

PUBLIC BUILDINGS AND STADIUMS

## CITY HALL AND MUNICIPAL OFFICES

At one time Miami's City Hall was located in the Dade County Courthouse. However, due to the expansion of both City and County activities, it was necessary for the City to vacate. For the past twenty years, a large share of the City offices have been located in converted government barracks and the former Pan American Airways Administrative Building at Dinner Key.

It has often been advocated that it would be desirable to consolidate as many City offices as possible at one convenient location. But, it has also been discussed that not all City functions could be, or should be, consolidated at one site. Certain Departments or Divisions, because of their very nature, should be located at their respective sites. The Departments of Public Properties and Sanitation, for example, are most appropriately situated at the site of their vast service facilities at the Center of the City's population. Still other Departments, such as, Communications, Law, Yacht Docks, and Water and Sewers, are now located in adequate new quarters. Therefore, with two or three exceptions, those offices not already located in permanent new quarters, or appropriately situated in reference to their functions, are all located at Dinner Key. The question, therefore, is principally one of location rather than consolidation.

The present City Hall site at Dinner Key has great aesthetic potential which unfortunately has never been developed. Spacious park-like surroundings with ample parking could provide a refreshing relief from the usual cold, crowded, institutional atmosphere that is generally prevalent with governmental offices.

The existing City Hall Building is an attractive and a reasonably structurally sound building. It contains about 25% of the floor space necessary for these offices that would be located at Dinner Key. Past studies have shown that the remaining offices could be located in two or more new buildings, costing an estimated total of \$3 million.

### A Downtown Government Complex

The present plan of the City is for the construction of city hall facilities within a government building complex in the Downtown Area.

CITY HALL AND  
MUNICIPAL OFFICES

In June 1966, Doxiadis Associates in its report "Downtown Miami Comprehensive Plan" recommended that the community set as a goal the concentration of government administration in the downtown area so as to achieve maximum efficiency of services.

In June 1967, the Downtown Development Authority of the City of Miami authorized the preparation of proposals and illustrative plans for a downtown governmental center. Their study showed that from a space inventory point of view, the City of Miami appears to have ample office space for its services, but that this is misleading because the various departments are housed in buildings not designed for their present use and thus the available space is not used to its full functional potential.

It was recommended in the Doxiadis Plan that the government center, housing City, County, State, and Federal agencies, be built in the area between N. W. 1st Court and N. W. Miami Court extending from S. W. 1st Street to N. W. 5th Street.

A management consultant firm was retained by Metropolitan Dade County to gather detailed data and prepare a more specific report on the governmental center complex. This report was completed in June 1970. The cost estimate given for the City of Miami's portion of the downtown governmental complex was as follows:

Buildings	\$ 6,600,000
Parking	1,920,000
Landscaping	1,200,000
Land Acquisition	<u>840,000</u>
Total	\$ 10,560,000

A Bond Issue in this amount was proposed in the June 30, 1970 General Obligation Bond Election, but was defeated by almost a 3 to 2 margin.

In May 1970, a joint meeting of the City and County Commissioners had been held to discuss the Downtown Government Center. At that meeting, a site bordered by the FEC right-of-way, I-95, N. W. 5th Street, and West Flagler Street was agreed upon.

In August 1971, land appraisals began. By October Dade County:

1. Had obtained title to two blocks as a site for a new Courts and office building. This was the area bordered by

the FEC right-of-way, N. W. 2nd Avenue, N. W. 1st Street, and N. W. 2nd Street.

2. Was getting appraisals on 1½ blocks for the site of a State office building. This site was bordered by the FEC right-of-way, N. W. 1st Avenue, N. W. 4th Street, and N. W. 5th Street. The County had \$600,000 budgeted for purchase of a site for the State building and was contemplating a lease-purchase contract, with Dade County serving as the developer and landlord during the lease.

By May 1972, however, several proposals had taken place which indicated an updating of plans was needed. These proposals included:

1. The location of a City of Miami Convention Center with the complex.
2. The choosing of another site for a State office building.
3. The building of a separate Court building.

As a result, the Downtown Government Center Board announced in May 1972, its intent that a consulting firm be hired to update the plans for the Center.

In 1961, an agreement was entered into with Metropolitan Dade County, which called for the City to obtain \$800,000 of rental credit in a downtown office building proposed to be built by the County. This was a result of the City providing the site for the downtown Federal Office Building on Flagler Street. However, such a facility has never been constructed. It is not known at this time what bearing this will have on the financing of any downtown city hall facility.

May 23, 1972

## LIBRARIES

On November 1, 1971, the Library System of the City of Miami was transferred to Metropolitan Dade County and became part of a County-wide library system.

It is therefore being eliminated as a chapter in this and subsequent editions of this compilation.

## AUDITORIUMS AND CONVENTION CENTER

Greater Miami's popularity as a convention area, plus the favorable reaction of visitors and residents to exhibitions and shows of all types, creates a demand for auditorium facilities.

The existing major municipal auditoriums in this area include:

<u>Auditorium</u>	<u>Owned By</u>	<u>Seating Capacity</u>
Bayfront Park Auditorium	City of Miami	3,000
Dinner Key Auditorium	City of Miami	10,000
Miami Beach Exposition Hall	City of Miami Beach	15,000
Miami Beach Auditorium	City of Miami Beach	3,500
Oceanfront Auditorium	City of Miami Beach	500
Dade County Auditorium	Dade County	2,500

In addition, four "open-air" facilities, owned by the City of Miami, might be included as suitable for certain types of activities. These are:

Orange Bowl Football Stadium	75,350
Miami Baseball Stadium	10,000
Bayfront Park Bandshell	4,000
Miami Marine Stadium	6,600

This chapter of the Capital Improvement Report is concerned principally with the City-owned Bayfront Park Auditorium, Dinner Key Auditorium, and the proposed Downtown Convention Center Complex.

### Bayfront Park Auditorium

This auditorium, with approximately 20,000 square feet of floor space, and capable of seating about 3,000 persons, is located in Bayfront Park at N.E. 5th Street. The original building was constructed during the 1940's, and several additions were made during ensuing years. It is used for exhibitions and, by the use of temporary seats or bleachers, it is suitable for conventions and shows of various types. It has the advantage of central location and modern facilities, but lacks sufficient size for major conventions. Forty percent of all conventions require larger facilities than are available at the Bayfront Park Auditorium. The proposed Downtown Convention Center now under design will replace the Bayfront Auditorium as the City's major facility. A proposal had been made that the Bayfront Auditorium be converted into a tourist information center when the new Convention Center is constructed. However, on October 27, 1971, the City Commission voted unanimously to tear down the Bayfront Auditorium when a new Convention Center is completed - no matter where it is built.

The Proposed Downtown Convention Center

Following a Feasibility Study made in June 1963, the City authorized a referendum for a \$4½ million bond issue for a Convention Center in the Downtown Area. This was approved by the freeholders of the City of Miami in September 1964 and the Bond Issue was validated in February 1965.

In June 1967, as a part of their study of Downtown Miami, Doxiadis and Associates recommended that a Convention and Cultural Center Complex be constructed in Bayfront Park. Their preliminary cost estimate was \$12,000,000 for a plan which was much more elaborate than the City's initial proposal.

In June 1968, the City Commission selected the firm of Ferendino; Grafton, and Pancoast to design the Convention facility. Their plan of November, 1968 called for a Convention Center with a capacity of approximately 7,000 persons to be constructed at the southeasterly corner of an extended Bayfront Park. To accomplish this, it would be necessary to extend Bayfront Park approximately 300 feet eastward. (This was approved by the electorate of the City of Miami in September 1964 as part of the "Downtown Bayfront Development" bond issue.) The easterly expansion of Bayfront Park from the proposed Convention Center north to Miamarina would have as its principal feature a large lagoon.

The convention center would be complemented by the later acquisition of property lying south of Bayfront Park and the construction of a 100,000 sq.ft. exposition hall. Additional fill and bulkheading would be required and a roadway extended along the bulkhead line.

To complete such a convention center complex as suggested in the above plan, the \$4½ million authorized by the 1964 Bond Issue (plus an additional \$200,000 which was subsequently provided) would require supplementation. The estimated supplementation required was as follows:

Supplemental funds for completion	
of the Convention Hall	\$3,333,000
Park Expansion and Lagoon Area.	667,000
Exposition Hall (site)	6,250,000
Exposition Hall	<u>8,515,000</u>
Total	\$18,765,000

AUDITORIUMS AND  
CONVENTION CENTER

This amount was proposed in the June 30, 1970, General Obligation Bond Election. However, the voters defeated the proposal by almost a 2 to 1 margin.

On August 26, 1970, the City's agreement with Pancoast/Ferendino/Grafton was terminated.

In April 1971, at the request of the City Commission, the office of the City Manager submitted a report "A Convention-Exhibition Hall for the City of Miami" which listed some of the advantages and disadvantages of selected sites. The City Commission then appointed a Committee to choose among the four sites listed. The Committee, in July, selected the site of the present Bayfront Auditorium. At the Commission's request, the Committee extended this study to consider sites beyond the original four listed. In October 1971, the Committee submitted its opinion, still recommending the site of the existing Bayfront Auditorium. At a Public Hearing on October 27, 1971, two additional members were appointed to the Committee and it went back into session.

The Committee by a 6-5 vote recommended that the convention hall be built in the proposed downtown government center complex. On December 10, 1971, the City Commission voted unanimously for the government center site.

The Dade County Mayor proposed that Dade County furnish the site to compensate for the \$800,000 Metro owes the City for the Flagler Street Federal Building site acquired ten years ago. On February 4, the Downtown Government Center Board agreed to include the convention hall in the proposed government center complex. The plan calls for Dade County to buy the land, and the City of Miami to construct the convention hall. The site presently scheduled lies between West Flagler Street and N. W. 1 Street, and between N. W. 2 Avenue and the North-South Expressway.

Dinner Key Auditorium

This corrugated steel and C.B.S. structure was made from two former U. S. Naval seaplane hangars. It was acquired by the City as part of the purchase of the Dinner Key property. The lack of air



conditioning, poor acoustic qualities, and distance from hotel accommodations have hampered its use as a major convention facility. However, the large floor area and ample appurtenant parking have enabled it to serve satisfactorily for exhibits and shows of many types.

In 1962, the City leased the Dinner Key Auditorium to private operators for a period of 5 years. This lease has since been extended for two 3-year periods. It expires November 30, 1973. The City is responsible for major maintenance of the Auditorium, and the lessee is responsible for cleanup. In addition to shows and exhibits of various types, this auditorium has been used for college and professional basketball.

The Dinner Key Auditorium is fast outliving its usefulness. Its continued use as an auditorium or exposition hall, once the Downtown Convention Center Complex is completed, is doubtful. A master plan for the development of the Dinner Key properties is being prepared. Whether this structure fits at all into any future plans of the City will be partially determined by this study.

It is estimated that it would take in excess of \$3/4 million to enable continued limited use of this Dinner Key Auditorium as such. This would include limited air-conditioning, lighting, acoustical improvements, a new stage, structural modifications, sprinkler system and painting.

#### Sports Coliseum - Exposition Hall at the Orange Bowl

Early in 1968, the City Commission requested a study on the proposal to construct a sports coliseum and exposition hall on an existing parking lot at the Orange Bowl site. This was a follow-up on the City Manager's earlier suggestion that such a facility be included in the master plan for development of the Orange Bowl Complex. It was intended that such a structure would serve the dual purpose of providing a much needed facility for indoor sporting events and exhibitions and shows of all types; plus increasing the parking accommodations at the Orange Bowl. This would be accomplished by using both the interior and the roof for parking during events at the Orange Bowl.

Since that time, an overall plan for Orange Bowl improvements has been formulated. Included in that plan is the construction of the sports coliseum.

AUDITORIUMS AND  
CONVENTION CENTER

The proposed Orange Bowl Exposition Hall has not advanced beyond the early discussion stage, and very preliminary estimates place its cost at \$6 million.

