

May 22 Carol City  
Hi School

DO NOT CIRCULATE

HD  
211  
.F6  
D37  
1972

jecteris -  
Nov 37,000  
50,000

Some hook in  
Citizen say H<sub>2</sub>O pressure low.  
No follow thru on plans, parks  
etc. by public utility on  
development plans.  
Why park not developed as  
planned.

Colaris  
plan 2 years old - Jan 29, 1971 - going  
director recommendations - requests  
should be delayed. 600 acres of land  
already rezoned & plan not approved yet  
Why HUD putting more  
houses

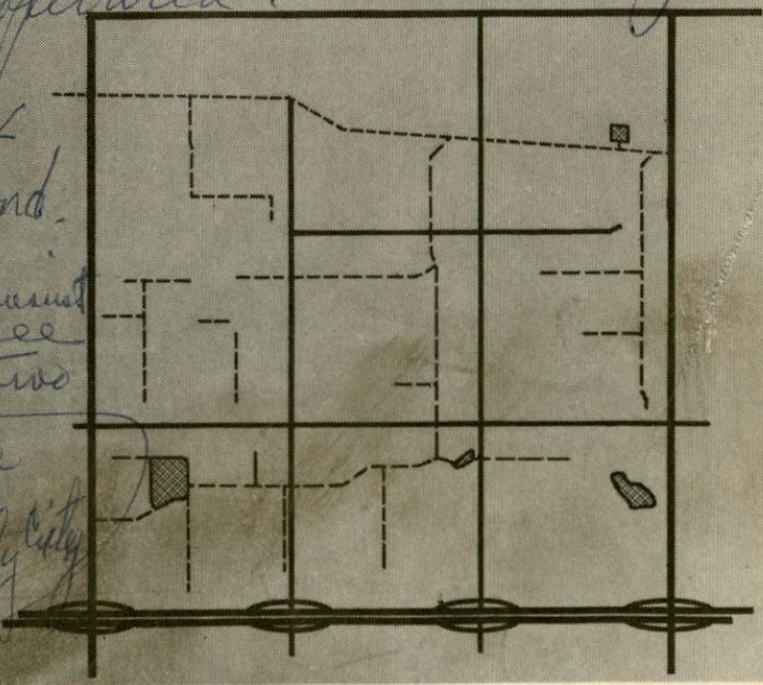
# Carol City Area Study

SOUTH FLORIDA  
COLLECTION

Can not make development land - heavy  
swimming pool - in proper area.

Loads - 1973 - 1974  
Police - 3 1/2 hrs to respond.  
P. 2-3 criminal  
15 - others 11pm Sat busiest  
district to be divided into two

No lights  
& roads } 37 - 27<sup>th</sup> Ave  
no sidewalks  
no streets north Liberty City



METROPOLITAN DADE COUNTY  
PLANNING DEPARTMENT  
BUILDING AND ZONING DEPARTMENT

FLORIDA INTERNATIONAL UNIVERSITY  
3 1199 02214 5034  
4/77



**DO NOT CIRCULATE**

TABLE OF CONTENTS

**CAROL CITY AREA STUDY**

A review and analysis of the Carol City area, with recommended patterns of land use and zoning to guide future growth and development

by

Dade County Planning Department and  
Building and Zoning Department

**SOUTH FLORIDA  
COLLECTION**

January, 1972

Miami, Florida

**F. I. U. ENV. & URBAN AFFAIRS LIBRARY**



## TABLE OF CONTENTS

Chapter

|   |   |    |
|---|---|----|
| 1 | Introduction .....  | 1  |
|   | Purpose of the Study .....  | 1  |
|   | Scope of the Report .....   | 1  |
|   | Study Area .....  | 2  |
|   | Significant Physical Characteristics .....                                  | 2  |
|   | Historical Background .....   | 2  |
|   | Recent Past .....   | 2  |
| 2 | Area Inventory and Analysis .....   | 5  |
|   | Existing Land Uses .....  | 5  |
|   | Relationship of Existing Land Uses to General<br>Land Use Master Plan ..... | 5  |
|   | Existing Zoning Patterns .....  | 5  |
|   | Population Characteristics .....  | 10 |
|   | Housing .....   | 10 |
| 3 | Transportation and Circulation .....  | 13 |
|   | Roads and Expressways .....   | 13 |
|   | Calder Race Track Traffic .....   | 13 |
|   | Pedestrian Facilities .....   | 13 |
| 4 | Public and Semi-Public Facilities .....                                     | 17 |
|   | Public Schools .....  | 17 |
|   | Private Schools .....   | 17 |
|   | Library Facilities .....  | 17 |
|   | Parks, Recreation and Open Space .....                                      | 18 |
|   | Protection Services .....   | 18 |
|   | Police .....  | 18 |
|   | Fire .....  | 18 |
|   | Utilities .....   | 19 |
|   | Water and Sewer .....   | 19 |



|      |   |    |
|------|---|----|
|      | Electrical Power .....  | 19 |
| <br> |   |    |
| 5    | Analysis of Area -- Problems and Proposals .....              | 21 |
|      | Introduction .....  | 21 |
|      | Land Use Analysis .....                                       | 21 |
|      | Open Space and Recreational Facilities .....                  | 22 |
|      | Regional Park .....   | 22 |
|      | Neighborhood Park .....                                       | 22 |
|      | Community Park .....  | 23 |
|      | Housing Patterns .....  | 23 |
|      | Environmental Considerations .....                            | 25 |
|      | Traffic and Transportation .....                              | 25 |
|      | Commercial Development .....                                  | 26 |
|      | Rezoning Analysis .....                                       | 27 |
| <br> |   |    |
|      | Bibliography .....  | 37 |
| <br> |   |    |
|      | Maps  |    |
|      | Figure No. 1 Existing Land Use .....                          | 6  |
|      | Figure No. 2 Existing Zoning .....                            | 8  |
|      | Figure No. 3 Location Study of LeJeune-Douglas Expressway ... | 15 |
|      | Figure No. 4 Recommended Land Use .....                       | 28 |
|      | Figure No. 5 Recommended Rezoning .....                       | 34 |

SOUTH FLORIDA  
COLLECTION



Dec 1970 request.  
Mar. 1972

## CHAPTER 1

### INTRODUCTION

The Carol City Study was initiated at the request of the Board of County Commissioners as a joint undertaking of the Planning Department and the Building and Zoning Department. The Board's action, prompted by recent applications for higher density residential development in this essentially single-family area, was also urged by residents of Carol City. While it was the rezoning requests that prompted their presence at the Commission meeting, the citizens expressed considerable concern for many other issues and problems in their community. These included Carol City's disproportionate share of federally subsidized low- and moderate-income housing; other recent residential development of higher than single-family density; discrepancies between the original Carol City plan and recent development; and various aspects of traffic problems. The latter included the impact of the Calder Race Track and the need for more pedestrian facilities, as well as the universal problem of too many automobiles for the available roads.

#### Purpose of the Study

The purpose of the study is to review past development; to evaluate the impact of recent and anticipated changes on the existing situation; and in the light of these factors, to formulate guidelines for the future development of the area.

#### Scope of the Report

The emphasis throughout the report has been on the physical aspects of Carol City problems. It should not be inferred from this that we are unaware of, or unsympathetic towards, the social, economic, and institutional factors of which physical conditions may be only the outward and visible sign.<sup>1</sup> Perhaps a study of greater depth and wider scope involving a great many more governmental and private agencies is indicated. This study has, of necessity, stayed within the framework of imminent decisions and actions. It has not been possible--and would be difficult even with much greater resources--to distinguish or separate physical symptoms from underlying causes. Prejudice and concern sometimes have no deeper root than appearance; physical changes, then, can sometimes ameliorate attitudes and reactions towards circumstances which remain basically unchanged.

---

<sup>1</sup>These other factors have been discussed in a HUD-sponsored study by the University of Miami: Psycho-social Dynamics in Miami, directed by Dr. Clyde Wooten.



