

# S T R E E T   P L A N   O F   M I A M I

## STREET WIDENING PROVISIONS

Miami has more than 800 miles of dedicated streets. Actually over 23 per cent of the 34 square miles of land area within the City is used or set aside for street purposes. Therefore, streets must be recognized as a very important part of the City Plan. As a consequence, they require a large proportion of the City's income.

Throughfares and highways are the arteries and veins carrying the life blood of the community. They must be adequate and without kinks and obstructions, to provide easy circulation. A good street plan put into effective use even in a gradual manner brings homes, business, industry, recreation and other activities into a smoothly functioning system. An effective street plan will help to insure strong healthy development and growth.

Zoning regulations limiting the area of building coverage of private land are based primarily on considerations of health, safety and public welfare. Traffic congestion with resultant hazards to health and safety must naturally be taken into account in good city planning. Provisions to facilitate widening of narrow city streets must be adequate and far-seeing. Individual rights are secondary and must give way to the greater needs of the public.

Requirements that new buildings and altered portions of existing buildings shall be back of established building lines to provide for future needed street widening are certainly in the public interest.

In many instances, farsighted owners before the adoption of our comprehensive street plan voluntarily set their buildings back from their property lines to provide for widening of main streets. Since the adoption

of ordinances to provide for uniform widening, new buildings, numbering in the hundreds, have been erected back from property lines to zoned street and building lines.

At the present time Miami has a few fairly wide throughfares and boulevards, as for instance, Biscayne Boulevard, Brickell Avenue and Coral Way. These are mainly 100 feet or more in width.

Looking ahead to the future, the Board has recommended and the City Commission has approved and planned more than 100 streets of the City for widths in excess of 50 feet. Other streets with dedicated widths of less than 50 feet have been established and zoned under a general provision for minimum width of 50 feet. The main purpose being to prevent construction beyond street lines which would make it more difficult and costly to widen such streets.

The following are some of the arteries which are an important part of the street plan of Miami:

#### BISCAYNE BOULEVARD

Biscayne Boulevard which is also the Federal Highway No. 1, entering Miami from the north, has been established for widths greater than 100 feet beyond the City Limits. Southward from the City Limits at 87th Street, extending to 60th Street of Bayshore Subdivision, the boulevard was originally dedicated for varying widths, in some places less than 50 feet. During the year 1937, owners of a majority of the frontage in this area petitioned for establishment of a uniform street width of 90 feet. As a result, the street and building lines along both sides are now 45 feet from the center to provide for a 90 foot boulevard. Through the Bayshore Subdivision, southward from 60th Street to 55th Street, the dedicated width of the boulevard is 80 feet. Southward from 55th Street the actual

dedication is for 100 feet, or more, all of the way down to N. E. 6th Street where the boulevard widens to over 200 feet for seven blocks. This part of the boulevard along Bayfront Park also provides parking lanes between block-long narrow islands.

#### TWENTY-SEVENTH AVENUE

Another important highway which is being improved in accordance with comprehensive coordinated plans is Twenty-Seventh Avenue. The County and State are now developing this thoroughfare as an important 100 foot, and wider, arterial highway northward from Thirty-sixth Street. The work has been completed from Thirty-sixth Street to Opa Locka. This highway into Miami from the north is intended to avoid the larger congested business districts. Miami has provided for a continuance of the 100 foot width through the City by establishing street and building lines of 50 feet, or more from the center of the highway. Southward from Thirty-sixth Street all new buildings in the City have been erected back to these street and building lines. New subdivisions have been platted giving the full 50 foot dedication and in many other places needed dedications are gradually being secured through the cooperation of property owners. Necessary condemnations to carry out the Twenty-Seventh Avenue project will be expensive but this highway is considered as one of our first priority projects.

#### NORTHWEST SEVENTEENTH AVENUE

Northwest and Southwest Seventeenth Avenue, as one of the important North-South thoroughfares has been recommended to be widened. That portion between Flagler Street and the Miami River was recommended to be given early consideration for improvement by widening the presently very narrow section between Flagler Street and Seventh Street and continuing this avenue in a

somewhat direct line Northward from Seventh Street to the river by acquisition of lots on the West side of offsetted Seventeenth Avenue through the Grove Park Subdivision.