## ORANGE BOWL STADIUM FACILITIES

### Background

In 1923, the City began acquiring the various parcels of land which now comprises the Orange Bowl site. By January 1, 1935, a stadium with wooden bleachers seating 4,000 had been constructed. Two years later, the City received a Public Works Administration grant of \$325,000 from the Federal Government and a 22,000-seat, concrete and steel structure was built as a W.P.A. Project. On January 1, 1938, the first Orange Bowl classic New Year's Day game was played before a crowd of 18,972.

### Past Improvements

Since 1937, numerous improvements have been made to the Orange Bowl which, among other things, has increased its capacity to 75,352. A discussion of the more significant of these improvements follows:

On May, 1947, Stadium Revenue Bonds were issued for \$1.6 million. These funds were used to enlarge and improve the stadium by constructing a permanent double deck to the north and south stands, thus increasing the seating capacity to 59,500.

In 1951 and 1953, non-interest bearing revenue certificates of \$50 each were issued in the total amount of \$375,000. (Each certificate entitles the holder to buy one seat, located as described on the bond, for each year's New Year's Day Game.) This was used to increase the stadium capacity by 7,500 seats.

In 1955, one-half million dollars from the Florida Power and Light Franchise Revenues funds were used for improvements including construction of the North East Quadrant of the lower deck stands and double decking the other three corners of the Stadium. This increased the Orange Bowl seating capacity to 76,300.

In 1961, after spectators complained that the bench seats were too narrow and uncomfortable, a program of widening the seats took place. This reduced the seating capacity of the Orange Bowl to about 73,000.

In 1963, \$1,050,000 was allocated from the Special Obligation Utilities Service Tax Bond (Series A) for Orange Bowl Improvements. Projects included: Construction of the lower West stands; increasing the seating capacity by 8,600; landscaping of the East end Zone,

### Past Improvements (Continued)

an electronic scoreboard, and beautification of the West entrance.

In 1966, another 1,840 chair seats were added, the West Locker Rooms were constructed and steel deck alterations were made.

On August 12, 1966, the Miami Dolphins played their first exposition game before a crowd of 33,761.

In 1967, a major improvement program was undertaken utilizing \$1.9 million in Orange Bowl Special Obligation Bonds. Improvements included: A new press box, two high speed elevators, construction of the West End Upper Deck, installation of additional chair seats, acquisition of more land for parking, and modernization of the concession areas.

In April 1970, the City entered into a contract to provide an artificial grass surface on the Orange Bowl playing field. The surface was installed and used throughout the 1970 and 1971 Football Seasons. However, the surface proved conducive to excessive slipping and is now being replaced with a new improved turf at no cost to the City.

In 1970-71 new Fiberglass Seat Covers were installed.

### Present Improvements

In 1972, in excess of \$315,000 was allocated for improvements to the Orange Bowl. These funds provide for:

- A complete new stadium public address and sound system.
- Replacement of various concrete joists.
- Structural Improvements to two exterior spiral ramps.
- Relocation of Stadium Manager's Office.
- New facilities for program vendors and parking attendants.

### Needed Improvements

*Needed Improvements  
Being Completed by  
Structures Section*

## MIAMI BASEBALL STADIUM

The Miami Baseball Stadium located at N.W. 23 Street and N.W. 10 Avenue was constructed in 1949 at a cost of \$2 million. It has a seating capacity of 10,000.

In 1955, the City leased the Stadium for two years at \$60,000 per annum, with an option to buy. The City purchased the Stadium in 1958; for \$850,042.

The Stadium now serves principally as: a Major League spring training site of the Baltimore Orioles; the home of the Miami Marlins of the Class A Florida State Baseball League (a farm club of the Baltimore Orioles) and for organized non-professional baseball. The Stadium also has been used for miscellaneous special events such as variety shows, religious meetings, and carnivals.

In 1971, a lease agreement was signed with the Baltimore Orioles which contains options to renew on an annual basis, through the 1975 season.

Prior to the purchase by the City, only minor repairs had been made. Inspections following the City's purchase, revealed the need of a number of major improvements to bring the Stadium up to a good physical condition. These included roof repairs, painting of the structural steel and concrete, and exterior painting and caulking. Since purchase by the City, over \$209,000 has been spent on improvements. Recent improvements have included replacement of about 2,000 of the chair seats.

A physical inspection of the Miami Baseball Stadium shows that basically, it is structurally sound; but is in need of numerous improvements to bring it up to a desirable standard.

*Needed Improvements  
Being Completed by  
Structures Section*

THE COMMODORE RALPH MUNROE  
MARINE STADIUM

The Marine Stadium is located on the northerly side of Rickenbacker Causeway, on the westerly side of Virginia Key. It was constructed in April, 1964, financed by a special bond issue funded by utility tax receipts of the City of Miami.

The Marine Stadium is unique in design and offers a new concept in outdoor entertainment. It consists of:

- A Boat Race Course 1 2/3 miles long (this could be expanded to 3 miles.)
- A Covered Stadium Grandstand seating 7,000 persons.
- A Floating Stage for the presentation of various shows.
- Boat Launching Facilities.
- Appurtenant Parking.

The Stadium caters to many types of events, including the Orange Bowl Regatta, the Gold Coast Marathon, the Sun City Regatta and other inboard and outboard boat races. In addition, musical festivals, stage shows, fireworks displays, fashion shows, swimming and diving events, conventions, and boating safety classes have been held here.

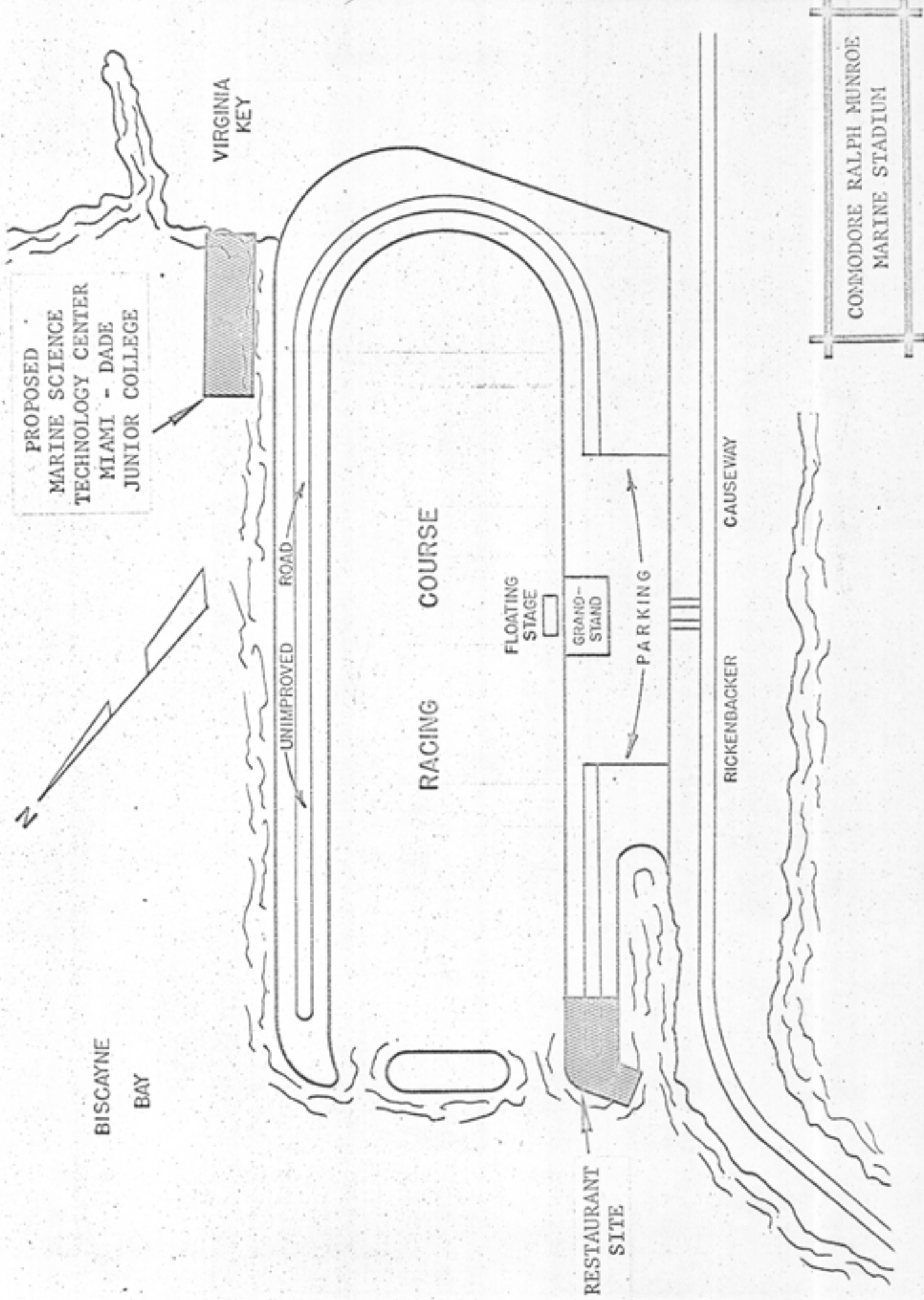
In May 1972, a 9,600 square foot, 250 seat, restaurant was opened at the Western edge of the Stadium. This was built by, and is operated by, private enterprise on a four acre site leased from the City.

Now in the planning stage, is an Oceanographic Museum to be constructed by a non-profit organization on a site to be leased from the City. Also proposed is a Marine Science Technology Center for Miami Dade Junior College.

Needed Improvements

Lack of suitable accommodations on the barge has lead to the current proposal to construct "facilities for the performing arts". This is to consist of a stage, dressing rooms, wash rooms, store rooms, and a roof for the barge. The cost of these improvements is currently estimated at \$225,000.

STRUCTURE SECTION  
UPON THIS



PROPOSED  
MARINE SCIENCE  
TECHNOLOGY CENTER  
MIAMI - DADE  
JUNIOR COLLEGE

VIRGINIA  
KEY

BISCAYNE  
BAY

UNIMPROVED  
ROAD

RACING  
COURSE

FLOATING  
STAGE

GRAND-  
STAND

PARKING

RESTAURANT  
SITE

CAUSEWAY

RICKENBACKER

COMMODORE RALPH MUNROE  
MARINE STADIUM

PARKS, RECREATION, AND BEAUTIFICATION



## PARKS AND RECREATION

The City of Miami's Parks and Recreation system consists of a network of 81 parks and recreational areas, plus eight swimming pools, and two golf courses. (Other recreational facilities, such as the Orange Bowl, Miami Baseball Stadium, Marine Stadium, Marinas; and special properties like Dinner Key, Virginia Key, and Watson Island are discussed in their own separate chapters of this report.)

### The Recreation Program

The recreation program of the City of Miami, administered by the Recreation Division, is divided into several categories:

Children's activities for playfield and playgrounds;

Teenage and young adult activities include athletic field events, cultural activities, and field trips;

Adult activities include shuffleboard clubs, dancing, tours, and club activities for senior citizens' groups and other areas as indicated by interested participants;

Miscellaneous activities include Bayfront Park band concerts, adult and teenage softball, baseball and basketball leagues, dance activities and specialized club activities, as garden clubs, fencing, and square dance groups;

A program for small craft training; and

Special activities for pre-school children include five pre-school children's areas with qualified instructors.

### The Parks System

What is generally considered as the City of Miami Parks system consists of a network of 81 recreational units comprised of 4 Waterfront Parks, 14 Community Parks, 24 Neighborhood Parks, 26 Mini Parks, 7 Picnic Islands, and 6 Special Activity Areas. A discussion of these follows:

Sewell, Curtis, Fern Isle

4 Waterfront Parks

99 acres

These are Bayfront, Morningside, Wainwright and Margaret Pace Parks; all large prominent areas along the Bay which have resources or facilities of regional significance unavailable elsewhere. Considered as a part of Bayfront Park is the Bandshell but not the Auditorium. The smallest of these Parks is 13 acres; the largest is 39 acres.