### Study Area

The area which has been defined as the "Carol City area" for the purposes of this study encompasses nine square miles (comprised of Sections 31, 32, and 33, in Township 51, Range 41; and Sections 4, 5, 6, 7, 8, and 9 in Township 52, Range 41). The area is bounded on the north by the County line; on the south by the Palmetto Bypass; on the east by N.W. 27 Avenue; and on the west by N.W. 57 Avenue.

### Significant Physical Characteristics

Soils in the study area are generally sandy except near the County dump area and adjacent Sunland Training Center where there is some peat and muck. There is very little natural vegetation except for the Surfside dump area, and the undeveloped land east of it, which has an extensive stand of large trees. The elevation varies from 5 to 10 feet and the flood criteria are from 5.5 feet to 6.5 feet. Very little fill would be required for building except for the area in which peat and muck are evident.

Snake Creek Canal runs in an easterly-westerly direction through the northern sections of the study area. There are two main tributaries running north and south, west of N.W. 27 Avenue and 37 Avenue.

### Historical Background

The basic characteristics of this area were set in the mid 1950's when developers proposed to construct a huge subdivision or series of subdivisions in the northwest area of Dade County which would be called "Carol City". After the initial boom, which resulted in the construction of thousands of low-priced single-family homes, there was a "bust" due to a widespread economic recession that left the area partially deserted. There were hundreds of homes which were abandoned by their owners who had only a small down payment under FHA or no down payment as a result of Veterans Administration's GI Bill of Rights home loan program. Gradually, these homes were re-occupied but residential construction remained virtually at a standstill until about 1970.

### Recent Past

Within the last few years, Carol City has weathered the traumas of school and neighborhood integration; the stress of a lengthy airlines strike which affected a large number of Carol City wage-earners; the addition of a third ethnic group--Cuban--with its own unique life style. In addition, unfamiliar forms of residential development appeared--multi-family and townhouse structures, many of them federally owned or subsidized, and hundreds of Section 235 FHA-subsidized single-family houses, being built, for the most part, in long straight rows, rather than on



the curvilinear streets which distinguished the more attractive early development of Carol City.

In addition to the normal increases of traffic being experienced everywhere, Calder Race Track, even before it opened, loomed as a traffic problem and hazard, possibly of greater magnitude than has thus far materialized. However, with the closing of Tropical Park, Calder is expected to lengthen its season and triple its capacity.

While there are still some remnants of the old street pattern, the new plan is being developed in the area of the race track, which is being converted into a residential area. The new plan is being developed in the area of the race track, which is being converted into a residential area. The new plan is being developed in the area of the race track, which is being converted into a residential area.

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## CHAPTER 2

### AREA INVENTORY AND ANALYSIS

#### Existing Land Uses

While there are still some remnants of the earliest land uses--kennels, stables, and chicken farms--the prevailing land use in Carol City is single-family residential, with three community-size shopping centers, and scattered smaller commercial areas. Within recent years, multi-family units have begun to appear. The pace of their construction is estimated to have more than doubled within the last year.

Other significant land uses include two trailer parks, the Sunland Training Center, a County dump, not expected to be phased out before 1979, and the City of Surfside's dump. Nearly one-third of the total land area, much of it in large parcels, remains undeveloped. (See Figure 1)

#### Relationship of Existing Land Uses to General Land Use Master Plan

Low density residential is the predominant land use designated for Carol City on the General Land Use Master Plan, with the major exception of the northwest section, 31-51-41. Snake Creek Canal splits this square mile into nearly equal halves. The southern half, which is the site of Sunland Training Center, is designated "Institutional", and the north half, most of which is presently used as a County dump, is marked for park and open space use. A large park area, approximately a quarter section, is also shown south of N.W. 199 Street between 27 and 37 Avenue.

Medium density residential areas are shown around the commercial areas designated at the intersections of Miami Gardens Drive with 27 and 47 Avenues. Commercial land use is also indicated along the Palmetto Feeder Road at the intersections of 37 and 57 Avenues.

The schools which have been built and those for which construction is currently planned correspond closely to those as "proposed" on the 1985 General Land Use Master Plan.

#### Existing Zoning Patterns




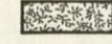

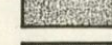

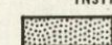


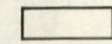
Single-family residential zoning (RU-1) predominates in Carol City. In the northwest part of the community, large areas are zoned for agriculture (AU) and interim general use (GU).



# Carol City Area Study

## EXISTING LAND USE

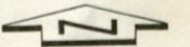
### legend

-  RESIDENTIAL SINGLE FAMILY ATTACHED OR DETACHED
  -  RESIDENTIAL MULTI-FAMILY
  -  MOBILE HOMES
  -  PARKS & NURSERY
  -  WATER & SEWAGE FACILITIES
  -  PUBLIC DUMP
  -  COMMERCIAL
- 
- INSTITUTIONAL**
  -  schools  
E = elem. / J = jr. high / S = sr. high
  -  church
  -  sunland training center
  -  vacant land

