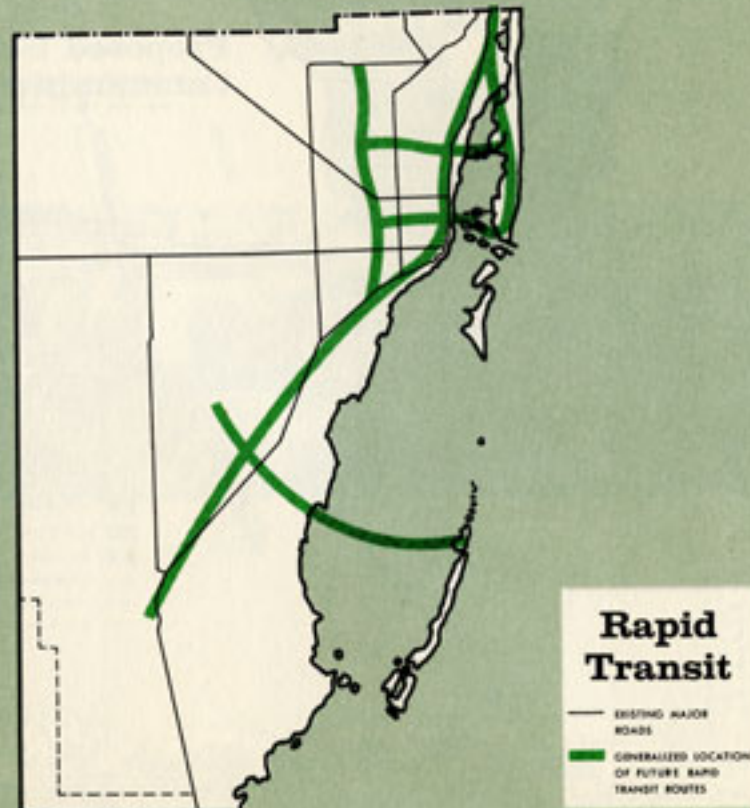


## TRANSPORTATION FACILITIES

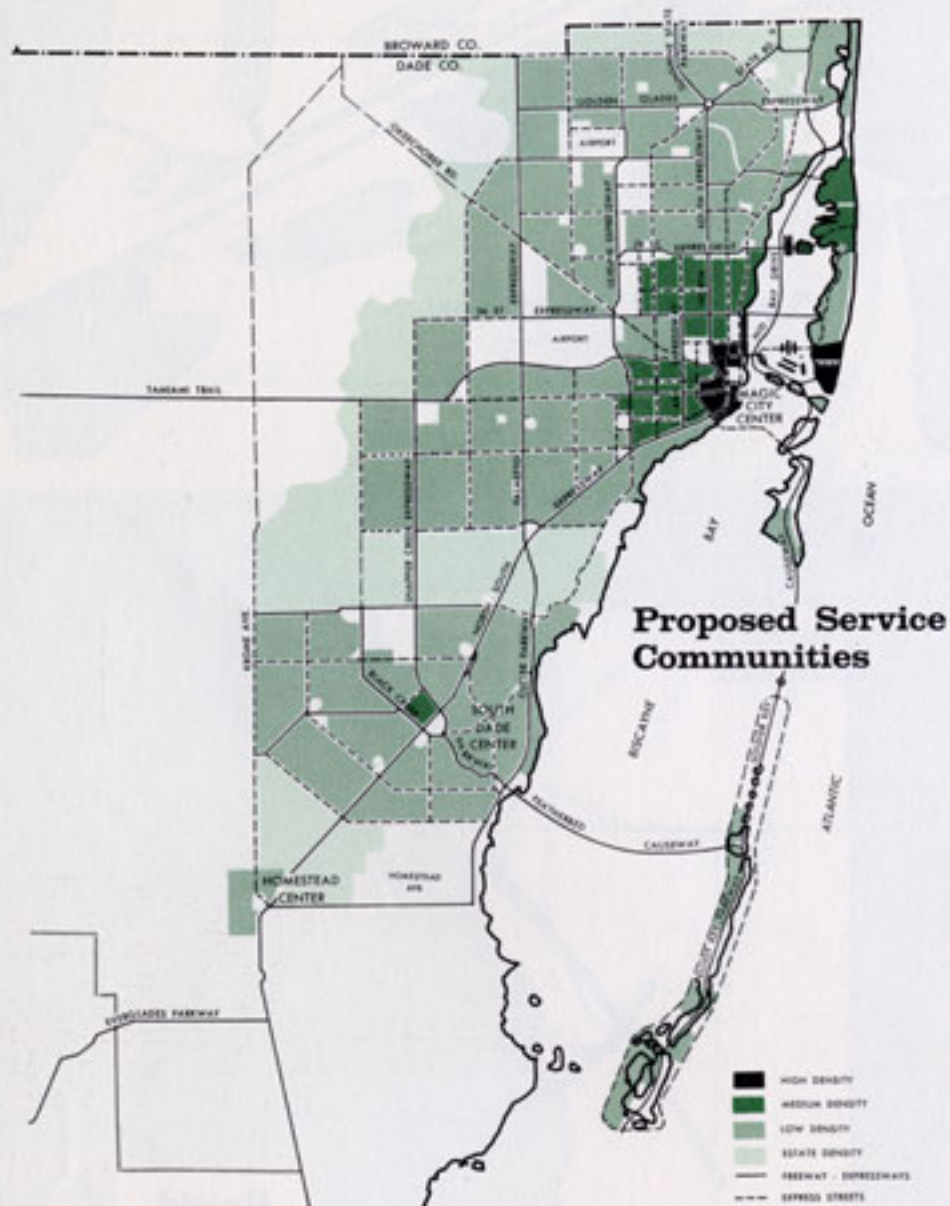
One vital transportation facility recommended to be connected to the circulation system is the new seaport on the Dodge Islands. The new port will complement Port Everglades in Broward County by concentrating on general merchandise and packaged cargoes destined for this area. The addition of a new passenger terminal will increase cruise ship business.