14 Community Parks

193 acres

These are all moderate sized landscaped areas, either already developed or possessing the potential for development. Most have fields large enough for organized play. Eight of these have swimming pools; and most have community buildings. These Parks are:

Allapattah-Comstock	Legion
Curtis	Lummus
Dixie	Manor
Douglas	Moore
Edison Center	Robert King High
Elizabeth Virrick	Shenandoah
Grapeland Heights	West End

One other park which might normally fall within this category is the 15 acre Coconut Grove Bayfront Park. However, because of its location, this park is instead considered as a vital part of the Dinner Key Complex. The same holds true for the bayfront land now being acquired to the northeast of the Dinner Key Property.

24 Neighborhood Parks

62 acres

These are medium sized landscaped areas from 1 to 5½ acres in size. Most have a children's playground; some have community buildings and comfort stations. These areas are designed to serve people within walking distance. The 24 Neighborhood Parks are:

Athalie Range Park #1	Buena Vista
Athalie Range Park #2	Coral Gate
Biscayne	Crestwood
Blanche	Dorsey
Brickell	East Bay Vista
Bryan	Eaton

Flagami	Merrie Christmas
Grand Avenue	Wyndwood
Kinloch	Riverside
Liberty City - Tacolcy	Southside
Magnolia	Stearns
Melrose	Triangle <del>VIRRICK</del>

26 Mini Parks 8 acres

These are small landscaped areas ranging from 1/10 to 1 1/2 acres in size. They are presently or potentially important as areas where small groups from the close proximity can find use and enjoyment of the areas for short periods of time; and also provide open space in various residential areas of the City.

7 Picnic Islands 21 acres

These are located in Biscayne Bay ranging from Dinner Key to N.E. 66 Street.

6 Special Activity Areas 32 acres

These, as the name implies, include areas where special activities are conducted and they serve the City-wide area for specific purposes. Included are:

Coconut Grove Tennis Courts	Sewell
Henderson	Simpson
Kirk Munroe	City Cemetery

The Present Parks Development Program

To help meet the City of Miami's recreation needs, a \$15.2 million proposal for "Recreational and Park Facilities" was included in the June 30, 1970 G.O. Bond Election. This proposal was defeated by only 473 votes.

However, a new proposal was placed before the public, and on March 14, 1972, Miami voters approved a \$39.9 million Parks Bond Issue by a 4 to 3 margin. The bonds were validated on May 22nd.

The program as outlined consists of:

Bayfront Park Expansion (Ball Point)	\$ 7,500,000
Bicentennial Park (P & O Property)	15,000,000
Downtown Riverfront Development	1,800,000
Development of Old Commercial Docks Property	1,530,000
Dr. Martin Luther King Boulevard Park	2,000,000
Dinner Key Development (3 projects)	2,085,000
Bayfront Park	229,000
Downtown Urban Parks	200,000
Allapattah-Comstock Neighborhood Park	341,000
Athalie Range Under Expressway Park No. 1	50,000
Athalie Range Under Expressway Park No. 2	15,000
Athalie Range Under Expressway Park No. 3	40,000
Belle Meade Mini Park	6,000
Bicycle Path (North)	119,000
Biscayne Neighborhood Park	20,000
Broward Circle Mini Park	6,000
Central Miami Proposed Neighborhood Park	220,000
Crestwood Mini Park	11,000
Curtis Park	516,000
Dixie Community Park	616,000
Dorsey Neighborhood Park	628,000
East Bay Vista Mini Park	7,000
Eaton Neighborhood Park	245,000
Edison Community Park	173,000
Edison Proposed Neighborhood Park	220,000
Legion Memorial Park	160,000
Little River Proposed Neighborhood Park	143,000
Lummus Park	45,000
Magnolia Park	56,000
Manor Community Park	666,000
Margaret Pace Park	100,000
Margaret Pace Park (Phase II)	140,000
Melrose Neighborhood Park	31,000
Model City Proposed Neighborhood Park	260,000
Moore Community Park	385,000
Morningside Park	60,000
Pullman Mini Park	6,000
Santa Clara Proposed Neighborhood Park	143,000
Watson Park	475,000
Wynwood Neighborhood Park	110,000
Bicycle Path (South)	61,000
Blanche Neighborhood Park	61,000
Brickell Park	12,000
Bryan Neighborhood Park	85,000
Coconut Grove Bayfront Park	26,000
Coral Gate Neighborhood Park	52,000

Douglas Neighborhood Park	\$ 119,000
Elizabeth Virrick Community Park	48,000
Fern Isle - South Fork	381,000
Flagami Neighborhood Park	46,000
Grand Avenue Neighborhood Park	56,000
Grapeland Community Park	105,000
Grove Mini Park	6,000
Henderson Tennis Center	37,000
Kinloch Neighborhood Park	27,000
Kirk Munroe Park	90,000
Merrie Christmas Neighborhood Park	37,000
Mini Park No. 1	6,000
Orange Bowl Testing Station Park	35,000
Robert King High Park	250,000
Sewell Park	105,000
Shenandoah Community Park	73,000
Simpson Nature Park	50,000
Southside Neighborhood Park	19,000
Proposed Trail Community Park	950,000
Triangle Neighborhood Park	50,000
Wainwright Park	650,000
West End Community Park	\$ 96,000

TOTAL PROGRAM \$ 39,890,000

Improvements vary in accordance with the needs of individual parks and include such items as: land acquisition, construction of community centers, game courts, shelters, landscaping park furniture, play apparatus, lighting, boat docks, and comfort stations.

#### Golf Courses

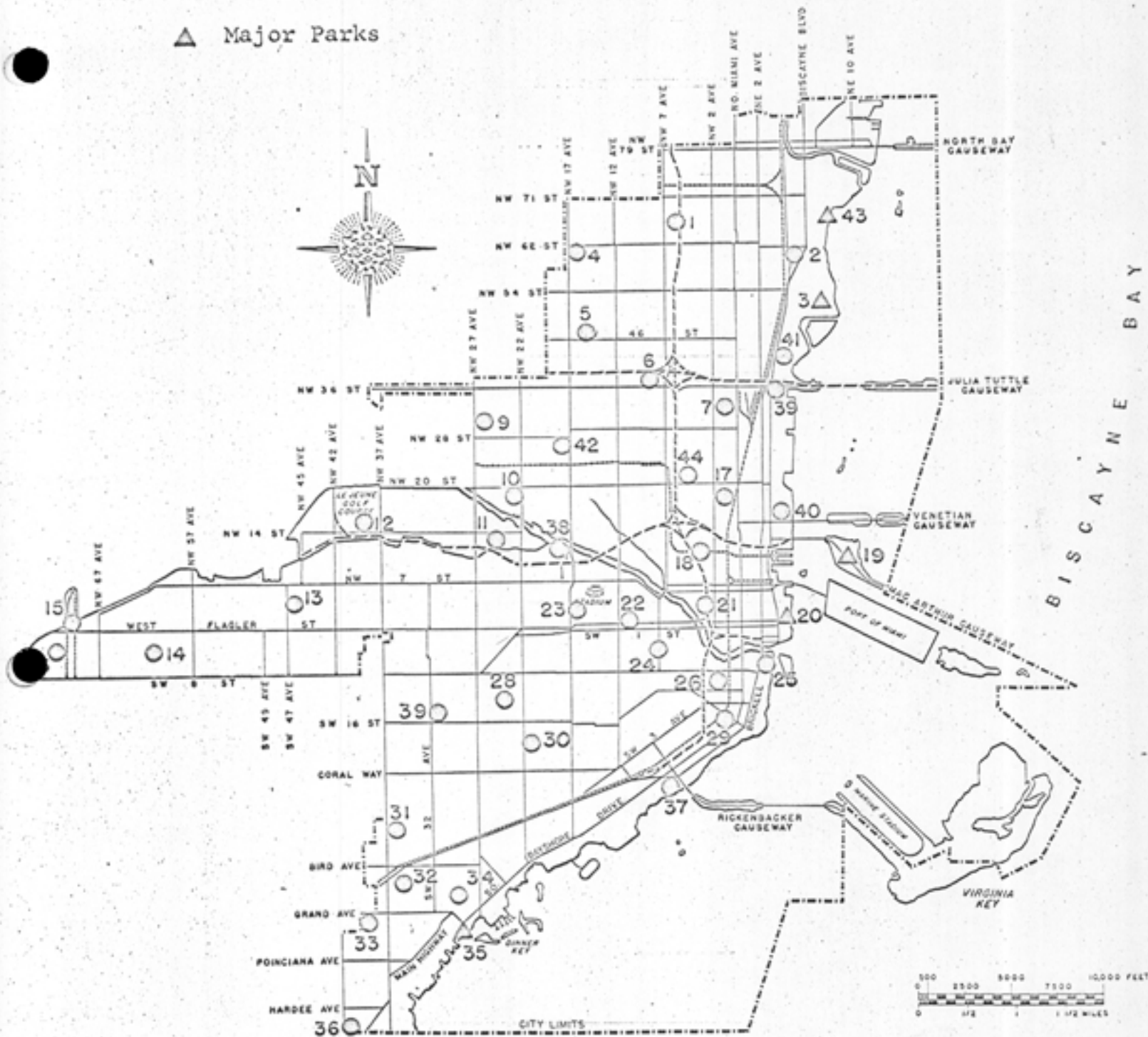
The City of Miami now has two 18-hole golf courses. In the past, some Capital Improvements have been made from Golf Course Revenue. To whatever extent such funds might be available, they could be supplemented by G. O. Bond funds to achieve desired improvements.

There are a number of Capital Improvements desirable to make the LeJeune and Miami Springs Golf Courses more inviting. These are as follows:

*Structures Section compiling this list  
of improvements needed for the  
Golf Courses.*

○ Playgrounds and/or Playfields

△ Major Parks



CITY OF MIAMI  
PRINCIPAL  
PLAYGROUND AND  
PARK LOCATIONS

LOCATION OF PRINCIPAL  
CITY OF MIAMI PARKS  
(Numbers indicate location on Map)

Allapattah - Comstock Park (#42)  
Bayfront Park (#20)  
Brickell Park (#25)  
Bryan Park (#28)  
Coconut Grove Bayfront Park (#35)  
Coconut Grove (Grant Avenue) Park (#33)  
Coral Gate Park (#29)  
Curtis Park (Swimming Pool) (#10)  
Dixie Park (Swimming Pool) (#18)  
Dorsey Park (#17)  
Douglas Park (#31)  
Dunbar Park (Property leased from Dade County) (#44)  
Eaton Park (#2)  
Edison Center Park (Swimming Pool) (#1)  
Elizabeth Virrick Park (Swimming Pool) (#32)  
Fern Isle Nursery Park (#11)  
Flagami Park (#16)  
Grapeland Heights Park (#12)  
Henderson Park (#22)  
Kinloch Park (#13)  
Kirk Munroe Park (#34)  
Legion Memorial Park (43)  
Liberty City Park (leased to Dade County) (#4)  
Lummas Park (#21)  
Manor Park (Swimming Pool) (#5)  
Magnolia Park (#40)  
Martel Park (#8)  
Melrose Park (#9)  
Merrie Christmas Park (#36)  
Miami Annex Park (#23)  
Moore Park (#6)  
Morningside Park (Swimming Pool) (#3)  
Pace Park (#41)  
Robert King High Park (#15)  
Riverside Park (leased to Dade County) (#24)  
Sewell Park (#38)  
Shenandoah Park (Swimming Pool) (#30)  
Simpson Park (#27)  
Southside Park (#26)  
Stern Park (#39)  
Wainwright Park (#37)  
Watson Park (#19)  
West End Park (Swimming Pool) (#14)  
Wyndwood Park (#7)

## WATSON ISLAND

Watson Island is a 65-acre island located at the bend in the MacArthur Causeway. It came into existence as a by-product of the dredging of the ships' channel, and was deeded to the City in 1919. The deed specified that it be used for municipal purposes only.

In 1955, \$214,000 was appropriated from Series "A" and "B" Special Obligation Bond funds (supported by Florida Power & Light franchise revenue), for development of Watson Island. Initial improvements included a heliport, a small boat launching ramp, parkway lighting, walkways, parking areas and landscaping. Since that time, additional facilities have been provided, all geared toward public use and enjoyment. These have included a Japanese garden and the essential phases of Garden of the Americas, and the installation of picnic areas and shelters. Other facilities at Watson Island include a City marina, the Miami Yacht Club, the Miami Outboard Club, and a base for the Goodyear blimp.