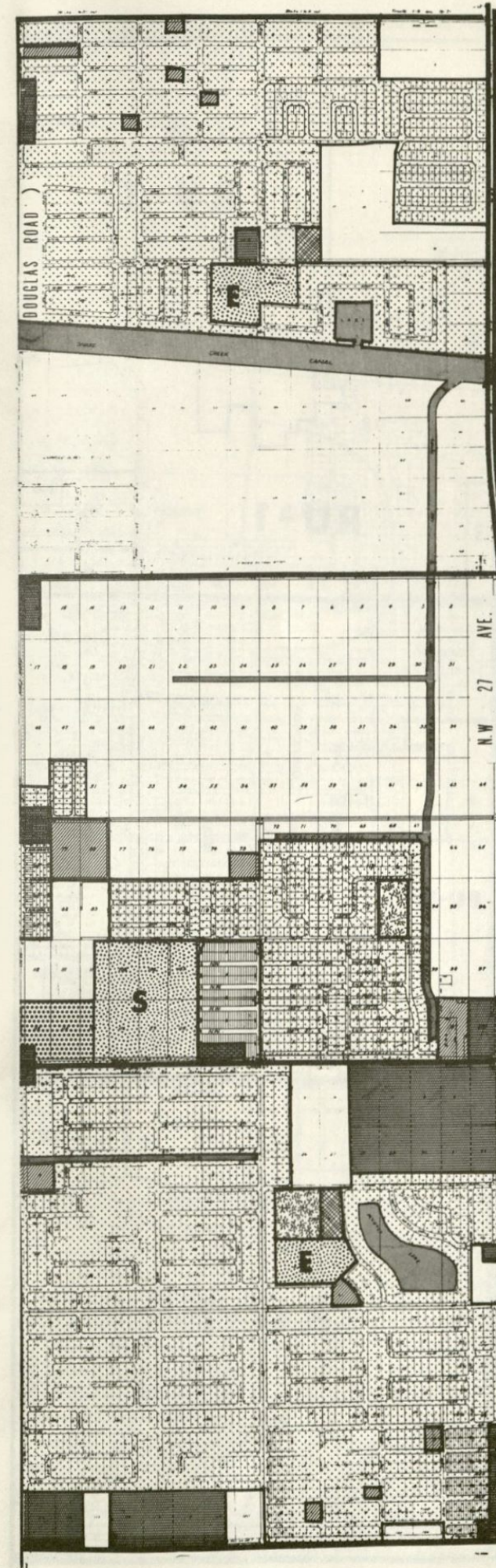
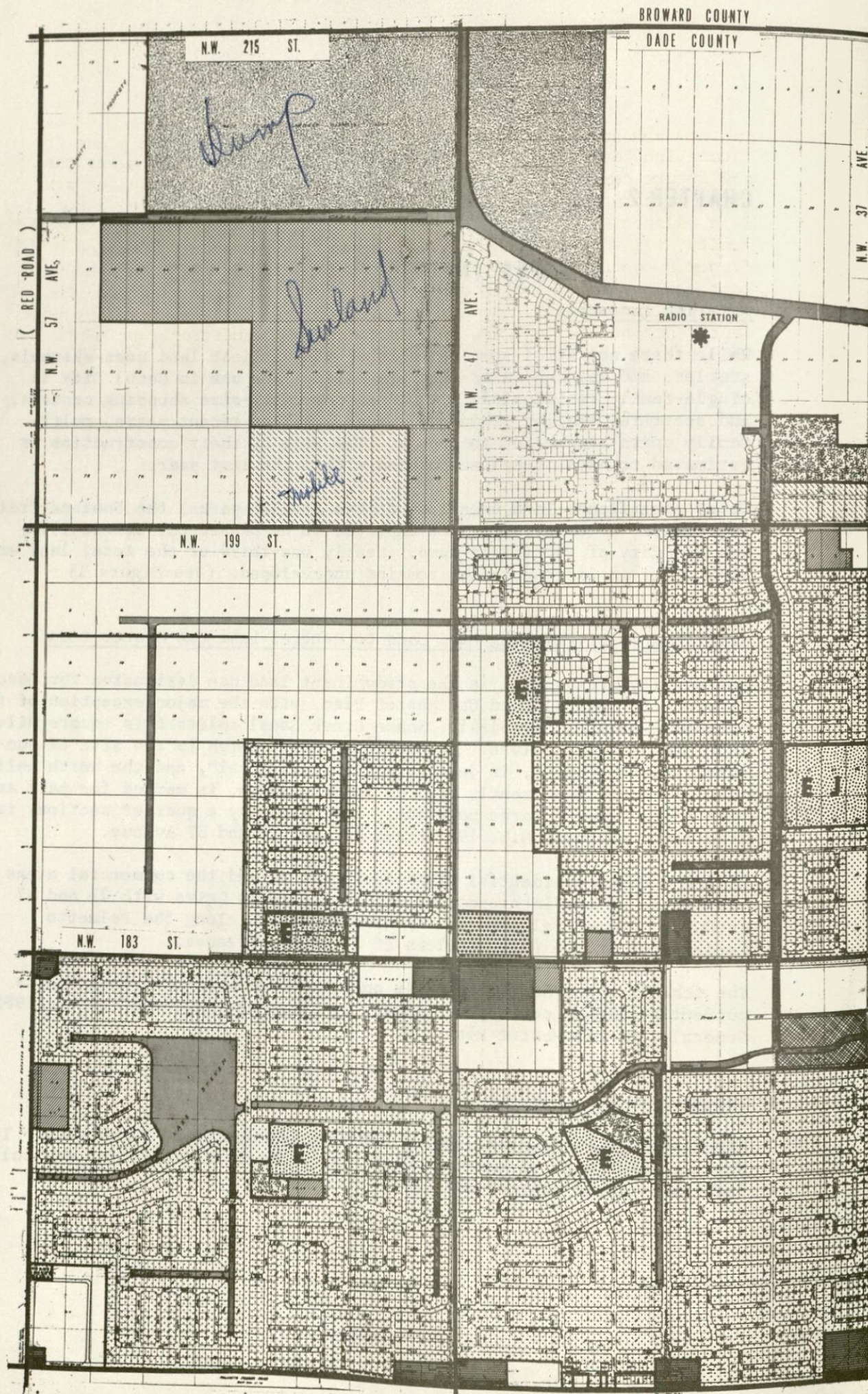
### STUDY AREA LOCATION MAP



Metropolitan Dade County  
Planning Department



SCALE IN FEET  
0 850  
NOV. 1971









### Population Characteristics

In 1960, forty-eight percent of the Carol City population was under 19. The percentage remained the same in 1970. Within that group, however, the age distribution had shifted upward: the percentage of the total population under five years of age had dropped from 18 percent to 11 percent, while the 14-18 year old category had risen from 6 percent to 11 percent, with the intermediate group gaining 2 per cent. Both the size of the under 19 group--it is about 60 percent higher than the Dade County average--and its distribution shift are of particular importance in evaluating school, park and open space needs. Other impacts of this age shift upon the community are discussed on page 21. Information on some of the most important population characteristics, including occupation, education, and income, will not be available until 1972.

The total population of these five tracts is 31,335, of whom 24 percent, or 7,388, are black. Ninety-five percent of the residents of Tract 100.01 are black, and comprise 51 percent of all the blacks in Carol City. In the other four tracts, the percentage of black residents varies from 8 percent to 22 percent of the total Carol City black population, and from 6 percent to 36 percent of the tract population. There is no clear-cut relationship between the under-19 percentage per census tract and the percentage of blacks per tract.

### Housing

The 1970 Census reported there were 7,386 dwelling units within the Carol City Study area. In sharp contrast with the situation in the early sixties, 98.5 percent of these units were occupied.

Most of Carol City's housing is in good structural condition and not subject to overcrowded occupancy. Only in the older subdivision north of Snake Creek Canal does the Dade County Community Improvement Program report any significant number of units displaying deterioration. This same area contains the largest percentage of overcrowded units (15 percent contained more than 1.5 persons per room). However, the Carol City total of six percent overcrowded units is well below the County's average of ten percent.

Despite recent changes in construction trends, single-family, owner-occupied houses remain predominant in Carol City. Although 2500 units were constructed between 1960 and 1970, the percentage of single-family housing changed only from 100 percent to 95 percent, and the owner-occupied units decreased only from 96 percent to 90 percent of the units. In contrast, less than 56 percent of the housing units in Dade County are single-family.

Much of Carol City's recent residential construction has utilized federally subsidized low- and moderate-income housing programs. Since the Census was taken, an additional 1500 units of FHA "Section 235"



single-family "ownership" units have either been constructed by, or authorized for private, non-profit or limited dividend builders. An additional 300 multi-family rental units have been built by such builders under the FHA "Section 221 d (3)" and "236" programs. The area's only publicly owned subsidized housing is currently under construction at N.W. 199 Street--these 146 townhouse units may eventually be owned by the tenants. The Dade County Department of Housing and Urban Development indicates it has at present no plans for additional housing units in the study area.

The low- and moderate-income housing, besides introducing new housing forms to Carol City, is also changing the family size and composition. The households that occupy this housing are reported by the Dade County Board of Public Instruction to be substantially larger than the 4.3 persons per household average for the area, with correspondingly greater impact on the schools.



CHAPTER 3

TRANSPORTATION AND CIRCULATION

Roads and Expressways

N.W. 27 Avenue has recently been improved as a 6-lane divided arterial from N.W. 183 Street to the Broward County line. The other north-south arterials are 2-lane facilities which currently handle local traffic within the Carol City area.

There are at present no 4-lane east-west arterials within the study area. However, the Dade County Public Works Department Status Report, February, 1971, indicates that preliminary engineering for the widening to a 4-lane divided highway of N.W. 183 Street from N.W. 27 Avenue to N.W. 57 Avenue will be completed this year. Construction is scheduled for after 1974, following acquisition of rights-of-way. The extension and widening of N.W. 199 Street between N.W. 2 Avenue (SR 7) and N.W. 47 Avenue is scheduled for preliminary engineering during 1974-75, with the acquisition of rights-of-way set for 1975-76. Construction of County Line Road (SR 872), from N.W. 27 Avenue to N.W. 2 Avenue, will begin this year, under a current state road program. Bids for this project, which will be a 4-6 lane divided arterial, were received in January of this year. The extension of the LeJeune-Douglas Expressway through the Carol City area, in the general vicinity of the N.W. 30 Avenue-40 Avenue corridor, is projected for the 1976-85 time frame.

Calder Race Track Traffic - Due to the fact that the morning commuter traffic has subsided before the race track patrons begin to arrive, it is only in the evening that the race track traffic makes a noticeable impact on the N.W. 27 Avenue traffic load. However, the majority of the commuter traffic is then headed in the opposite direction to that of most of the race track patrons, so that, except for left turn movements at N.W. 183 Street, these are not conflicting traffic streams. Some modification in the signalization and lane markings would improve the flow through this friction point. The only other significant tie-ups attributable to the race track occur during the evening exodus from the track at the N.W. 27 Avenue exit and at the entrance ramp for eastbound traffic on the Palmetto Bypass.