#### NORTHWEST SEVENTH STREET

This important East-West thoroughfare has been strongly recommended for immediate widening and improvement primarily to provide for the heavy traffic during stadium events and other recreational and also commercial activities that use this thoroughfare.

#### NORTHWEST TWELFTH AVENUE AND FOURTEENTH STREET

The street plan of the City includes proposal to open Northwest Twelfth Avenue through the Miami Country Club Golf Course between Northwest Eleventh and Twentieth Streets. This has long been considered as an important part of our street plan to provide for a much needed continuous thoroughfare. This part of Twelfth Avenue would also connect with Northwest Fourteenth Street, as planned to be extended and widened from the Mac Arthur and Venetian Causeways.

#### EDGEWATER PARKWAY

A new drive and park strip has been planned along the bayfront between Venetian Causeway and Northeast Thirty-ninth Street where it would swing into Biscayne Boulevard. This scenic drive, with a park strip along the bay at varying widths would be created by extending the present bulkhead line 200 feet Eastward. This project is considered of particular importance for several reasons, -it would open up the several deadend streets which now terminate at the bay and which are used for the many apartment buildings, hotels and guest houses in this Northeast section. The present situation as to parking and traffic on these narrow streets is extremely serious.

The park strip along the water would provide an attractive place for relaxation for our winter visitors.

The additional fill for this drive will also eliminate several pockets along the bayfront where seaweed and sewage accumulate to the detriment of the Northeast section and of the entire City.

As a part of and under this parkway drive it has been proposed that an interceptor sewer be installed which would take the sewage filth now emptying into the bay from ends of many sewers in that area. Such a drive along the bayfront would be of tremendous benefit to the Miami area. Intensive studies are now being made concerning proposals to develop a much more elaborate bay boulevard which would extend all the way up the bay to join with the Federal Highway in the vicinity of the Graves Tract. Also proposals are being considered which would carry this bay boulevard (Malecon) Southward, extending below the South City Limits.

#### TWENTIETH STREET

The City and County planning units are cooperating in developing a plan for a limited access semi-express highway between the downtown area, present and proposed railway passenger terminals and the International Airport. This project is considered to be of tremendous importance to the best development of the Miami area. It will be particularly advantageous in relieving traffic from other East-West thoroughfares which also carry airport traffic.

#### PAN AMERICAN CONCOURSE AND PAN AMERICAN OVERSEAS HIGHWAY

The relocation of the present obsolete, traffic obstructing passenger station and facilities will provide the opportunity that has long been planned, to open up a wide boulevard in the downtown area. This boulevard, or concourse, 200 feet in width from Northwest Fourteenth Street to the Miami

River would be created by combining the railroad right-of-way with parallel avenues. This would provide for additional parking either in the nature of the present center parking lanes and islands of the boulevard along bay-front park or by creating protected parking areas along the sides. It is also proposed that a part of this concourse immediately north and south of Flagler Street be utilized and improved as a central bus terminal. This would help to relieve some of the pedestrian traffic congestion on some of the narrow sidewalks in the central business districts. It also has been considered that the creation of this Pan American Concourse would encourage the erection of buildings along the sides for the display and sale and storage of many products. The present railroad right-of-way over the Miami River and southward would be acquired and used for the construction of a high bridge, 30 foot clearance, and wide highway extending southward as a part of the Pan American Overseas Highway. This would be an extension from the downtown Pan American Plaza and also would provide for the widening of the present very narrow part of the Federal Highway which parallels the Florida East Coast Railroad from Thirty-first Road to Coconut Grove.

#### NORTHWEST TWENTY-SECOND AVENUE MIAMI RIVER BRIDGE

The Planning Board has strongly recommended construction of a bridge over the Miami River to allow the use of this avenue as a continuous North-South thoroughfare. This avenue was recently zoned throughout its length in the City for a width of eighty feet.