Other proposed transportation facilities are a new cargo airport at the former Marine Corps Air Station in Opa-Locka, a bus-transit-parking terminal west of the County Courthouse, and new railroad passenger terminals.

Future transportation within the metropolitan area should make use of a variety of vehicles, not just private automobiles and bus transit. A population of 2,500,000 would be served by the beginnings of an extensive and efficient rapid transit system, such as diagrammatically proposed in the illustration at right. Rapid transit would allow efficient, high speed movement between Dade, Broward and Palm Beach Counties, between the three urban centers mentioned previously and between other population and land use concentrations within Metropolitan Dade County.







## PLANNING AREAS

The Preliminary Land Use Plan divides Metropolitan Dade County into the following planning areas:

- a. 8 high density urban communities (25,000 people each) located around the Magic City Center and on the south shore of Miami Beach.
- b. 21 medium density urban communities (25,000 each) located around the high density urban communities and adjacent to the South Dade Center.
- c. 67 low density suburban communities (25,000 each) located throughout the urbanized area.
- d. 5 estate type communities (20,000 people each) located between and to the west of the urban developments.
- e. The agricultural area west of Krome Avenue and south of Homestead.
- f. The peat and muck areas south of the agricultural area mentioned above and west of the estate communities.
- g. Central and Southern Florida Flood Control District Conservation Area No. 3.
- h. Everglades National Park.
- i. Biscayne Bay.

High, medium, low and estate density communities (a. through d.) are identified in the illustration at left. The more comprehensive pocket map inside the back cover shows the complete development pattern. The proposed areas, as delineated, will serve as basic units for the future detailed planning and programming of public improvements.





The Preliminary Plan is not concerned exclusively with new development. Many future efforts will be directed to renewing and revitalizing existing areas. This is especially important for two reasons, namely: (1) to provide adequate housing for those families presently living in blighted and substandard structures and (2) to create an attractive residential environment for that sizable segment of the population which must continue to live in older neighborhoods. Revitalization of declining areas will allow a wider range of housing choice to attract new residents and protect a valuable tax base.

## REVITALIZATION

The amenity or pleasantness of the environment is Dade County's most important economic asset. Desirable surroundings attract more residents and visitors, more businesses, more industries and new income sources. This is the one great advantage this locale can offer in its competition with other metropolitan areas throughout the country.