Pedestrian Facilities - Some pedestrian walkways have been built specifically to serve the various schools in the Carol City area. These include the following:

- 1) N.W. 191 Street between N.W. 32 and N.W. 37 Avenues
- 2) N.W. 37 Avenue between N.W. 187 and N.W. 188 Streets
- 3) N.W. 173 Drive between N.W. 52 Avenue and N.W. 52 Place



Two additional walkways to serve the school system have been recently proposed by Traffic and Transportation Department. They are as follows:

- 1) N.W. 207 Street between N.W. 25 and N.W. 22 Avenues
- 2) N.W. 183 Street between N.W. 45 and N.W. 51 Avenues

A mid-block pedestrian signal has been installed at:

N.W. 207 Street between N.W. 32 and N.W. 33 Avenues

Also, a traffic signal with pedestrian feature is now in operation at:

N.W. 183 Street and N.W. 52 Avenue

Pedestrian movements at N.W. 183 Street and N.W. 47 Avenue will be improved through the installation of a new traffic signal with pedestrian features, and standard roadway markings to guide pedestrians.







## CHAPTER 4

### PUBLIC AND SEMI-PUBLIC FACILITIES

#### Public Schools

There are seven elementary schools in the Carol City Study area. Lake Stevens Elementary, which has just been completed, is already filled to capacity. The Board of Public Instruction attributes these saturation conditions to the influx of hundreds of new families under the FHA 235 home-ownership program mentioned above. The Board, whose resources are already being strained, estimates that if all the projected FHA 235 dwelling units are built there will be several thousand more school children in the Carol City area. This would necessitate increasing the capacity of present schools by the use of portables; building new schools (one for each 600 students, at the elementary level); or busing students to school in other areas that may not be filled to capacity.

Two additional elementary schools with adjacent parks are projected for the area. Construction of a second junior high school is planned adjacent to Lake Stevens Elementary. Miami Carol City Senior High School is near capacity, but is not considered over-crowded, with a satisfactory ratio of one teacher per twenty students. Some students from the Opa-locka and Palm Springs North areas attend this school.

#### Private Schools

There is only one private school in Carol City: St. Monica's, with 369 students in grades K through 9, on a 6-acre site, at 3490 N.W. 191 Street.

#### Library Facilities

The only local library service available to the Carol City residents is that of the Bookmobile which stops at the Carol City and the Miami Gardens Shopping Centers. The Dade County Library Master Plan estimates that a facility of 50,000 square feet would adequately serve a projected 1985 population of 120,000 within a four-mile radius of the Carol City Shopping Center, and that a permanent facility should be located in that vicinity. The Plan further recommends that a branch library be established in rented quarters in the Shopping Center to serve in the interim. The nearest existing library is in Opa-locka. Recently (June, 1971) the County Commission approved the acquisition of a 5.8 acre site in the northeast corner of the intersection of Miami Gardens Drive between the small shopping center and N.W. 27 Avenue. This will serve as the site of the proposed regional library.



### Parks, Recreation and Open Space

There are five neighborhood parks in the Carol City area. Two additional ones, Lake Lucerne and Scott, are just outside the Study area. Four of Carol City's parks have year-round recreation programs; four are adjacent to elementary schools, making it possible to coordinate school and park programs in order to utilize the space, personnel, and equipment most effectively. This kind of multiple use of public land is recommended in the County's Recreation and Open Space Master Plan, which also sets some standards for evaluating a community's recreation facilities. According to these standards, which are derived from national standards, only two of the five parks meet the minimum size requirements for neighborhood parks--five acres. The report also indicates the present need for a community park (minimum size: 20 acres), and the need by 1975 for three more neighborhood parks.

Both the General Land Use Master Plan and the Recreation and Open Space Master Plan indicate that, when the present County dump is phased out, consideration should be given to the development of a regional park on this site and the adjacent vacant County land to the west. The current dump operation, however, is projected to at least 1979.

### Protection Services

Police - A majority of the police services are provided by the North District Sub-Station 1, located at N.W. 167 Street and 37 Avenue. This station handles most of the calls for police services. It is supplemented by the Central Services Division and the Headquarters Detective Bureau of the Central District. Air support is provided upon request of the Patrol and Traffic units in each district. It is estimated by the Public Safety Department that the total on-duty police force in the district can be placed in the Carol City area within 30 minutes. This could be accomplished via the existing communication system and the network of streets and highways that serve this area. According to recent data submitted by the Public Safety Department both the available police force and vehicles will be increased in the area approximately 100 percent by 1972.

Fire - Fire Station No. 1, 16770 N.W. 37 Avenue, currently serves the Carol City area. Its facilities consist of one fire engine, six fire fighters, and three lieutenants. The proposed County budget calls for relocation of Fire Station No. 11, which is now at 44 N.E. 150 Street, to N.W. 183 Street and 7 Avenue, to serve as a back-up for Station No. 1. A new station will be built near the Palmetto Bypass at about N.W. 67 Avenue to provide additional fire fighting capabilities. Response time is currently estimated at 2 minutes per mile. Therefore, from Station No. 1 even residents at the periphery of the Carol City area can get fire service from 3 to 6 minutes after the equipment leaves the station.



## Utilities

Water and Sewer - One privately owned, and two publicly owned utility companies are certified to serve Carol City. However, several areas, including part of the large single-family neighborhood north of Snake Creek Canal, actually have no service, are totally dependent on individual wells and septic tanks.<sup>2</sup> North Miami Beach Utilities (Myrtle Grove) has three quarters of a square mile in the southeast corner of the study area. The Ecological Science Corporation (Gulf Utility) area is north of Snake Creek Canal. Plans have been made to convert two of the area's three sewage treatment plants to pumping stations to collect and transmit waste to an interceptor line, currently being completed, which will carry the waste to the County's North Dade sewer system for disposal via North Miami's ocean outfall. The Myrtle Grove plant will complete the conversion as soon as possible. The Carol City treatment plant's conversion will probably be delayed until the County can provide at least primary treatment of the waste before it reaches the ocean outfall. There are no plans for the imminent conversion of the Riverdale Estates plant, north of Snake Creek Canal.

Electrical Power - The Carol City area is principally served by the Florida Power and Light Company "Garden Sub-station" at 3801 N.W. 179 Street. Two additional sub-stations, on the east and west sides, supply portions of the fringe areas. The electric lines lace from the sub-station through both the vacant and developed areas. As new customers are added and existing ones increase their use of electricity, the capacity of the feeder is increased. Planning for anticipated growth is initiated 18 to 24 months prior to a feeder reaching its electrical load limit.

A new sub-station has been planned at N.W. 38 Avenue and N.W. 203 Street to provide for the continual growth and subsequent demand for electrical power. This site, called "Snake Creek Sub-station", will probably be built in 1973 when load conditions in this area will require the services of this facility.

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<sup>2</sup>C.I.P. "Summary Profile", pages 11 and 12



## CHAPTER 5

### ANALYSIS OF AREA- PROBLEMS AND PROPOSALS

#### Introduction

Early development in Carol City gained acceptance on the basis of the Carol City Master Plan drawn up by a nationally known firm, and presented to the Commission at the time of the original rezoning. The Master Plan, which included most of the Carol City area south of Snake Creek Canal, was based on the single-family neighborhood concept. Conforming most closely to that original plan are the three square-mile sections just north of the Palmetto Bypass, with an elementary school and adjacent park located somewhat centrally within each section.