Miami's municipally owned Heliport was opened on Watson Island in 1958. Its proximity to downtown (Less than 2 miles), its scenic setting, and its spacious 5-acre site, combine to make an excellent facility. At present, it is used principally by commercial helicopter lines. This heliport is adequate to meet present needs and is of sufficient area to allow for future expansion.

The Japanese Garden and Teahouse constructed on a 175' x 250' plot in the north end of Watson Park was dedicated in October 1961. The teahouse and other contributions consisting of valuable Japanese statuary and items of landscape nature were donated by a Japanese industrialist, the late Kiyoshi Ichimura.

The Garden of the Americas is planned to be a thirteen acre garden, and is to contain native plants and shrubs from countries of North and South America. The garden has been completed in part.

The current master plan for the island includes, new picnic areas with shelters, comfort stations, and parking facilities as well as a Garden Center Building and Plant Conservatory as a focal point of the garden.

In 1967, the City spent approximately \$100,000 to reconstruct the badly deteriorated westerly bulkhead of Watson Island. This was required to accommodate boats from Pier 5 as it was being replaced. Although it was not the initial intent, current plans are that the new Watson Island "Marina" will remain and serve as a very useful



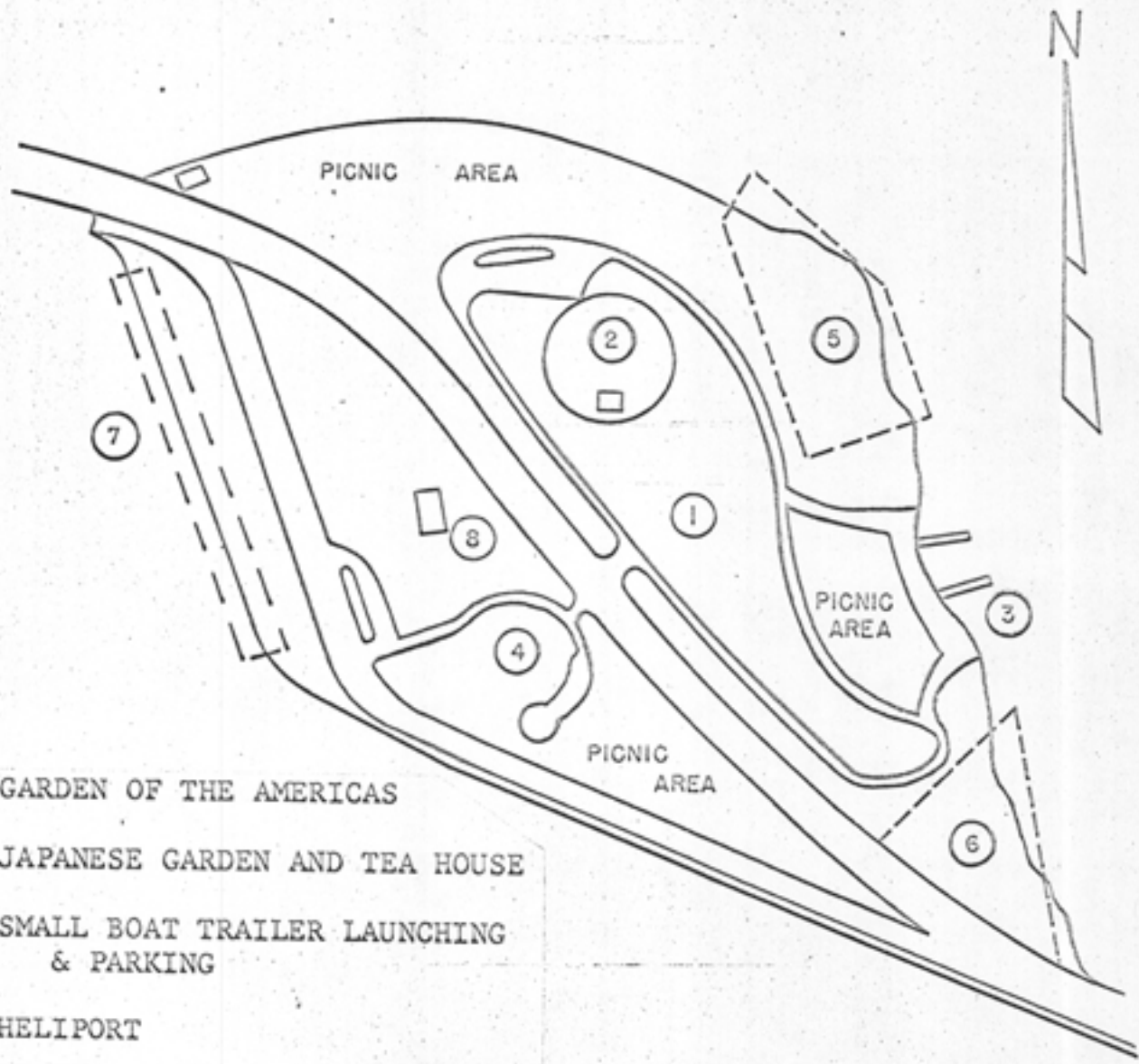
## WATSON ISLAND

facility. Current consideration is being given for expanding marina facilities at Watson Island. (See Chapter, "Marinas".)

Development of the Miami Outboard Club and Miami Yacht Club has been by private enterprise on leased lands, (at no expense to the City). Both of these clubs are open to the public in respect to membership.

In the mid-1930's, Watson Island became the winter season base of the Goodyear blimp fleet. Many Miamians still refer to the island as "the blimp base." Goodyear's present lease with the City expires November 30, 1975. They have the option to extend the lease for an additional five year period.

Included in the 1972 Parks and Recreation Bond Issue Program is \$475,000 for improvements to Watson Island. This will include landscaping, irrigation, walkways, picnic facilities, with comfort stations and shelters.



1. GARDEN OF THE AMERICAS
2. JAPANESE GARDEN AND TEA HOUSE
3. SMALL BOAT TRAILER LAUNCHING & PARKING
4. HELIPORT
5. MIAMI YACHT CLUB
6. MIAMI OUTBOARD CLUB
7. MARINA
8. BLIMP BASE

DEVELOPMENT OF  
WATSON ISLAND

## D I N N E R   K E Y

### Background and History

Dinner Key was originally a small wooded islet located a few hundred feet offshore in the Coconut Grove area. It formed an ideal picnic and recreation area. From its most common applied use, that of eating picnic dinners on its shady shore, came the name "Dinner Key".

Fill was later added, increasing considerably the size of the island to approximately 40 acres, and, at the same time, forming a solid connecting area of fill to the mainland.

During the First World War the Federal Government utilized the land for military purposes. The Country's first channel dredged exclusively for seaplanes, was constructed at this time at Dinner Key.

In 1930, Pan American World Airways established their Miami Depot Repair facilities on Dinner Key. It was during this time that some of the existing hangar structures in this area were built. The present bulkhead limit was also established at this time. Dinner Key was the hub of Pan American operations.

During World War II, Dinner Key again became a military area, being leased from Pan American. The large hangars that today form the Auditorium and the barracks buildings that are currently used to house some of the City offices, were built during this period.

The Government no longer had use for this land at the end of World War II and it reverted to Pan American. In 1946, the City of Miami concluded negotiations with Pan American and purchased most of this area including all the structures. The lone exception was the property held by the U.S. Coast Guard. (In 1972, the Federal Government deeded the 4.5 acre former "Coast Guard site" to the City as a part of a "National Legacy of Parks" program.)

This purchase by the City was financed by the issuance of revenue bonds. The retirement of these bonds is dependent upon the revenues from the yachting facilities, the rental of the old Pan American hangar buildings (now converted to yacht servicing facilities by Santana Marine Services and the Merrill-Stevens Company), income from the Dinner Key Auditorium, and charges equivalent to rent against various Departments for the use of the remaining buildings. The last of these bonds are scheduled for retirement in 1974.

## DINNER KEY

This acquisition of approximately 40 acres represents an excellent example of good civic foresight as this land today is worth many times its purchase price.

The Dinner Key Marina was constructed during 1950. It soon became apparent that existing facilities were inadequate. In 1959, the Marina was expanded to its present day usage.

### Current Usage

Dinner Key is currently put to a number of functional uses. Any planning for future development must take these uses into consideration. These uses include:

#### I. Marine Use:

1. Marina Facilities - The Dinner Key Marina has five piers accommodating 330 privately owned craft up to 90 feet in length, and forty slips for commercial craft (charter boats and boat rentals). A Dockmaster's office and other related facilities are provided. (See Chapter "Marinas").

2. Sailing Craft Facilities - The protected area of Dinner Key has provided an ideal sheltered location for small sailing craft. Present facilities are operated by a private sailing club open for membership to the general public.

3. Boat Rental Service - A small bait and tackle shop with boat rental facilities is operated by private enterprise. A small publicly owned boat launching ramp is located adjacent to the tackle shop.

#### 4. Yacht Service, Marine Supply and Storage Facilities -

Former seaplane hangars together with adjoining land areas are under lease to two private firms. These firms are engaged in drydock service, boat repair and storage, and the sale and service of marine supplies and equipment. Craft up to 50 feet in length and 30 tons in weight can be serviced.

#### II. Dinner Key Auditorium

Two former seaplane hangars were joined and modified to form an auditorium, or exposition building. The inadequacy of this structure has resulted in the lessening of its use over the years. The

planned construction of a new facility elsewhere, plus whatever overall development plan is evolved for Dinner Key, will greatly affect the future of this structure. (See Chapter "Auditoriums and Convention Center".)

### III. City Hall and Municipal Office Buildings

Soon after the City acquired the Dinner Key property, several of the barracks buildings and other structures were gradually converted into offices to house various Departments of the City government. This was climaxed in 1953 with the conversion of the former Pan American Administration Building (then being leased as a restaurant), into the present City Hall. There is now under study a plan to relocate City offices to a Government Complex - City, County, and State, in the Central Business District. However, present indications are that this will probably be several years away. (See Chapter "City Hall & Municipal Offices")

### IV. Park and Recreation Facilities

Dinner Key's present recreational use is limited largely to its marina activities. The adjoining Coconut Grove Park, however, provides a spacious picnic and recreational area. (See Chapter "Parks and Recreation")

### V. Parking Area

Approximately 15 acres of Dinner Key can be utilized for parking facilities, providing some 2,250 stalls. Of this, about 650 are used for parking for City offices, including reserved spaces for City-owned vehicles; an average of 250 are used for marina parking during the winter season; the remaining 1,350 are available for auditorium parking.

During large events at the auditorium, additional parking space could be utilized. However, these occasions are relatively rare. From a practical standpoint, parking facilities are available in reasonable proportion to the existing generators.

### Future Development of Dinner Key

It has been desirable for some time to evolve a master development plan for this valuable property.

In 1960, a comprehensive study was requested and a preliminary report submitted which set up some goals that should be considered in the overall planning of this area.

In April 1961, a basic plan for the expansion of small boat facilities was formulated. The plan called for acquisition of both the upland and submerged land lying between the Coral Reef Yacht Club and Rockerman Canal.

In December 1961, an Interim Study on Dinner Key was released. This study combined the above proposals. Shortly afterwards the entire concept of the Dinner Key Marina development was given further study and a new proposal, much more comprehensive in nature, was submitted. In 1964, a successful bond election provided \$2,370,000 for Dinner Key Marina Improvements. Subsequently, the City embarked upon a program of acquiring 17 acres of neighboring properties. To date, approximately one-half of this property has been acquired and condemnation proceedings are underway on the remainder. This acquisition has been stalled somewhat by litigation by some of the owners to rezone the land to a higher classification.