Developments like those shown in the picture of existing conditions along the Miami River do not represent sound economic uses of a most important resource. In contrast to the beauty of Biscayne Bay and other waters, the river serves as a dumping grounds and an open sewer. Combined with the problems of circulation over and around it, the river's junkpile jungle is one of our greatest challenges.

As shown in the sketch below, this valuable resource could be developed attractively and profitably for the entire community.

39

## AMENITY





## THE IMAGE OF METROPOLITAN DADE COUNTY

Metropolitan Dade County is known to the world as Miami, and Miami means tropical beaches, blue skies, palm trees, luxury hotels and clear waters. Regretably, this is not a true image of the entire county. The monotonous miles of urban development in Dade County, shorn of vegetation and lacking in tropical character, come as a bitter disappointment to the expected fulfillment of the traditional image. Many sections of this expanding metropolitan area do not compare favorably with the mental picture created over the years by press agents and real estate salesmen.

Dade County is not just a tropical paradise but a large, complex metropolis with business, industry, agriculture and varied residential areas. This "big city" atmosphere is becoming more and more obvious to visitors as well as residents. If properly planned and developed, a new and more accurate image can be created combining the most desirable features of the modern, progressive city and the slower, more relaxed life of the tropics. One of the most important tasks of local area-wide planning is to create such an image. ALL of Dade County must be a pleasant place to live, to work and to visit. The agreeableness of the environment will be the areas' most valuable asset in competing for a successful and prosperous future — in attracting new tourists, new industries, new residents and in preserving the environmental desirability that attracted one million residents in six decades.



# IMPLEMENTING PLANS AND POLICIES

Continuing the planning process by translating plans and recommendations into action



## POLICIES RESTATED

The following policies should become the basis for the future development of Metropolitan Dade County:

1. The fast spreading urban sprawl should be contained and development shaped into efficient service units.
2. The MAGIC CITY CENTER PLAN FOR ACTION should receive the highest priority and the unanimous support of the entire metropolitan community.
3. A new, separate, distinctive and well planned urban concentration should be encouraged in south Dade County.
4. The offshore Keys should be developed as low density tourist and residential areas with adequate provision for public parks and recreation facilities to serve the whole county.
5. Homestead and its environs should be enhanced as a productive agricultural area. The urbanization of prime grove lands should be controlled. Agricultural and industrial uses should be encouraged.
6. Existing residential areas should be consolidated and population densities increased by encouraging the development of "close-in" vacant lands and the redevelopment of sub-standard areas.
7. Urban facilities and services, including streets, should be planned and provided on the basis of NEIGHBORHOOD units of 5000-7000 persons, COMMUNITY units of 20,000-30,000 persons and DISTRICT units of approximately 100,000 persons.
8. A complete and effective street system, including freeways, express streets, arterials, collectors and local streets, should be provided.
9. The amenities of our environment should be preserved and enhanced. Top priority should be given to the Miami River, Biscayne Bay and other natural resources. The beauty and pleasantness of the environment is the major contributor to the economic vitality of Dade County.
10. Attractive, diverse and efficiently located sites for new industries should be distributed throughout the county in accordance with projected needs.
11. Commercial land for retail use should be appropriately located to serve each NEIGHBORHOOD, COMMUNITY and DISTRICT unit. The quantity of land set aside for commercial use should be based on realistic estimates of present and future needs.
12. The major circulation system should consist of a network of radial highways extending outward from the urban centers and connecting to by-passes around these centers.
13. Urban transportation should properly utilize both private and public vehicles. The combination of vehicles should depend on the character of land uses served.
14. Steps should be taken immediately by both private and public agencies to develop coordinated workable programs which will revitalize declining urban areas, arrest the spread of blight and eliminate decay and slum conditions in the metropolitan area.