The answer to Carol City's problems, however, is not to be found in the continuation of the same kind of development shown on the original Carol City Subdivision Master Plan. The characteristics of the 1970 Carol City household differ in several important ways from the 1960 household. While the size of the household has changed little, the age distribution of the children has shifted upward--the 1960 Carol City first-grader is now old enough to drive. (See Population Characteristics, page 10). Because the children are older, more mothers are working. One result: more automobiles. More automobiles on the streets, more automobiles parked in the yards. More parking spaces needed everywhere. The house that seemed roomy for two or three pre-schoolers can seem unbearably small when it holds teenage rock fans. The yard that was adequate for sand-boxes and doll carriages is not big enough for football games. Added to these "growing pains", suffered by all typical suburban areas, have been the traumas of severe economic crises, and of racial and ethnic integration, as first blacks and now Cubans move into the area. There are no easy answers; certainly zoning cannot provide a total solution. The fact that the Carol City citizens have in the past shown themselves willing and able to work together to solve their problems is one of the most important and hopeful factors. The creation of a chartered civic organization, possibly with neighborhood units, could make for more effective involvement and coordination of community efforts, and provide an effective liaison with governmental agencies in planning and implementation.

#### Land Use Analysis

No matter what organizational form community activity takes, nor what the catalyst is for initiating improvements in the area, consideration should be given to these subjects:



1. Open space and recreation
2. Housing patterns
3. Environmental considerations
4. Traffic and Transportation
5. Commercial development

The following analysis of the area in terms of these topics is reflected in the changes in land use configurations depicted on the Recommended Land Use Map, page 28.

#### Open Space and Recreational Facilities

The current deficiencies in publicly owned open space and recreational areas will not be remedied in the immediate future. The Parks and Recreation Department's 1971-72 budget includes no request for additional land acquisition in the Carol City area. It does, however, contemplate the improvement of the recreation area on the 24-acre site of the Carol City Elementary and Junior High School.

Only through a reassessment of budget priorities will the open space and recreation needs of this area be met on the County level. Such a reassessment will occur--if at all--only as the result of concerted continuous effort by the Carol City citizens. Both the General Land Use Master Plan and the Open Space and Recreation Master Plan recognize the needs in the Carol City area. The latter plan, approved in 1970, indicates a current need for a community park; the need for three additional neighborhood parks by 1975; and for the regional (metropolitan) park in the northwest corner of the Carol City area, which must await the phasing out of the county dump presently operating on the site.

Regional Park - Since a report prepared by consulting engineers for the Board of County Commissioners, dated September, 1963,<sup>3</sup> warned of the dangers and inadequacies of the County's dump, it is recommended that means of phasing out both dumps in the Carol City area in the near future be thoroughly investigated. The City of Surfside already has plans to take only trash, not garbage, to its dump site as soon as the county incinerator is ready to handle the Surfside garbage.

Neighborhood Park - The only existing Carol City park of totally inadequate size--3.12 acres--is Buccaneer Park, adjacent to North County Elementary School, but separated from it by a through street. Closing at least part of the street would make the park safer and more functional. Four or more additional acres could be added to the park by purchasing the long-vacant lots east of the park and closing the street that presently separates them from the park. These lots are not likely

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<sup>3</sup>Greenleaf Engineers: Engineering and Economic Report on Waste Collection and Disposal in Metropolitan Dade County, page 1-2.



to be built upon in the near future. They are unacceptable to the FHA because of their proximity to a sewage treatment plant. While the County's long-range goal is to phase out all such small treatment plants, this one is not scheduled for phasing out in the near future. Buccaneer Park is the only park north of Snake Creek Canal. The lack of recreational facilities is more acute in this area than in any other part of Carol City. The expansion of this park deserves serious consideration.

All future residential development should help to alleviate, rather than intensify, existing open space and recreation inadequacies. Single-family development can provide more functional open space on the same number of acres by utilizing cluster patterns. It should be incumbent upon all developers of multi-family units to make provisions for at least part of the recreational needs of their residents.

It is the County's policy to require that each owner of a large parcel of land get approval of an overall plan for his entire property prior to development of any portion of it. Wherever this kind of "planned area development" has been recommended (see Figure 4, page 28 ), a developer might be required to set aside open space and recreation areas based on the total projected population of the entire development.

Community Park - A concerted effort should be made to provide a community park in the Carol City Community before land suitable for such use becomes scarce. A park of this category will require a minimum of 20 acres. It should be located near a junior or senior high school because its service area generally coincides with that of the school. It appears that the only areas where this criteria can be met are adjacent to the new Lake Stevens school site or on the east side of the Carol City Senior High School. If these sites are not possible, one near the junction of Honeyhill Road (N.W. 199 Street) and N.W. 47 Avenue may be suitable for the purpose. Other areas located on the south side of Miami Gardens Drive (N.W. 183 Street) between N.W. 27 and N.W. 47 Avenues are feasible but will be more costly. Furthermore, those parcels located east of N.W. 44 Avenue may be subject to the taking of right-of-way for the LeJeune-Douglas Expressway, discussed below. (See Transportation and Circulation, page 13 ).

The successful implementation of plans to locate a community park will require the cooperative efforts of the local citizenry and the county and federal agencies through the federal open space matching funds program. This approach appears to be the most feasible one at this time.

#### Housing Patterns

The recognized need for better housing for many families in Dade County does not obviate the fact that federally subsidized and public housing generally puts a greater burden on the facilities of the surrounding



area than does private housing. (There is, of course, a need to re-evaluate the tangible and intangible costs-versus-benefits to the community at large of any and all development.)

The housing study<sup>4</sup> recently completed in Dade County recommended a total of 600 new housing units for low- and moderate-income families for an area identified as District 31, of which Carol City is approximately one half. This total for the two-year period from 1970 through 1972 has already been surpassed in the Carol City area alone.<sup>5</sup> Each district was evaluated in terms of its suitability as well as its potential for new housing, particularly in terms of low- and moderate-income families and racial minorities. While scoring relatively high in terms of available and opportunity of choice, District 31 ranked near the bottom of the scale in regard to the two factors of "suitability" considered particularly important for low- and moderate-income groups: accessibility and provision of social services.

In other words, Carol City, despite its limited suitability for lower-income housing, has already received more than its "quota."

It would therefore seem eminently reasonable for the County to take whatever steps it can to postpone the development of any further public or subsidized housing in the Carol City area--at least until Carol City experiences marked improvement in the essential "suitability" factors of accessibility and provision of social services; and until the rest of the County has assumed its recommended share of the total 10,000 housing units.

All future residential development in Carol City should be carefully weighed in terms of its effect on the existing community and the additional burden it may place on already inadequate community facilities. This kind of "if-and-when" provision may be considered to be implicit in the recommended land use and zoning configurations.

When single family residential use is indicated, the emphasis should be on varied types of attached or clustered units, to make the most effective and economical use of open space. In the low- and medium-density multi-family areas, the emphasis should be on the efficiency apartment, and one and two-bedroom units. FHA sponsorship of further development in the Carol City area should be only of the non-subsidized type until a better balance has been achieved.

Under the federal "Section 204" review process, effective April 1, 1971, applications for federal HUD housing programs involving new construction

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<sup>4</sup>"Housing in the Metropolitan Area", Final Summary Report

<sup>5</sup>Summary Profiles, C.I.P.



will be reviewed by the Dade County Planning Department if they involve subdivisions of 50 or more lots or multi-family projects of 100 or more units. The Department will have fifteen days in which to submit its comments. The criteria outlined in this study will provide a basis for evaluation of any projects in the Carol City area.

#### Environmental Considerations

In the past, developing a subdivision was tantamount to destruction of the natural environment, most obviously as it affected the flora of the area. As a result, about 20 years would naturally have to elapse before there was a tree large enough to provide either shade or challenge to a small boy's urge to climb a tree.

This type of "development" should not be permitted in the undeveloped area that remains. Instead, existing natural features such as pine and palmetto, stands of oak trees, low drainage areas, varied ground elevations should be preserved. This can be achieved by judicious use of land such as by the concentration of man-made uses to balance open space left in its natural state. Where there is a lack of natural ground cover, shrubs or trees, the developer should provide the type of landscaping that would compensate for any diminution of the natural environment.