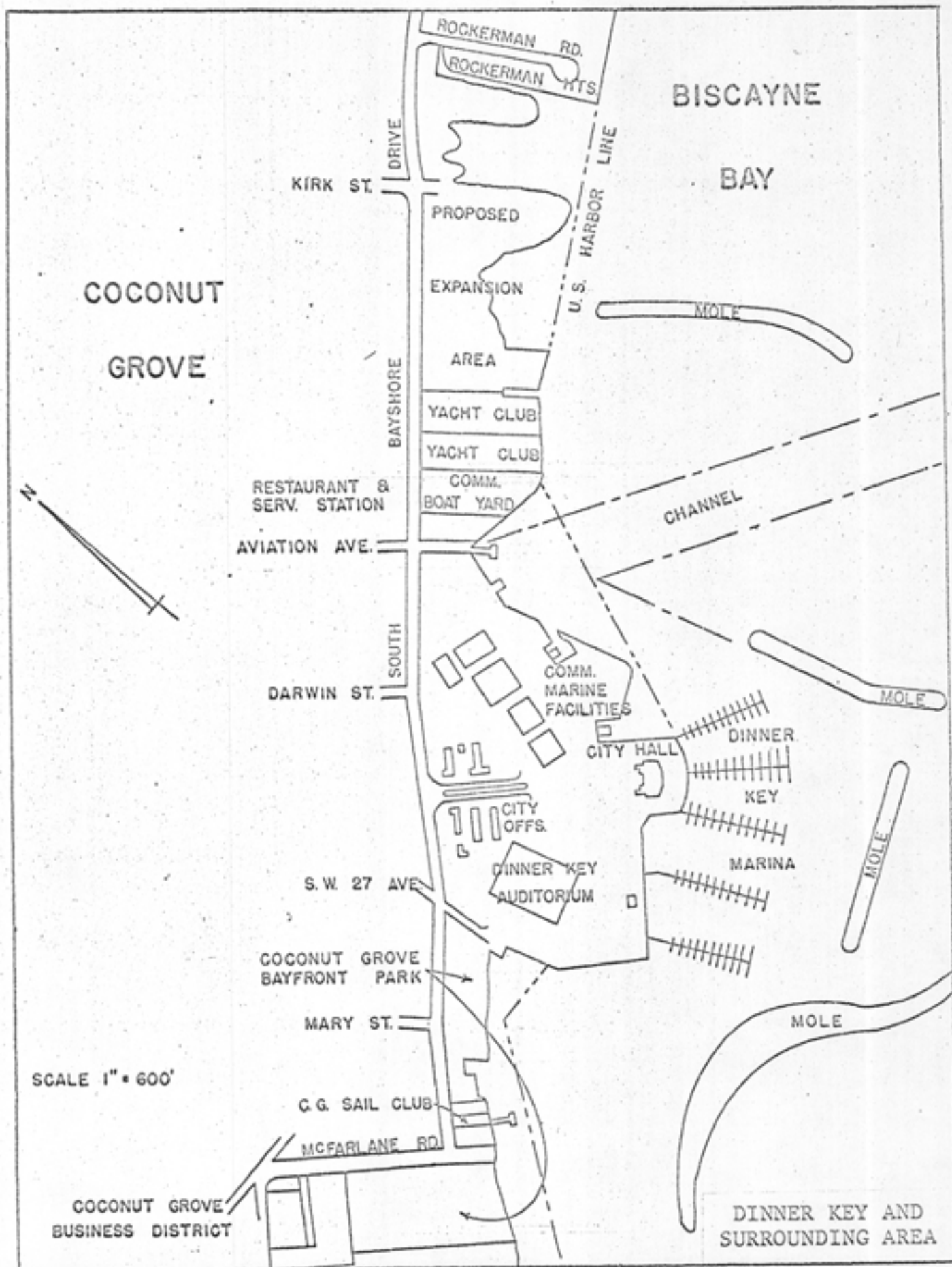
In 1970, proposals were submitted by boating interests in the Coconut Grove Area for expansion of marina and sailboat facilities at Dinner Key. These plans will be evaluated as part of a comprehensive "Marine Recreational Development Plan for the Dinner Key Complex". To accomplish this plan, a consultant has been retained to make this study. A report on this is due in July 1972.

The area covered in the study will extend from the Coconut Grove Bayfront Park to Rockerman Canal. It is planned that this will all be under City ownership except for three interposing properties which are all marine oriented. Two of these are yacht clubs. The third is a small commercial complex containing boat storage and repair facilities, plus a restaurant.

#### Summary

The cost of any capital improvement for the Dinner Key properties cannot be determined until the overall development plan is completed and accepted. Future development and costs will also be dependent upon continuance or elimination of City offices and the auditorium from the site.

The Dinner Key Marina Development Bond Issue of 1964 contains an unencumbered balance of \$800,000 for land acquisition plus \$1,170,000 in unallocated funds. The 1972 Parks and Recreation G.O. Bond Issue contained in its proposed program \$2,085,000 in projects for Dinner Key.



## CITY BEAUTIFICATION

The City of Miami is cognizant of the need for landscaping and beautification projects. Efforts have been made, particularly in recent years, to provide beautification when new construction occurs. Due to the competition for the limited funds available, it is not always possible to fund as much as might be desired for beautification, as higher priorities must often be assigned to projects more essential from the standpoint of general health, safety and welfare.

### The Beautification Committee

In 1959, the City of Miami Beautification Committee was created. This Committee is composed of local citizens who conduct various activities designed to make the City of Miami a more beautiful place in which to live.

The primary aim of the Beautification Committee, and one that must be accomplished before any tangible results can be forthcoming, is to establish an educational campaign to awaken public support and awareness of the magnitude and need for beautification. The Committee is only too cognizant of the fact that beauty cannot be legislated; it must result from the demand of an aware public.

The term "Beauty" as used by the Beautification Committee is not limited to landscaping, but instead its wider aspect is intended. This would include pride of property, pride of neighborhood, and pride of City.

Self-improvement through Civic Pride is being fostered by the Committee's activity. Projects such as "Clean-Up, Paint-Up, and Fix-Up Drives", and "Make Miami Beautiful Contest" were undertaken with highly successful results.

### Miami River Clean Up

A campaign to improve the Miami River was set into action during 1960 by the appointment of a Miami River Committee. In November, 1962, Metropolitan Dade County set up a 15 man advisory board which included members of the City Committee.

In late 1970, Florida Secretary of State Richard Stone began holding a series of Miami River Restoration Conferences which included representatives of Federal, State, and Local Agencies as well as private business. To date, progress has included: the removal of



numerous derelicts, elimination of a number of industrial operations that were discharging into the River, the removal of tons of refuse and litter, effective enforcement against pollution violaters, and removal of the old F.E.C. trestle. It has been generally agreed that the progress to date has been quite pronounced.

### Central Business District

The Doxiadis Associates plan for the redevelopment of downtown Miami included various suggested projects which have since been evaluated by the Downtown Development Authority. These are:

- 1) Flagler Mall - which calls for the redevelopment of Flagler Street from Biscayne Boulevard to N.W. 1st Ave.
- 2) Special Street Improvements calling for new surfacing, curb and gutters, and incidental beautification, as required, to streets in the downtown area.
- 3) Public Squares and Plazas - which calls for the development of strategically located small, public, landscaped, plazas.
- 4) The Miami Riverfront Development - which calls for the development of lighting, benches, patio areas, and landscaped surroundings along a mile long attraction bordering downtown Miami.

Funds for the Riverfront Development and creation of six small downtown urban parks were programmed in the successful 1972 Park and Recreation Bond Issue. The amount programmed is \$2,000,000.

In 1971, a landscape and beautification project was undertaken by the Downtown Development Authority. This project at the intersection of E. Flagler Street and E. 1st Avenue is considered as a prototype for additional development of Flagler Street.

### Highway Beautification

At one time, the State Department of Transportation operated under a policy whereby no funds were provided for landscaping (other than grass) on State Roads within the City of Miami. This presented a significant problem to the City because if such arteries were to be beautified, the City had to stand the cost.

Although subsequent changes in policy now permits gas tax funds for landscaping and beautification on arterial streets, a review of the present State Road Program shows only minimal provisions for such landscaping.

The City of Miami itself now includes beautification as an integral part of highway development. Evidence of this can be seen in such projects as N.E. 40 Street (The "Design Plaza"), the Tigertail-Oak-Mary project, and in the plans for the forthcoming S. Bayshore Drive development. Current thinking is that any City of Miami street beautification program will continue to be in association with highway development.

PUBLIC SAFETY

## POLICE FACILITIES

The Department of Police is responsible for the operation of the following facilities:

Municipal Justice Building (Administrative Offices, Jail,  
and Academy)  
Auto Pound  
Mounted Patrol Building

The City of Miami Municipal Justice Building was constructed in 1956. The City Stockade was constructed in 1954 with an addition in 1958. (In 1967, the City Stockade was turned over to Metropolitan Dade County.) In 1964, the Motorcycle Shop Building was completely remodeled to provide the necessary additional facilities required for the Police Academy. The Shop operation was transferred to the New Motor Pool Building. In 1967, a fire destroyed the Mounted Patrol Building located on the Stockade Property. A new C.B.S. building was built to accommodate this function of the Police.

In spite of continuous additions and improvements, police facilities are rapidly becoming overcrowded and inadequate. New facilities are needed.

### Miami's Modern Police Department

After much research and study, a plan was evolved establishing a new modern Police Department.

The implementation of this plan is predicated upon the construction and equipping of an entirely new police facility containing the latest in electronic crime fighting equipment. The new facility would be in excess of 360,000 square feet specifically engineered and designed for computerized operations. Included among the proposals are: Electronic dispatching for faster response time, computerized information files for on-the-spot data, and a whole array of the latest crime fighting equipment from closed circuit TV to helicopters.

This plan, entitled as the "Police Headquarters and Crime Prevention Facilities" bond issue, was proposed and passed by the voters in the June 30, 1970 G. O. Bond Election. This includes \$11 million for construction and \$9 million for equipping.

## POLICE FACILITIES

In October 1970, \$1.5 million of these bonds were sold. These funds are to be used for a study, plans, site determination, and land acquisition, for the Police Headquarters and Crime Prevention facilities. It is surmized that this study will also determine if and how the present Municipal Justice Building would fit into the plans.

If circumstances are such that the new facilities are not constructed in the near future, then certain improvements would be required at the existing Municipal Justice Building to keep it functional.

These are:

*To be Completed (needed improvements)  
by Structures Section*

## FIRE FACILITIES

The residents of the City of Miami are protected by one of four Class I Fire Departments in the Nation. Of the ten possible fire insurance rate classifications, Miami is in Class III, and within reach of Class II. There are no cities in the country rated higher than Class II.

### The Department of Fire

Operates and maintains 15 Fire Stations and approximately 35 major pieces of fire fighting equipment for combatting and preventing fires in the City of Miami.

Operates a Fire Prevention Bureau.

Conducts an educational and training program.

Cooperates with Civil Defense in its training program.

### Recent Improvements and Changes

During the past two years, several improvements have been made and at least one major change in operations undertaken.

The hydrant operations were transferred to the Department of Water and Sewers. Two new fire stations were constructed, one was demolished, and an additional one is now under construction.

Fire Station #8, a two company station was constructed at Virginia Street and Oak Avenue in Coconut Grove. This replaced former Stations #8 and #7 which were demolished. The site of old Station #7 is now being considered for park use.

A new single company Station #3 was constructed at N.W. 7th Street and N.W. 11th Avenue.

A new three company Station #2 is now under construction in Biscayne Park at N.E. 19th Street and N. Miami Avenue. This will replace the old Station #2 located at N. Miami Avenue and 14th Street. When the new station is completed, the old station will be demolished and a decision made as how the property will be used or disposed of.

Improvements Needed

Certain fire fighting facilities are now needed to assure the continued high level of service. A past Fire Department Study revealed several fire stations throughout the City are in need of replacement because they are outdated and/or poorly situated. In addition, most of these stations have reached a state where they require an unrealistic high degree of maintenance. The passage of time and the many changes in the face of Miami, including the growth of High Rise Apartment Areas and changes in land use and population distribution, dictates that this program should be re-evaluated and perhaps new priorities assigned.