PRELIMINARY  
**LAND USE PLAN**  
 FINAL

MINIMUM STANDARDS

COUNTYWIDE ZONING ORDINANCE  
 COUNTYWIDE SERVICE REGULATIONS  
 COUNTYWIDE SUBDIVISION REGULATIONS  
 COUNTYWIDE HOUSING CODE  
 COUNTYWIDE BUILDING CODES

MUNICIPAL ZONING ORD.  
 MUNICIPAL SERVICES  
 MUNICIPAL SUBDIVISION REG.  
 MUNICIPAL CAPITAL IMPROVE-  
 MENTS PROGRAM

COUNTYWIDE CAPITAL  
 IMPROVEMENTS PROGRAM  
 COUNTYWIDE URBAN  
 RESEARCH  
 COUNTY TRAFFIC CODE

COUNTY ZONING ORD.  
 COUNTY SERVICES  
 COUNTY SUBDIVISION REG.  
 COUNTY CAPITAL IMPROVE-  
 MENTS PROGRAM

26  
 MUNICIPALITIES

ENTIRE  
 COUNTY

UNINCORPORATED  
 AREA

## IMPLEMENTATION

Although Metropolitan Government has the responsibility to perform the function of area-wide planning. Metro alone cannot implement the planning proposals. Both public and private action is needed and public action must be on the MUNICIPAL as well as the county level.

County action will involve certain area-wide functions such as traffic control, sea and airport activities, the continuation of health, hospital and welfare programs and many others. In some cases, such as in urban renewal, there will have to be close cooperation between Metro and the various municipalities. Other efforts to implement planning policies will involve improvements in locally administered zoning and subdivision regulations, housing codes and the like. These improvements will follow *minimum standards* established by the county through coordination and cooperation with the municipalities. Municipal programs for providing and improving public facilities and services, especially those serving areas outside city limits, should be coordinated by the Metropolitan Government.

The greatest share of the responsibility for plan implementation will be borne by private efforts, large and small. These efforts include such things as renewed confidence and investment in the Magic City Center, forward-looking concepts in subdivision development and pride in the quality and appearance of residences, businesses and public facilities. These kinds of efforts require that everyone work and build together as a team. It is only through this teamwork and the action of every person in the community, that the plan will "come to life."



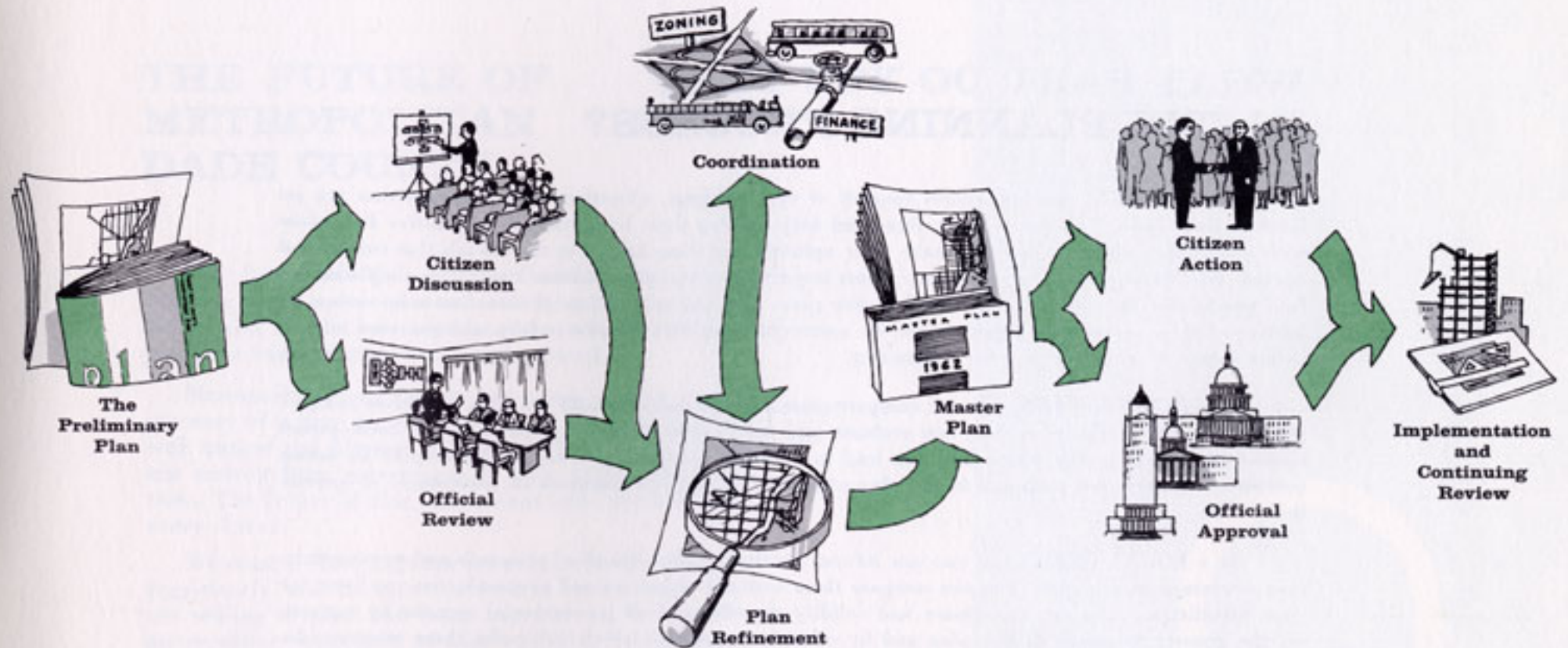
## WHAT ALTERNATIVES?