#### CAUSEWAY DRAWBRIDGE ELEVATION

One of the major improvements strongly recommended by the Planning Board and made a part of the City Plan is the elevation of the Thirteenth Street and Fifteenth Street causeway drawbridges. The Planning Board and the City Commission combined with the City of Miami Beach and other organizations

in requesting the State Road Department to make such an improvement particularly as a part of the MacArthur Causeway is now maintained by the State Road Department.

#### FIRST STREET, SOUTHEAST AND SOUTHWEST

This important street, planned and zoned for a width of 70 feet, or more, is in a very bad condition, particularly between the Florida East Coast Railroad and Southeast Second Avenue. In this area the roadway width varies considerably because of the irregular location of buildings and the lack of dedications for sidewalk purposes. At some locations pedestrians are required to use the roadway because of lack of continuous sidewalks along the mapped street line. The Board has previously recommended that necessary property be acquired to improve this street to its planned width. West of the Miami River, First Street has been paved at uniform width between curbs but there are several places where buildings extend to the curb line. It has been recommended that necessary property along this part of the street be acquired to provide for continuous sidewalks.

#### SECOND STREET, NORTHWEST

Second Street, between Miami Avenue and Northwest First Avenue - Sidewalks are not continuous or are blocked and used by parking lot operators because the City lacks necessary dedications. The Board has strongly recommended that the City secure the necessary property and improve with public sidewalks.

#### BAYSHORE DRIVE, SOUTH, Twenty-seventh Avenue to McFarlane Road

This part of South Bayshore Drive in the vicinity of Dinner Key and the Coconut Grove Bayfront Park is very irregular in dedicated widths.

It is proposed to widen this part of South Bayshore Drive to 100 feet by using a part of the property on the bay side now owned by the City or to be acquired for the enlargement of the park area. This width would extend the planned width of Twenty-seventh Avenue to McFarlane Road which is 95 feet in width.

#### McFARLANE ROAD

McFarlane Road extending from the bayfront to the Main Highway in the Coconut Grove business district is 95 feet in width except at the Main Highway where it is bottlenecked to 27½ feet. The Board has previously recommended that the City acquire the parcel of land which is necessary to extend McFarlane Road through to the Main Highway.

#### SEVENTH AVENUE, NORTHWEST

This important thoroughfare is planned to be improved by the State Road Department from the County into the City as far south as Thirty-sixth Street. It is planned to provide for this improvement and particularly to allow for sidewalks of adequate width to take care of the business districts along the avenue by establishing a width of 80 feet from Thirty-sixth Street to Seventy-ninth Street and 100 feet from Seventy-ninth Street to the North City Limits, to conform to the City Plan.

#### OTHER STREETS

Other streets of the City are being gradually widened to planned widths by acquirement of parcels extending streetward from the zoned street lines. These are additional to those enumerated above. The Board has also previously recommended that certain lots be purchased which would allow for the connection of streets. Some of these parcels which were unimproved at the time the Board made its original recommendations have been improved



with buildings, thus making it more difficult and costly to acquire needed right-of-way.

The City Commission has recently taken definite steps toward accomplishing planned street improvements.

27TH AVENUE is now in active process of being widened to its planned and mapped width of one hundred (100) feet.

The Commission has approved either the purchase or condemnation of land to:

EXTEND S. E. 13th Street from Miami Avenue to Brickell Avenue. This will carry Coral Way traffic into the downtown area on Brickell Avenue and over the Miami River on the S. E. 2nd Avenue bridge. It will alleviate traffic congestion on narrow Miami Avenue.

WIDEN S. W. 1st Street near Miami Avenue  
This is greatly needed to provide for a continuous public sidewalk to safeguard pedestrians.

WIDEN McFarlane Road in the Coconut Grove business district. This will eliminate a very serious traffic bottleneck and hazard. One full lot fifty-five (55) feet wide lies within the mapped street area.

The parcels of real estate needed for these last three projects are expected to cost approximately sixty-five thousand dollars (\$65,000).

And the City Commission at its meeting of September 19, 1951, authorized acquisition of real estate improved with a building for widening of S. W. 32nd Avenue at 23rd Terrace. 32nd Avenue has a mapped and zoned width of seventy (70) feet.

N. E. 84th Street (Little River) opened through from N. E. 2nd Avenue to Miami Avenue. Recommended to relieve traffic congestion.