Two approaches to the implementation of these environmental goals are currently under consideration: first, an ordinance requiring a County permit to destroy any trees; and second, an environmental review board, made up of professionals in the pertinent disciplines.

The effects on the environment of the ubiquitous automobile, the hazards it creates, the economic burdens it imposes, are touched upon in the following section.

#### Traffic and Transportation

As in most subdivisions of its vintage, maintenance of roads has not kept up with the effects of the ever increasing traffic. Resurfacing of N.W. 183 Street, in particular, is recommended. More traffic lights and pedestrian facilities are needed. The already-scheduled widening and extending of east-west arterials (N.W. 183 and N.W. 199 Streets) is certainly essential.

These "Improvements" will bring with them certain adverse results, some of which can be minimized through good design. The number of curb cuts should be strictly limited; rights-of-way adjacent to residential areas should, wherever feasible, be appropriately landscaped in order to soften the visual and noise impact of the roadway activity. Pedestrian ways and bikeways should be included within all new developments and in established areas wherever feasible. Conceivably, these could be integrated



into a unified system throughout Carol City, which would provide a means of both recreation and transportation.

More serious in its impact on the Community will be the physical intrusion of the LeJeune-Douglas Expressway if, as presently planned, it traverses the study area. Preliminary considerations by road design consultants show four possible alignments. (See Figure 3.) Unfortunately, all are disruptive in their effect on the community, not only as a physical anomaly, but much more seriously as a disrupter of existing homes and lives in the community.

This situation brings into focus again the need to acquire rights-of-way for future road systems well in advance of development of the abutting area. Faced with the problem at hand, it would appear further study is necessary to evolve an alignment which would minimize its disruptive effect on the local street circulation patterns and neighborhood cohesiveness. While taking a more sympathetic approach to the well-being of those affected, especially as it concerns the number of families that may be displaced, the expressway plan should incorporate the multiple-use concept at the design stage, rather than during or after its actual construction.

Re-evaluation of the customary solutions to the problems of getting people from place to place must be accelerated. With the clarity of vision that hindsight provides, it is becoming obvious that streets and highways for private automobiles eventually become part of the problem rather than the solution to it.

What is needed, urgently needed, is a viable transportation alternative. An alternative, for low-income families, to owning one automobile; for middle-income families, to owning a second, or third, car. The ideal alternative--a high-speed rapid transit system with interconnecting local service--may be fifteen, twenty, twenty-five years away.

But the need and the problems exist now. Significant improvements in the existing bus service cannot be looked for so long at MTA's charter requires that it be self-supporting. Such a requirement is hardly more tenable for public transportation than for any other public service; and it probably will be removed eventually.

#### Commercial Development

Carol City Shopping Center is acquiring an additional department store at the western end of the center. Other centers that may experience further expansion are those at the southwest and southeast corners of N.W. 183 Street and N.W. 47 Avenue. All existing commercial areas shown on the Recommended Land Use Plan will probably remain viable land uses.



Any new commercial centers must be an integral part of the plans for future land development in the Carol City Community which means that any future commercial development must relate to the developing area first in terms of convenience and service, while maintaining a compatible balance with existing commercial areas and the needs of the community as a whole. These new sub-commercial centers located and designed properly constitute visual accent elements which could help to knit each neighborhood into the total fabric of the community. The general land use recommendations based on the above analysis are presented graphically on Figure 4, Land Use Recommendations, which follows on page 28.

As stated in the introduction, the preceding recommendations are primarily addressed to those problems for which remedies can be readily defined. On the other hand, the resolution of some of these problems is much more complex and not entirely within the sphere of the local agencies to effectuate. Notwithstanding this situation, every effort should be brought to bear on the problems, however limited the effort may be. Land use control by zoning districts is one method by which some measure of area improvement can be effectuated. However, zoning is by no means the total answer. The following recommended rezoning is presented within this framework.

#### Rezoning Analysis

The Planning Department and the Building and Zoning Department have used the following guidelines for their rezoning recommendations, which are delineated on Figure 5, page 34.

- (1) That the Carol City area as originally planned and as subsequently developed during the past 15 years has been a low density, single-family residential community. Future development proposals should be evaluated in terms of maintaining that kind of density level.
- (2) It must be recognized, however, that low-density living environments can be achieved through other than the traditional subdivision patterns. Clusters, multiple-use areas, pedestrian-oriented, and other development configurations have much to offer.
- (3) That subdivisions and all other residential development should provide for open space and recreational areas which are determined to be adequate for the residents thereof on the basis of the Dade County Parks and Recreation Department's standards, taking into consideration Carol City's age distribution profile.
- (4) That any proposed development should preserve as much open space
















FIGURE NO. 4

# Carol City Area Study

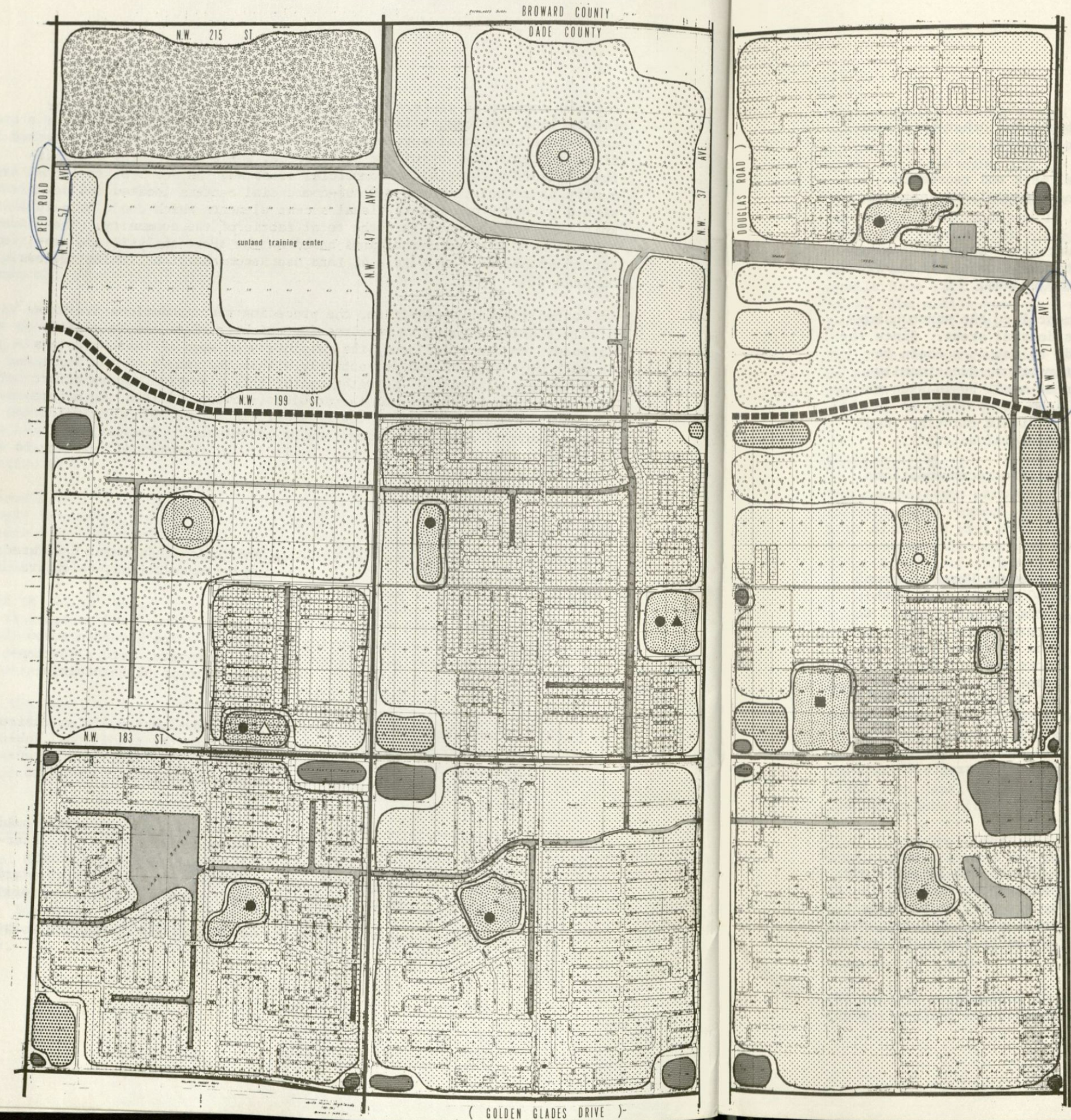
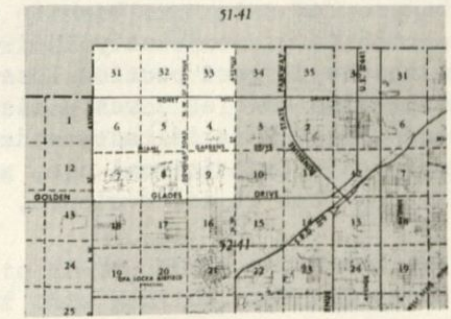
## RECOMMENDED LAND USE