The program as presented together with 1970 cost estimates is as follows:

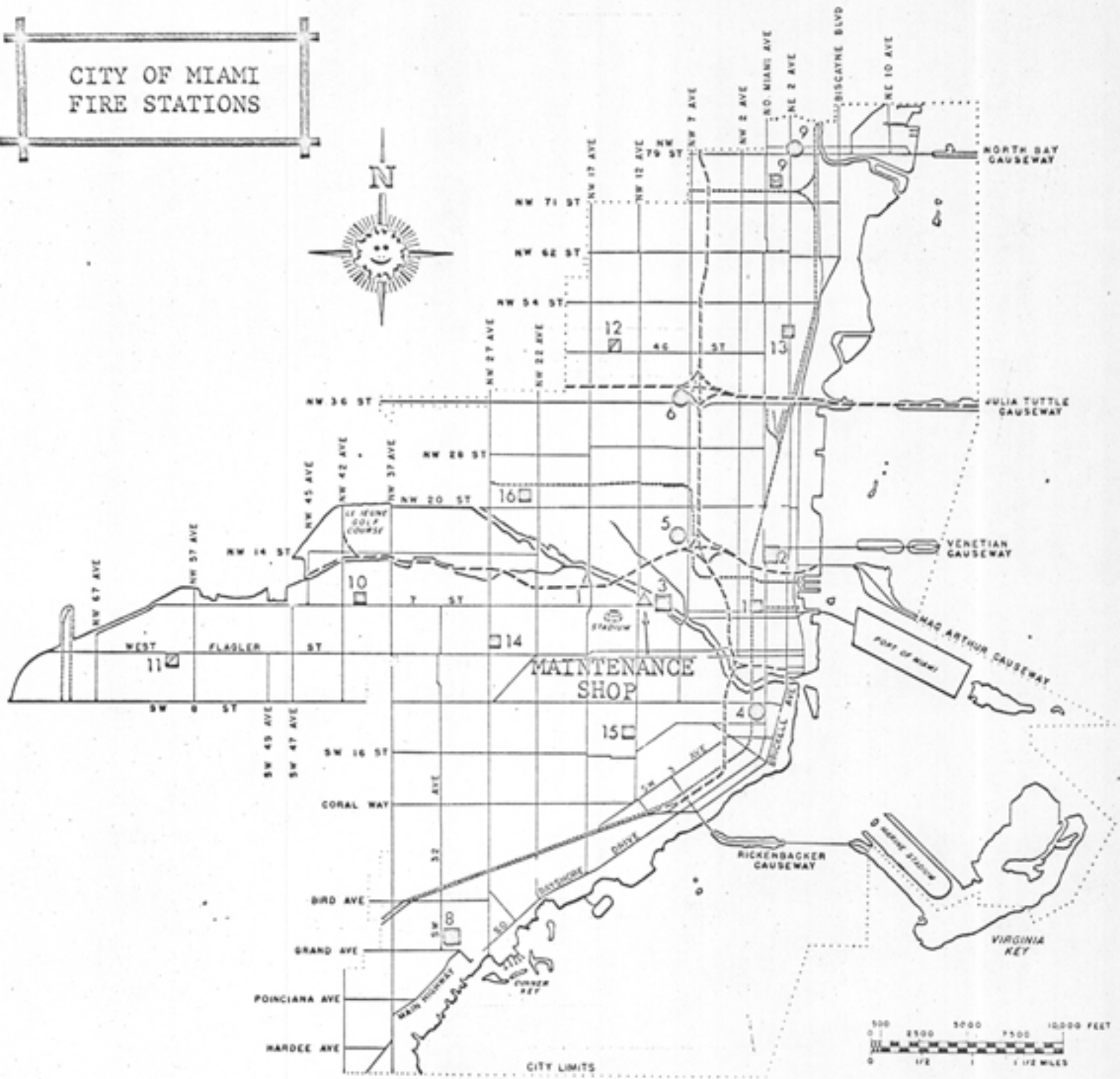
Fire Station No. 5 - This Station was built in 1926 and is located at N. W. 7th Avenue and 17th Street. The building is old and dilapidated and the maintenance costs are very high. There is virtually no space for off-street parking. This Station should be torn down and replaced with a new 2-company station at a cost of \$290,000. This does not include the cost of land acquisition for off-street parking.

Fire Station No. 9 (Little River Station) - This Station was built in 1926 and is located at 7561 N. E. 1st. Avenue. The building is old and dilapidated and the maintenance cost is very high. The present location does not provide easy access to the area it protects and the off-street parking is limited. This Station should be replaced and relocated in the vicinity of N. E. 2nd Avenue and N. E. 79th Street. A new 2-company station on City property in that area would cost an estimated \$300,000.

Fire Station No. 6 - This Station was built in 1926 and is located at N. W. 36th Street and N. W. 7th Avenue. Although the building was rehabilitated in 1963, it is still old and inefficient. As an example, the doors and ceiling height are too small to accommodate present day fire apparatus. The Station should be torn down and rebuilt within the same general area. A 2-company station with a reserve apparatus room would cost an estimated \$300,000.

Fire Station No. 4 - This Station was built in 1923 and is located at 1000 S. Miami Avenue. It has had two major additions and serves present needs. However, maintenance costs are very high and the off-street parking is limited. Therefore, this station should be either partially or completely rebuilt. Complete rebuilding would cost an estimated \$390,000.

# CITY OF MIAMI FIRE STATIONS



- Existing Fire Stations  
No Modifications Required
- ◻ Existing Fire Stations  
Modifications Required
- ◻ Existing Fire Stations  
To Be Relocated or  
Eliminated
- Existing Fire Stations to be  
Rebuilt at the same location -  
No's. 4,5,6.
- Existing Fire Stations to be  
Rebuilt at new location -  
No's. 2,8,9.
- ◻ Additional Fire Stations to be  
Constructed



## FIRE FACILITIES

Fire Station No. 11 - This Station was built in 1949 and is located at W. Flagler Street and S.W. 59th Avenue. The Station is basically in good condition, but a dormitory and sanitary facilities should be added to house a "Ladder Company" which is necessary to improve Fire Protection in the Western section of the City. At present, Ladder Protection is being provided by Fire Station No. 14 which is located at N.W. 1st Street and 27th Avenue and beyond the respond-distance recognized by the American Insurance Association. The cost of these additions are estimated at \$75,000.

Fire Station No. 12 - This Station was built in 1949 and is located at N.W. 46th Street and 14th Avenue. The existing apparatus room at this station should be enlarged to accommodate the present Pumper and Rescue Truck. This enlargement is estimated to cost \$5,000.

Hose Drying Facilities - Stations No. 11, 12, 13, and 15 are badly in need of new hose drying facilities (towers). At present, the fire hose are dried by small electric driers and/or inclined ramps; neither of which is an adequate process. The towers would cost an estimated \$50,000.

Fire Chief's Headquarters - The Chief's former headquarters was demolished along with Fire Station No. 3. The headquarters is now located at Dinner Key. After Fire Station No. 3 is relocated to N. W. 7th Street and 11th Avenue, a new Chief's Headquarters could be built on the N.W. 7th Street site. The estimated cost of this project is \$110,000.

### The 1970 G. O. Bond Election

On June 30, 1970, the voters passed a \$2.1 million "Fire Fighting and Rescue Facilities" issue for implementation of the above program.

## COMMUNICATION FACILITIES

Modern communications for the City of Miami began in 1933. Two years later, a Bureau of Communications was established in the City of Miami Police Department. In 1935, the City established the first two-way police radio communications system in the South and one of the few early systems of this type in the United States. This service was gradually expanded to include the Fire Department, the Dade County Sheriff's office, the Dade County Road Patrol, and other municipalities in the area. By 1944, the system was expanded to include municipal public address systems facilities, intercom systems, telephone services and all departmental base stations and mobile radio units.

In 1964, the Communications Division became a Department and now operates and/or maintains:

The basic communications support services for the City of Miami police and fire services and general government operations, and provides central switchboard and related telephone service for the City and Metropolitan Dade County.

A direct circuit, in cooperation with the Federal Bureau of Investigation, into the National Crime Information Center in Washington, D. C.

The emergency number 377-7777 which is connected to emergency radio dispatching facilities.

A portable radio and emergency electrocardiogram transmitting equipment.

A direct circuit into the Dade County computer for the purpose of obtaining automobile registration information.

The publishing of the City's annual Departmental Telephone Directory which includes all Dade County offices.

A video tape recorder for police activities which is now being programmed for color.

An all-unit alert system.

Most of the facilities are located in the Watson Building at 65 S.W. 1st Street. Included are Administration, Dispatching Rooms, Emergency Switchboard Room, Dade County Automobile Registrations and Records, and the City of Miami Telephone Frame Room.

## COMMUNICATION FACILITIES

The Dispatching Section operates on a 24-hour basis and operates on 20 different frequencies which serve the Miami Police and Fire Departments, Building and Public Works Departments, and 7 municipal law enforcement agencies located in Dade County. They also handle messages over the teletype circuits and the Data Processing of information in reference to automobile registration in Dade County.

The Installation and Maintenance Section is located at the 20th Street Properties. This section is responsible for the maintenance of all radio and all contractual radio equipment used by other municipalities and State Law Enforcement Agencies.

The following items requested by the Department of Communications previously, have not been verified as to whether they are still required or if other Capital Improvements are needed:

Additional Space for Maintenance Section - Due to the constant increase in the number of units being maintained by the Communications Maintenance Section, existing space has become inadequate. Additional floor space can be obtained by enlarging the existing mezzanine.

Future Addition for Installation & Maintenance Shop - The activities of the Installation and Maintenance Section are constantly increasing. Addition to the Maintenance Shop Building will be necessary.

Because the above requested improvements have not been evaluated, nothing is tabulated herein, at this time, as to anticipated future capital improvement costs.

TRAFFICWAYS AND PARKING FACILITIES

## HIGHWAYS AND STREETS

Excluding the 18 miles of Expressways, there are 730 miles of street right-of-way within the City of Miami. These can be classified as follows:

<u>Metropolitan Arterials</u> - Streets which serve the entire Metropolitan Area . . . . .	110 Miles*
<u>City of Miami Neighborhood Trafficway System</u> which serve principally intracity traffic . . .	60 Miles
<u>Local Streets (Principally Residential)</u> . . . . .	545 Miles
<u>Unopened Streets</u> . . . . .	15 Miles

\*In November 1965, the Dade County Commission approved a "Major Thoroughfare System for Metropolitan Dade County"; 137 miles of this was within the City Limits of Miami. In 1967 for purposes of street lighting, Dade County recognized 110 miles of streets within the City of Miami as being Metropolitan Arterials. (See Plate I). Since the latter was a positive action as opposed to a theoretical system, the figure of 110 miles is being used for purposes of this report.

### Background

To better understand the street paving problems, it is necessary to review briefly, policies and street construction activity of the past. Prior to 1949, practically all pavements other than those in the central business area and some arterial streets were constructed of "temporary" type pavement. No rigid control of width or quality of pavement was exercised over private developers. Conformance to grades established by the City was the only requirement. Even this could not be enforced effectively in many instances.

As a result, subdividers built streets as cheaply as they could. Little consideration was given to proper base construction and the surface usually consisted of sand-seal. Some of these pavements lasted fairly well, but many deteriorated beyond the point of being practical to maintain. Sand-seal pavements are particularly vulnerable to traffic wear. Heavy rains, and floods during hurricane periods, also had disastrous effects on these streets. When it is considered that about two-thirds of our streets still have "temporary" type pavement, the problem becomes apparent.

