

RAILWAY TERMINAL

14TH STREET PLAN

As Prepared by the
City Planning Board of Miami.

The following is a brief summary of the peculiar advantages of this plan and location:

1. The need of a new terminal at some other location than the present F E C Station is generally known and is admitted by the railroad officials and now by the parties who are interested in securing control of the railroad.

2. Miami, as the main objective and terminus of the Florida East Coast Railway, is naturally the place where the greatest amount of money should be expended by the Railroad to create a passenger station terminal in harmony with the Miami environment. Any station erected in the Miami area should also reflect the value of the Florida East Coast Railway to the Miami area.

3. Three and a half million dollars is the estimated annual passenger revenue of the Florida East Coast Railway for the next five years. Over 65% of the passenger traffic is estimated to terminate in Miami. This amount of revenue from passengers alone, and which is less than the freight revenue, warrants a magnificent passenger terminal, as capitalized on this return.

4. A fairly close-in terminal for the Florida East Coast Railway will probably have to be allowed because of the inherent rights of this railroad pioneering the early development of Miami and thereby being entitled to a terminal which would be closer to the center of the City than the rival Seaboard Air Line Railway. The 14th Street location gives the Florida East Coast Railway this slight advantage, and at the same time provides for the ultimate combination of the two railroads into one common terminal.

5. The cost of the land necessary for the planned terminal at 14th Street will not be much greater than under one of the Railroad's own plans, whereby the station was proposed to be located at 6th Street. The Railroad's plan for that location would require the acquisition of additional land, which was estimated by the Railroad to cost over \$600,000. This did not include an area that would be necessary to provide for facilities for the Railway Express Company. This additional area was estimated to cost \$175,000 to \$200,000.

The Planning Board Terminal Plan would probably require the acquisition of approximately 285 separate parcels, many of which are occupied by negro shacks. The estimated value of the land under this plan is less than a million dollars. A large portion of this property that would be acquired is outside of the area needed for tracks and terminal and the proposed station plaza, and this could be utilized for the Express Company, freight houses, warehouses, pre-cooling plants and certain industrial uses. The fact that the areas

along the track extensions are zoned under liberal business or industrial classifications would provide for the most liberal commercial uses, which would help to liquidate the cost of the property. The cost of the necessary property to the railroad at this 14th Street location would not be as great as the Miami cost of the Florida East Coast Railway right-of-way north of this location to 29th, 54th or 71st Street, which locations have been suggested for the new station.

6. Essential crosstown streets in the downtown area, and with the expanding growth of this area, will be opened up to provide for present and future traffic needs. Any location closer in than 14th Street would block certain streets that are now opened, such as 8th, 10th, 11th and 13th Streets. The Planning Board plan provides for the widening and extension of 14th Street from Bay Shore Drive at the Causeways to NW 17th Avenue at the 17th Avenue Bridge, where it would join with the NW North River Drive, which continues into Road No. 26, now open through to Lake Okeechobee.

7. Additional parking areas in the Boulevard Plan will be provided to aid in the continued improvement of our famous Flagler Street and Miami Avenue shopping districts. In the portion of this Boulevard Plan south of 5th Street, which part is immediately needed for parking facilities, there could be provided metered parking accommodations for 1324 cars. The present average revenue per meter is approximately 32¢ per day. Using the very low estimate of 20¢

per meter per day, would return \$264.80, and with 309 meter revenue-producing days per year, the City would receive \$81,823.20. This figure is undoubtedly less than the probable net revenue, but will serve as an illustration of the possibilities of financing the acquisition of the area that would be proposed to be abandoned by the Railroad.

8. No money would be needed for immediate acquisition by the City of any of the present railroad properties. The 14th Street plan does, however, provide for the growing needs of this City, and is considered by the Planning Board as the nucleus of a real and comprehensive City Plan. By providing now for the best development and growth of Miami, much money can be saved for future requirements. If adequate provision is not made today, Miami might find itself in its present condition with the Railroad Terminal and tracks blocking some of our most important downtown streets.

The station originally was located at NE 2nd Avenue and 6th Street. The Board's plan provides for all future contingencies, including the ultimate removal of present Florida East Coast tracks from Ojus through the City, and also provides for the eventual combination of the railroad facilities into one convenient terminal.

Under the reorganization plans for the Florida East Coast Railway, sufficient funds must necessarily be provided for new and adequate terminal facilities. Miami is entitled to the very best in transportation facilities, and the Railroad deriving most of its revenue from the Miami area should construct a terminus in keeping with the importance of the Railroad and its terminus city.

9. The City Planning Board of Miami was appointed by the City Commission in compliance with the requirements of the Planning Charter. The nine members of this Board were selected because of their peculiar qualifications as to City Planning.

In accordance with the provisions of the Planning Charter, the important matter of selecting a location and preparing tentative plans for a railway passenger terminal was properly referred to the Planning Board. The Board advertised public hearings at which all persons who were interested in this matter were invited to submit their ideas. Fourteen official hearings were conducted, one entire meeting being devoted to consideration of the "Brossier Plan" and another full meeting to the "Orr Plan". The City Planning Board, which, after all, like other similar Boards throughout the country, is intended to be the clearing house or threshing machine for all ideas on City improvements, gave very careful consideration to the entire Railway Passenger Terminal problem. The Board thoroughly weighed the merits of all suggestions. As a final result of the many meetings, the 14th Street Plan was evolved as the most practical and satisfactory.

10. The 14th Street Passenger Terminal Plan, as recommended by the Planning Board, has been endorsed by the Engineers' Society, the Miami Realty Board and the Dade County Planning Council.

Because of the importance of reaching an early and united decision on one plan, we respectfully urge that the City Commission give the utmost consideration to the 14th Street Plan. The members of the Board are agreed that this plan will form the real nucleus of a comprehensive City Plan.