### legend

-  RESIDENTIAL SINGLE FAMILY ATTACHED AND DETACHED
-  RESIDENTIAL MULTI-FAMILY
-  COMMERCIAL
-  PLANNED AREA DEVELOPMENT
-  REGIONAL PARK
-  PROPOSED REALIGNMENT OF N.W. 199 ST.

- INSTITUTIONAL
-  school - park site
- existing    proposed
-  elem.
  -  jr. high
  -  sr. high
  -  elem.
  -  jr. high
  -  sr. high

STUDY AREA LOCATION MAP





as possible and retain any existing trees and other unique or significant natural features wherever feasible.

- (5) That Carol City should have additional park and recreation areas; and a community focal point for cultural, educational, and social activities.
- (6) That the haphazard juxtaposition of unrelated zones creates incompatible land uses and causes a deterioration of the environment resulting in a decline in property values.
- (7) That strip commercial uses are detrimental to the surrounding area, particularly to low-density residential areas. Since the first piece of commercial zoning tends to set up a chain reaction resulting in the visually unattractive, functionally inefficient, and cluttered collection of small businesses extending from corner to corner, it will be our policy, in general, to encourage commercial uses to develop within existing shopping centers, or existing nuclei of commercial activity.

The translation of the above guidelines into specific recommendations is discussed below.

#### Section 31-51-41

Most of this section is zoned AU. Only the Dade County Waste Disposal Area in the northeast portion of this section (200 acres  $\frac{1}{2}$ ) is within a different zoning category--GU. The AU zoning has no relationship to current or projected land uses and it should be rezoned to RU-1 except for the portion at the southwest corner. This area is recommended for RU-TH classification which could provide for a more compatible site plan around the lake area. The GU is considered a transitional zone; however, since the dump operation will be phased out within 8 years, it would be appropriate at this time to rezone it to RU-1 in order to stabilize the area zoning pattern, there being no specific zoning district for parks. The RU-1 zone is also compatible with the new mobile home park which has been approved in the southeast corner of tracts 67 through 71.

#### Section 32-51-41

This section is predominantly RU-1 and vacant. The second largest zone is GU with the largest portion located in the northwest corner and is currently being used as a waste disposal area by the City of Surfside (150 acres  $\frac{1}{2}$ ). This is recommended for RU-1 zoning since the dump can be considered a transitional use, and the RU-1 would be a compatible zone in this area when it is developed.



The irregular GU zone district which is located near the center of the section is the site of a radio station antenna field. This area should be rezoned to RU-1. The station is operating under a special permit and could continue under the RU-1 category.

The AU zone at the southwest corner is vacant and has no relationship to any agriculture uses and it should be rezoned to RU-1 to conform to the adjoining areas to the north, east, south and proposed RU-1 to the west.

The AU and GU zones located at the southeast corner are the sites of a mobile home park and a plant nursery. These zones should be changed to RU-1. The mobile home is a single-family use and operates under a special permit and RU-1 would be the most compatible zone.

The plant nursery appears to be a transitional use in this area and the AU zone that covers this type of use is not relevant in this developing residential area. Therefore, a change to RU-1 would be appropriate, although it would make the plant nursery non-conforming.

#### Section 33-51-41

The southeastern part of this section, south of Snake Creek Canal, has recently been rezoned, along with the northeastern quarter of Section 4. Both areas are part of a large planned development intended eventually to encompass also much of the southwestern and northwestern quarters, respectively, of this section and Section 4. Until the precise alignment of the proposed LeJeune-Douglas Expressway has been determined, site plans for the remainder of the planned development cannot be completed; therefore, the developer's application for the rezoning of the westerly portion of his property was denied without prejudice.

#### Section 4-52-41

The northeastern quarter of this section has already been discussed under "Section 33".

The RU-4 and RU-1 zones lying south of N.W. 191 Street and east of the Carol City Canal are recommended for RU-4L which is a medium density apartment zone with higher design standards and use controls.

It is recommended that the site of the existing telephone facilities plus the area needed for the company's planned expansion be rezoned from GU to BU-1A; since this operation approximates a restrictive commercial use. The balance of the GU zoning in the southeast corner of this section, which includes a church facility, should be rezoned to RU-1 to conform to the abutting properties to the north and west. The church has been approved at this site under a special permit and can continue compatibly in the proposed RU-1 zone.

The parcels recommended to be rezoned to RU-3M, RU-TH, RU-2 and RU-1, primarily along the western boundary of this section, are indicated in



Figure 5. The overall purpose is to create a more orderly and unified zoning pattern, and to improve the compatibility of present and projected land uses in this area.

The BU-1A at the southwest corner should be rezoned to RU-4L since it is currently in use for an apartment complex. However, a small segment at the intersection which is being used for a gas station should remain BU-1A.

The Carol City Senior School site, which is zoned AU, GU and BU-1A, should be rezoned to RU-1. This would serve to square off the immediate area zoning pattern in a logical manner.

#### Section 5-52-41

The BU-1A parcel at the southwest corner should be rezoned to RU-4L to reflect the existing use--apartments. The vacant RU-1 parcel adjoining the proposed RU-4L zone to the east should be rezoned to RU-TH as an extension of the existing RU-TH zone to the north and provide a transition in residential zones from the aforementioned proposed RU-4L. The small vacant parcels near the southwest corner should be rezoned from AU and GU to RU-1 to conform to the zoning and existing uses of the surrounding properties east, west and north.

The BU-1 and RU-4M in the southeast quarter fronting on N.W. 183 Street should be rezoned to RU-1. There is a convenience store at the northwest corner of the BU-1 zone fronting on N.W. 42 Avenue. This can remain as a non-conforming use within the proposed RU-1 zone. This could serve to remove incompatible zones and could discourage further commercial stripping of both N.W. 183 Street as well as N.W. 42 Avenue with the immediate area.

#### Section 6-52-41

The vacant land in the southeast corner of this section should be rezoned from BU-2 to RU-TH. It adjoins a single-family development to the north and an existing elementary school and proposed junior high site on the west. That there is sufficient commercial zoning in the area without this parcel is evidenced by the fact that more than 6 acres of BU-2 still lie vacant in the southwest quadrant of this intersection. The recommended RU-TH would provide a compatible transitional zone and eliminate the possibility of development of various types of commercial uses that may be undesirable that are permitted in a BU-2 zone, from locating adjacent to an elementary school. The existing zoning in the remainder of this section--RU-1 plus a 10-acre parcel of BU-2 in the northwest corner--should be retained.



Section 7-52-41

All of the BU-2 zoning in the southwest corner of this section should be rezoned to RU-4L with the exception of the service station property which should be changed to BU-1A. Most of this property is vacant. However, there is an apartment building at the northwest corner of the BU-2 zone and the proposed RU-4L zone would be the appropriate category for this use. An existing L-shaped parcel of RU-TH provides a buffer for the RU-1 area.