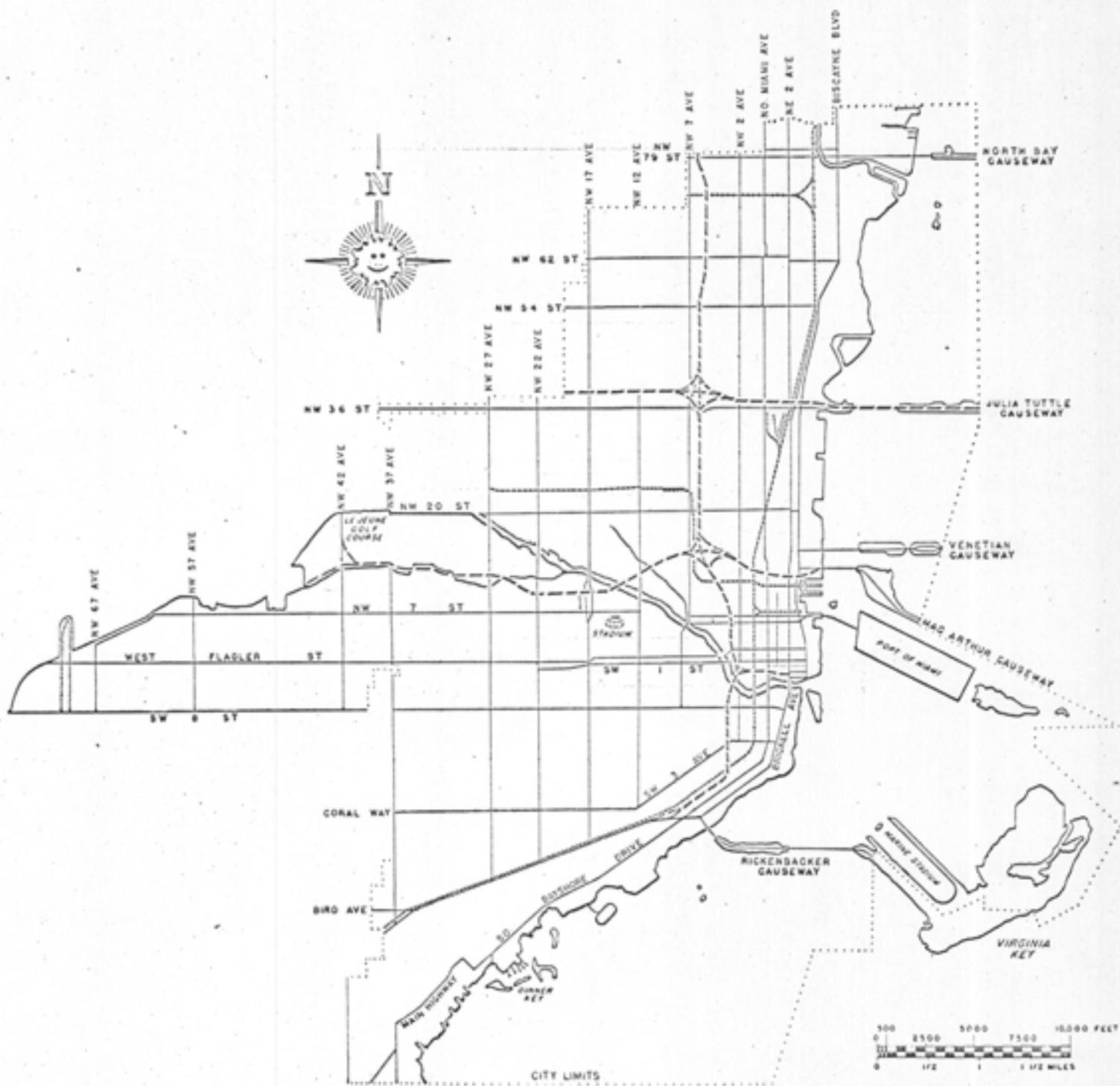


PLATE I  
 METROPOLITAN ARTERIAL STREETS  
 AS DESIGNATED BY DADE COUNTY -  
 FOR PURPOSES OF STREET LIGHTING

## HIGHWAYS AND STREETS

In 1949, an ordinance was passed requiring all future street paving to be "permanent type". This type has a life expectancy of 20 years or more.

In addition to the replacement of deteriorating temporary type pavement, new highway needs have been created because of increased traffic. These needs include: (a) widening existing streets; (b) rebuilding, renovating, or remacadamizing of heavily traveled streets; (c) construction of expressways.

Insufficient width of rights-of-way presents a serious problem. Street widening, in most instances, requires the acquisition of additional right-of-way. Present indications are that most of this will have to be acquired by purchase rather than entirely by voluntary dedication as has been done in the past. (See Chapter entitled "Rights-of-Way".)

Over 600 miles of streets have been constructed or remacadamized by the City since 1898. Less than one-half of this has been done since 1930. A breakdown by years is as follows:

	<u>Miles Constructed</u>	<u>Miles Remacadamized</u>
1898-1918	140.0	--
1918-1922	44.8	--
1923-1930	177.4	--
1931-1940	1.6	--
1941-1945	2.6	--
1946-1950	19.0	20.7
1951-1952	36.6	1.8
1953-1955	1.0	10.4
1955-1956	4.4	2.0
1956-1957	4.0	1.0
1957-1958	13.04	4.3
1958-1959	5.0	15.1
1959-1960	1.8	43.3
1960-1961	3.4	30.0
1961-1962	1.3	11.6
1962-1963	1.5	2.5
1963-1964	2.7	8.0
1964-1965	2.4	--
1965-1966	1.5	--
1966-1967	.5	--
1967-1968	2.25	--
1968-1969	.63	.25
1969-1970	1.68	--
1970-1971	1.30	--
TOTAL	470.4	151.0

## HIGHWAYS AND STREETS

It is not possible to determine the miles of streets built by subdividers prior to the boom period. However, a guess of 200 miles constructed during the 1925 boom could be considered reasonable. Only a few miles of streets have been constructed by subdividers since 1945.

At various times, the freeholders have been requested to approve bonds for paving improvements. In past years, four such issues were approved: a \$1 million issue in 1950, a \$5 million issue in 1956, a \$5,050,000 issue in 1964, and a \$17,375,000 "Streets and Highways Improvements" bond issue in 1970.

### Charter Changes

In 1971-72, two very significant actions were taken which affect the City of Miami's Highway and Street construction program.

1. A "City of Miami Neighborhood Trafficway System" was established. This system consists of streets not falling within the classification of State Roads or Metropolitan Arterial Streets, yet streets that are also not purely local in nature in that they serve principally abutting properties. The streets in this new system should be developed full width, complete with curb, gutter, sidewalks, drainage and landscaping. A charter change was affected whereby the costs of improving these streets would not be assessed against the abutting property owners. There are approximately 60 miles of streets in the designated system; and the streets included are subject to change from time to time as conditions and circumstances change.

2. The other significant action was that assessments for highway construction on other City streets was reduced by 75% with additional special considerations for corner lots.

It is anticipated that these actions will greatly facilitate the City's highway construction program which up to now has been severely hampered by property owners objections to assessments.

### Division of Responsibility

Many streets within the corporate limits of Miami should not be the City's responsibility to construct or maintain. These are the streets which serve the Metropolitan Area and should be the responsibility of the County and the State.

Miami's street problems can be resolved by a program carried out concurrently by the State Department of Transportation, Dade County, and the City, as follows:



Work to be Done by the County or State

- a. Construction of expressways
- b. Rebuilding of State Designated roads and other Metropolitan Arterial Streets, (including acquisition of right-of-way where required.)

Work to be Done by the City

(Does not include those streets classified as Metropolitan Arterial Streets)

- a. Remacadamizing of some of the existing "permanent type" streets, before base failure results and before complete rebuilding becomes necessary.
- b. Rebuilding of Streets in the "City of Miami Neighborhood Trafficway System".
- c. Rebuilding of old "temporary type" residential streets.
- d. Remacadamizing of old temporary residential streets to prolong the life of the streets.
- e. Renovating Streets - Reworking old existing base and then constructing new surface.

A breakdown of Miami's 730 miles of streets according to responsibility and condition is as follows:

<u>Metropolitan Arterials</u>	<u>Miles</u>
(Includes Arterial Streets that should be constructed by State Department of Transportation or Dade County)	
In Good Condition	74
Requiring Rebuilding	<u>36</u>
State and County Total	110

HIGHWAYS AND STREETS

<u>City Streets</u>	<u>Miles</u>	<u>Estimated Const. Cost</u> (1)
In Good Condition:		
Commercial & High Density Residential Areas (2)	38	--
Low Density Residential Areas (3)	234	--
Needing Building or Rebuilding:		
Commercial & High Density Residential Areas	24	\$ 5,760,000
Low Density Residential Areas	140	25,900,000
Needing Renovation or Remacadamizing:		
Commercial & High Density Residential Areas	50	2,145,000
Low Density Residential Areas	<u>134</u>	<u>2,530,000</u>
City Total	620	\$36,335,000
Grand Total 730 Miles		

- (1) Cost estimates are based on June 1972 prices.
- (2) Pavement in Commercial and High Density Residential Areas is considered "full width", that is, the street is paved between curbs so as to give maximum vehicular usage.
- (3) Pavement in Low Density Residential Areas (Zoned for duplexes and single family development) is generally about 20 to 24 feet wide, leaving a grass side parkway between the pavement and sidewalk on both sides. Most of the future streets should be developed to a width of 28 feet lip to lip of valley gutter, as shown on Plate III.

Costs of drainage, sidewalk and additional right-of-way required have not been included in the above schedule. (See Chapters entitled "Rights-of-Way", "Sidewalk", and "Storm Drainage".)

Expressways

The expressway system for Dade County is being financed by County, State, and Federal funds. It is mentioned here for informational purposes only. Presently within the City of Miami, this system consists of the North-South, the 36th Street and the East-West Expressways. Preliminary plans are underway for extensions of the Greater Miami expressway network. Within the City of Miami this could include such additions as the South Dixie Expressway and

## HIGHWAYS AND STREETS

the LeJeune-Douglas Expressway. When these are constructed, it will be by the State and County. (A map of the existing and proposed Expressway System is shown on Plate II.)

### Metropolitan Arterial Streets

For many years, the City of Miami has been burdened with the responsibility of constructing and maintaining numerous Arterial Streets which, although within the City Limits of Miami, have served the Metropolitan Dade County Area as a whole.

On January 1, 1968, Dade County assumed the responsibility for the lighting of 110 miles of streets within the City of Miami which they designated and recognized as Metropolitan Arterial Streets. Sixty miles of these are already maintained by either the State or County. The assumption of responsibility by the State and/or County for the rebuilding and maintenance of the remaining 50 miles would permit the City to concentrate on badly needed improvements in the City of Miami Neighborhood Trafficway System and on residential streets. For purposes of this report, these 110 miles have been excluded from any highway improvement program by the City.