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

**The alternative is: to plan together or to plan separately. The primary purpose of the Preliminary Land Use Plan is to present to all of Metropolitan Dade County a common basis for understanding its problems and objectives, and to make proposals toward which all efforts can be directed without waste, confusion or ineffective action.** The Preliminary Land Use Plan is a basis, a foundation for decisions and action by the entire community. The coordinated and directed efforts of all individuals and groups in Metropolitan Dade County can and will go much further and have greater effects than these same efforts proceeding without coordination, without direction, or without a common ground of agreement.

The publication of this Preliminary Plan report is just the beginning of the planning process in Dade County. The plan must now be discussed, reviewed and receive the comment and approval of officials and citizens. The planning process is a continuing process with constant reevaluation of objectives, examination of problems, and reappraisal of proposals as conditions change. We live in a dynamic metropolitan county; therefore, our planning and plans for the future must be positive but flexible enough to quickly adjust to changing conditions and technology. By following the planning process, all our efforts and resources can be used effectively to prepare for the future in a sound, coordinated and efficient manner.

# CONTINUING THE PLANNING PROCESS



A PROCESS OCCURING EVERY DAY  
AND IN WHICH EVERYONE PARTICIPATES . . .



## WHAT PART DO YOU PLAY IN THE PLANNING PROCESS?

As a **CITIZEN**, you can inform yourself of the problems, objectives and proposals that are set forth in this report. You can evaluate these and help develop them by participating in active discussions with your fellow citizens. You can make your opinions and ideas known to the officials that control and operate vital functions in the community. Most importantly, you can evaluate the proposals placed before you against the objectives contained in this plan. You can take action on these issues by voting, by participating in community organizations, by communicating with officials and by taking a vital interest in the future development of your community.

As a **BUSINESSMAN**, you can compare your business decisions with the facts, objectives and proposals contained in this plan. You can evaluate long term gains through proper business development against short term profits which may not lead to a better community. You can participate in action committees to carry out proposals in the plan which go beyond the resources of government or private individuals.

As a **LOCAL OFFICIAL**, you can inform yourself of the objectives, proposals and recommendations contained in this plan. You can compare them with the objectives and proposals that you favor for your jurisdiction. You can coordinate and solidify the efforts of all governmental agencies by supporting the general proposals in this plan and by offering suggestions which will make these recommendations more effective. You can help set policy within your jurisdiction to move in the same main stream of aspirations as are contained in this plan. You can make sure that your constituency clearly understands the issues that face the future development of your locality and of the entire Metropolitan Dade County.

## **THE FUTURE OF METROPOLITAN DADE COUNTY**

The future of Metropolitan Dade County can be brighter, more prosperous and satisfying for every individual and for the community as a whole, if intelligent plans are laid and vigorously implemented.

Metropolitan Dade County has youth, vitality and the vibrancy of a near pioneer outlook. It has been endowed with unique and pleasant natural resources. It has a modern metropolitan government to help realize its aspirations. The future of this endowment rests squarely upon every citizen.

We must all look together toward the future and, most importantly, take an active interest in local affairs. If we are willing to plan and work together we can create a metropolitan community of which all of us will be proud.

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





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