That part of the BU-1A zoning in the southeast corner of the section which does not already contain commercial uses should be rezoned to RU-1 to conform to the existing contiguous zoning (RU-1) to the north and west.

Section 8-52-41

The large RU-4 zone at N.W. 42 Avenue and N.W. 183 Street should be rezoned to RU-1 to conform to the adjacent properties at the east, south, and west. This parcel is vacant except for some minor structures that have been placed on the property through various use permits. The RU-4A zone would allow a high range of apartment densities which would be incompatible with the existing and projected residential development of Carol City. The RU-4 zone was originally approved in 1958 for the purpose of building a community hospital. Since this use has not materialized, the RU-4 zone should revert back to RU-1.

Section 9-52-41

The AU and GU zones in the southwest quadrant of this section should be rezoned to RU-1. A drive-in theater occupies the west three quarters of this property, the remainder being vacant. Drive-in theaters in developed residential areas tend to be transitional uses. To rezone to RU-1 at this time would not affect the current use, which is allowed by special permit, but would help to assure that the future land uses will be compatible with the adjoining areas to the north and east.

The RU-3B zone in the southeast quadrant is recommended for a change to RU-1. RU-3B is an obsolete zone and should be phased out where ever is possible. The small RU-1 parcel located between the existing BU-1A and BU-1 zones fronting on the Palmetto feeder road should be changed to BU-1A to square off the district boundary.

The western portion of the BU-2 zone of the Carol City Shopping Center, a portion of tracts 6, 7, 26, and 27 should be rezoned to RU-1.

The AU zone at the northwest corner of this section should be rezoned to RU-1. There is a residential structure on the property at this location. The RU-1 would conform to the zoning to the south, east and west of the subject property.



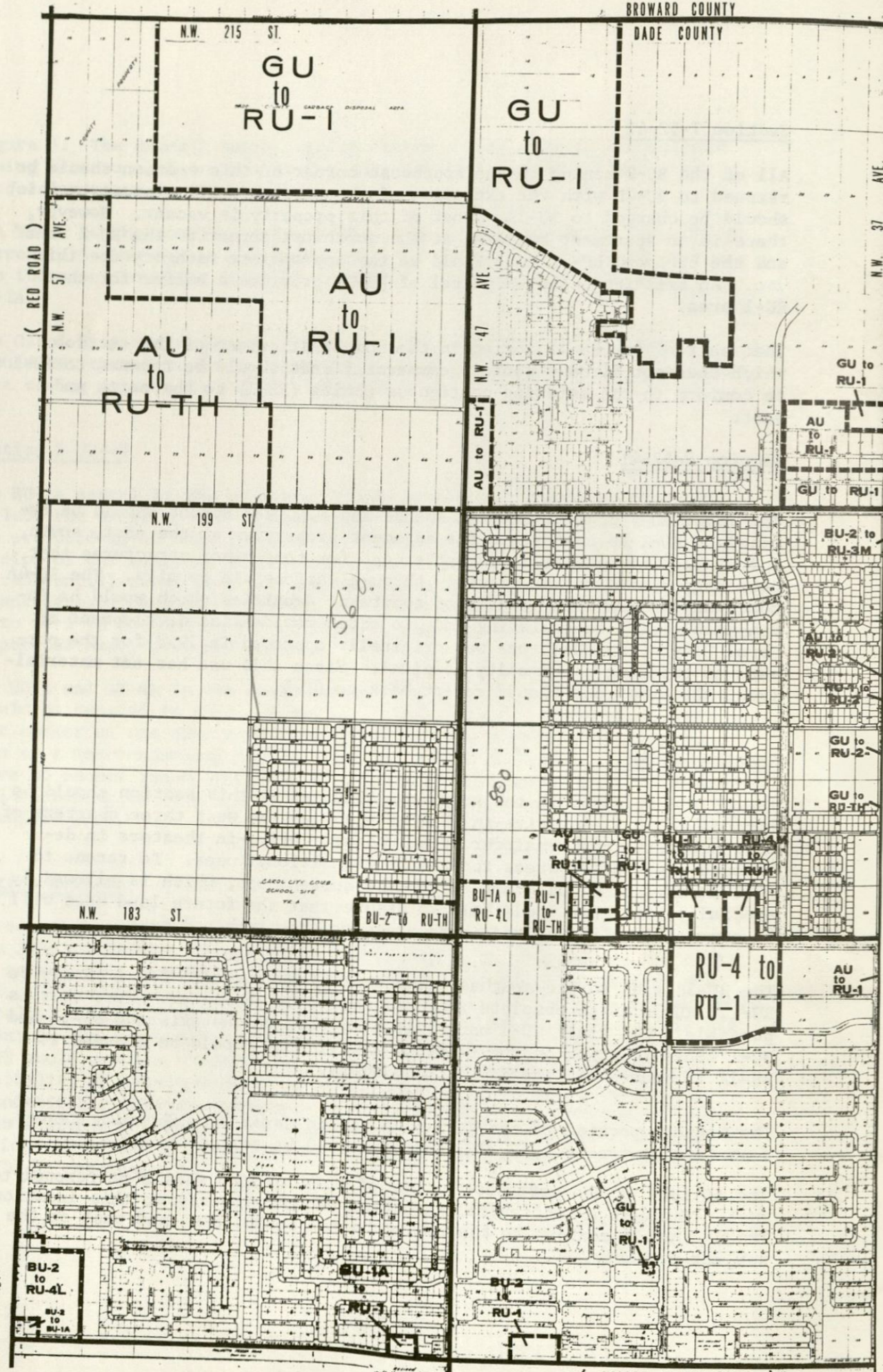


FIGURE NO. 5

# Carol City Area Study

## RECOMMENDED REZONING

### Legend

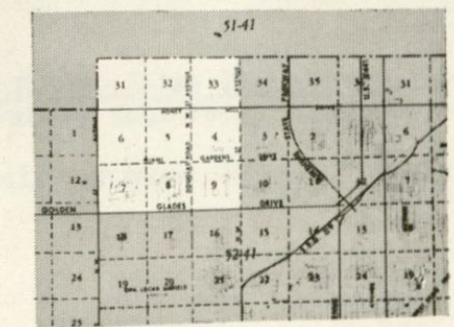
- AREAS RECOMMENDED FOR ZONING DISTRICT RECLASSIFICATION AS INDICATED
- PROPOSED STREETS

Note: all other areas are recommended to retain existing zoning.

### ZONING DISTRICTS

- RU-1 Single Family Residential
- RU-2 Two Family Residential
- RU-TH Townhouse
- RU-3 Four Unit Apartment
- RU-3M Minimum Apt. House-12.9 units/acre
- RU-3B Bungalow Courts
- RU-4L Limited Apt. House -23 units/acre
- RU-4M Modified Apt. House -35.9 units/acre
- RU-4 Apartments and Hotels
- RU-4A Motels and Bungalow Villas
- RU-5 Semi-professional Offices and Apts.
- RU-5A Semi-professional Offices
- EU-M Est. Mod. 1 Fam 15000 Net
- EU-S Est. Use Sub. 1 Fam 25000 Gross
- EU-1 Estates 1 Fam 1 Acre Gross
- EU-1C Estates 1 Fam 2 1/2 Acres Gross
- EU-2 Estates 1 Fam 5 Acres Gross
- BU-1 Business - Neighborhood
- BU-1A Business - Medium (Oil Station)
- BU-2 Business - Medium (Liquor)
- BU-3 Business - Liberal (Wholesale)
- IU-1 Industry - Light
- IU-2 Industry - Heavy
- IU-3 Industry - Unlimited
- IU-C Industry - Controlled
- KU Arts and Crafts
- AU Agricultural
- GU Interim - Awaiting specific zone

### STUDY AREA LOCATION MAP





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