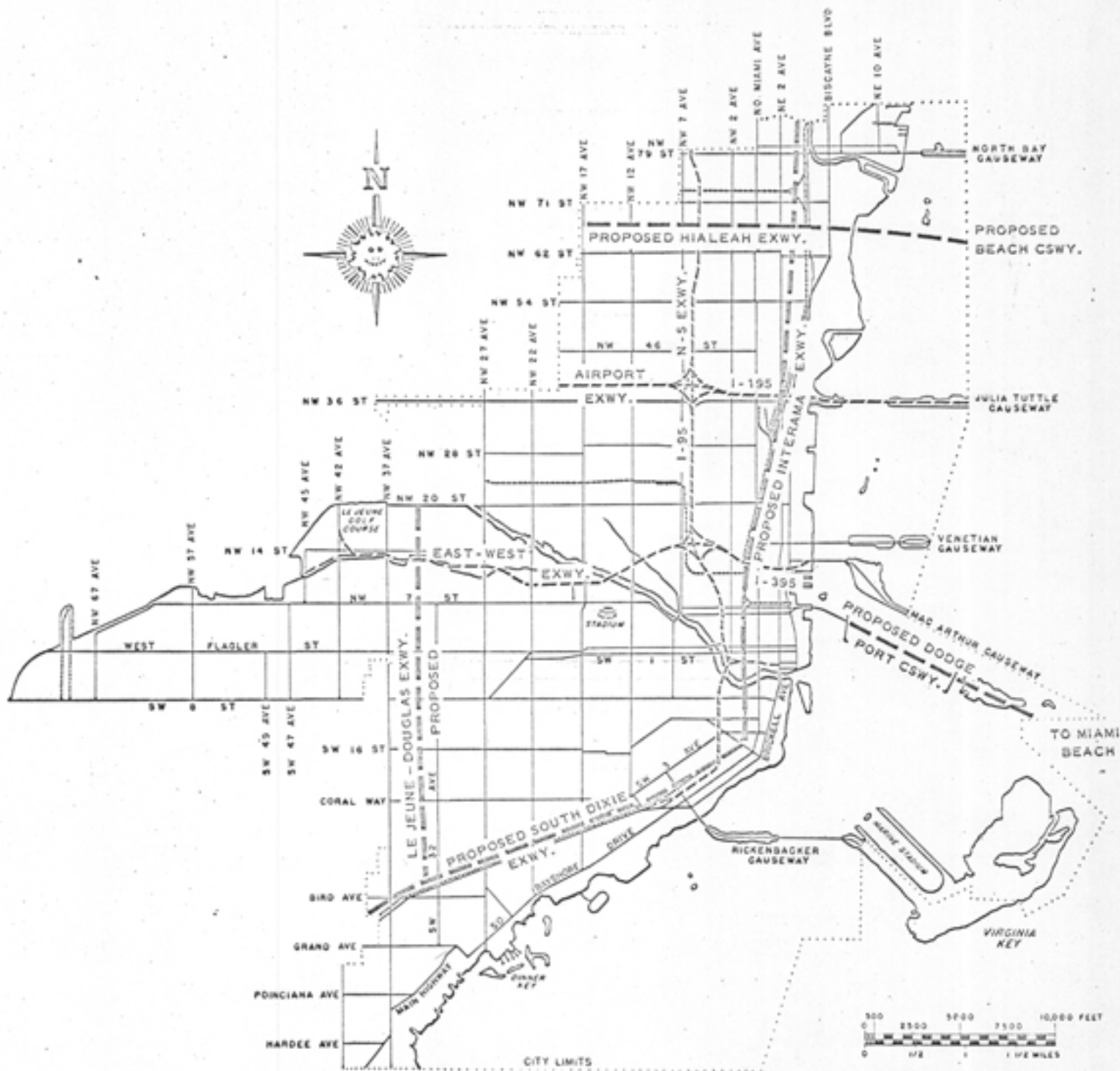
However, if conditions arise where any of these streets are in dire need of repair and the County or State does not undertake to improve them, the City will then be faced with the decision of either spending money for improvement of Metropolitan Arterials or leaving the streets unimproved.

### City Streets

Paving improvements consist of four basic types:

- Rebuilding
- Renovation
- Remacadamizing
- Miscellaneous Minor Improvements (Not Assessed)

Street Rebuilding - Street rebuilding means completely digging up the existing road and replacing it with new materials. This method of improvement would be used on streets that have deteriorated beyond repair, and on streets that are "out of grade", (where the pavement is objectionably above or below the adjacent property). Local drainage structures would be constructed where needed to protect the new pavement.



**PLATE II**  
**EXISTING AND PROPOSED**  
**EXPRESSWAYS WITHIN THE**  
**CITY OF MIAMI**

On those streets within the "City of Miami Neighborhood Trafficway System" abutting property owners are not assessed. On remaining streets abutting property owners are assessed 25% of the cost with special provisions for corner lots.

The City needs to rebuild about 24 miles of commercial and high density residential streets at a cost of about \$6 million, and about 140 miles of low density residential streets costing about \$26 million.

Street Renovation - "Street Renovation" is a type of improvement that falls between "rebuilding" and "remacadamizing". This work is done on streets that require considerable preparatory work on the existing base, but do not require complete rebuilding. Included are such things as repairing existing concrete curbs, filling pot-holes, removing small base failure areas and replacing with good material, adjusting sections of the street that are out of grade, and doing shoulder work. The repairs to base failure areas and the adjustment of the pavement to grade in most cases are done by scarifying and using the existing material. In some cases, adding additional lime rock is required. When this work is proposed, some degree of local drainage would be planned as needed. After all of the preparatory work is completed, the street is then surfaced with asphaltic concrete. Over 100 miles of streets could be improved with this type of improvement.

Remacadamizing - Remacadamizing is the process of applying a new asphaltic concrete surface on existing pavements. This type of work is limited. It can only be done on streets that have pavement of sufficient width, with good base, and are at the proper grade.

Between 1959 and 1972, the City has remacadamized more than 100 miles of streets. Over 50 miles of streets are still in need of remacadamizing.

Miscellaneous Minor Improvements (Not to be Assessed) - Small trafficway improvements would be directed toward better vehicular use of our arterial street system. This would include such things as left and right turn lanes, shoulder paving in dangerous areas, and other minor improvements as they arise.

Since this improvement would not directly benefit the abutting property owners, the cost should not be assessed to them. The need for this type of work is approximately \$25,000 per year.

Planning a Highway Improvement Program

The ideal presentation of a planned street program is to list every street in the City requiring improvements, including the type of work to be done and the month and year that the work would begin and end.

Planning such a list with all the coordination problems necessary between sanitary sewer, storm sewer, utility installations, and traffic interruptions presents quite a problem. It is hoped that another former problem, the reluctance of property owners to paying assessments, will be greatly reduced due to the new assessment procedures.

The Five Phase Street Development Program

In 1968, at the request of the City Manager, the Department of Public Works prepared a Five Phase Development Program which would bring all streets in the City of Miami, exclusive of Metropolitan Arterial Streets, to fully developed standard cross sections. Examples of these are shown on Plate III. The total estimated cost for this program was \$100 million. This included purchase of necessary right of way, street paving, curb and gutter, sidewalk and landscaping.

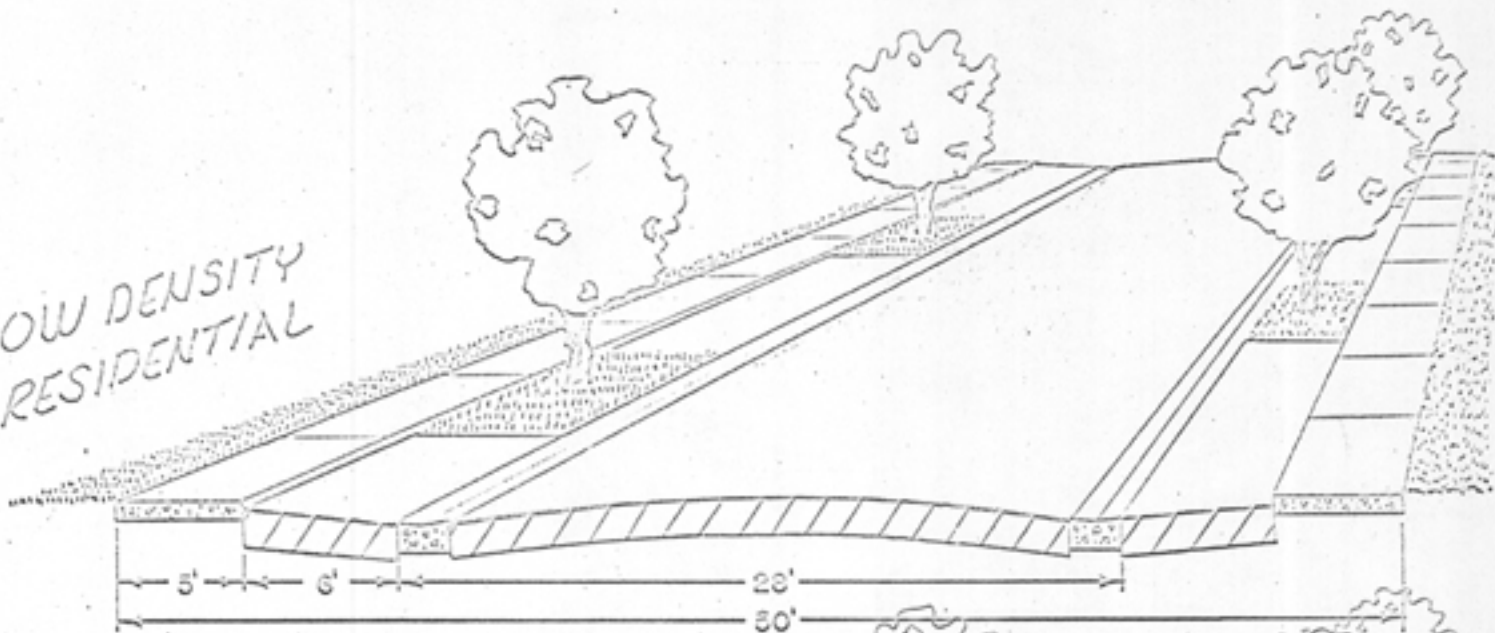
Alternate Approach

A more realistic approach to the City's Highway needs, exclusive of Metropolitan Arterial Streets and Expressways would consist of a \$19.4 million program undertaken over a period of 5 years. This could be accomplished with a yearly program consisting of the following:

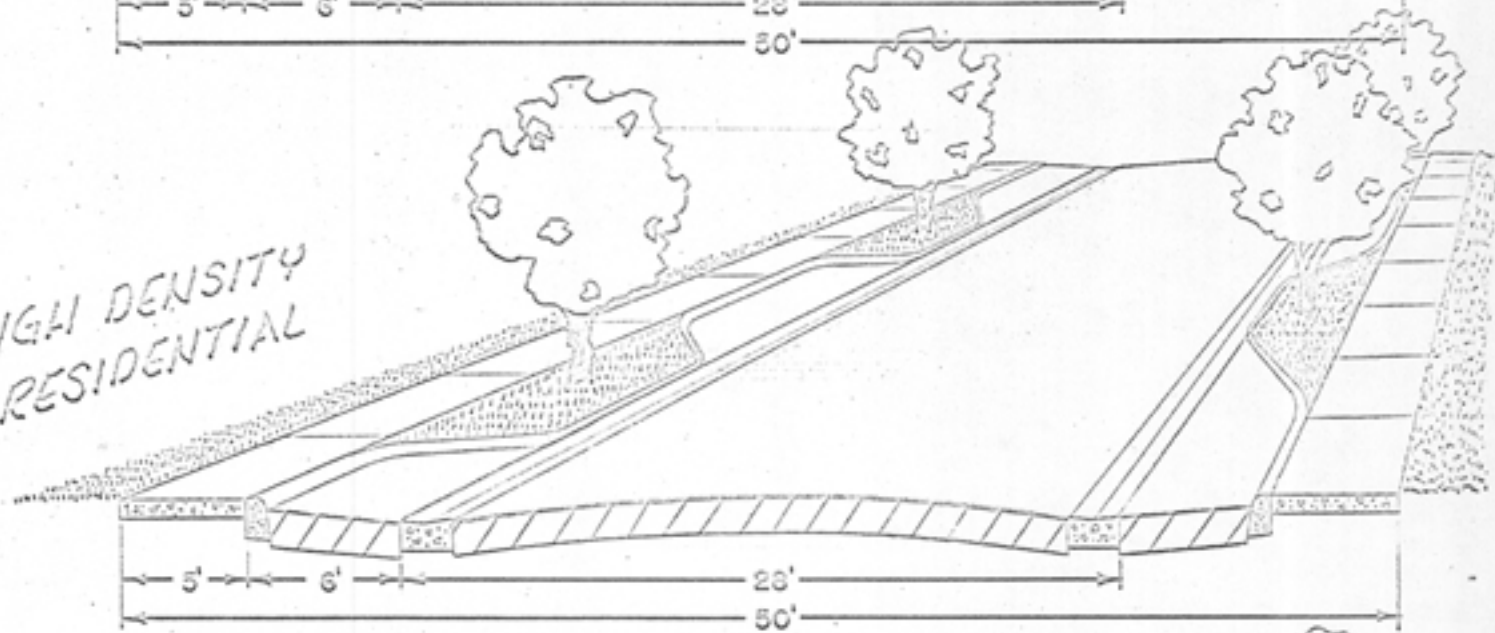
Street Rebuilding	13 miles	\$2,750,000
Street Renovation	35 miles	1,100,000
Remacadamizing	10 miles	125,000
Miscellaneous Minor Improvements (Not Assessed)		<u>25,000</u>
TOTAL PER YEAR		\$4,000,000

In addition, an annual expenditure of \$100,000 would be necessary for right-of-way acquisition to make this program possible. (See Chapter, "Rights-of-Way".)

LOW DENSITY  
RESIDENTIAL



HIGH DENSITY  
RESIDENTIAL



COMMERCIAL &  
INDUSTRIAL

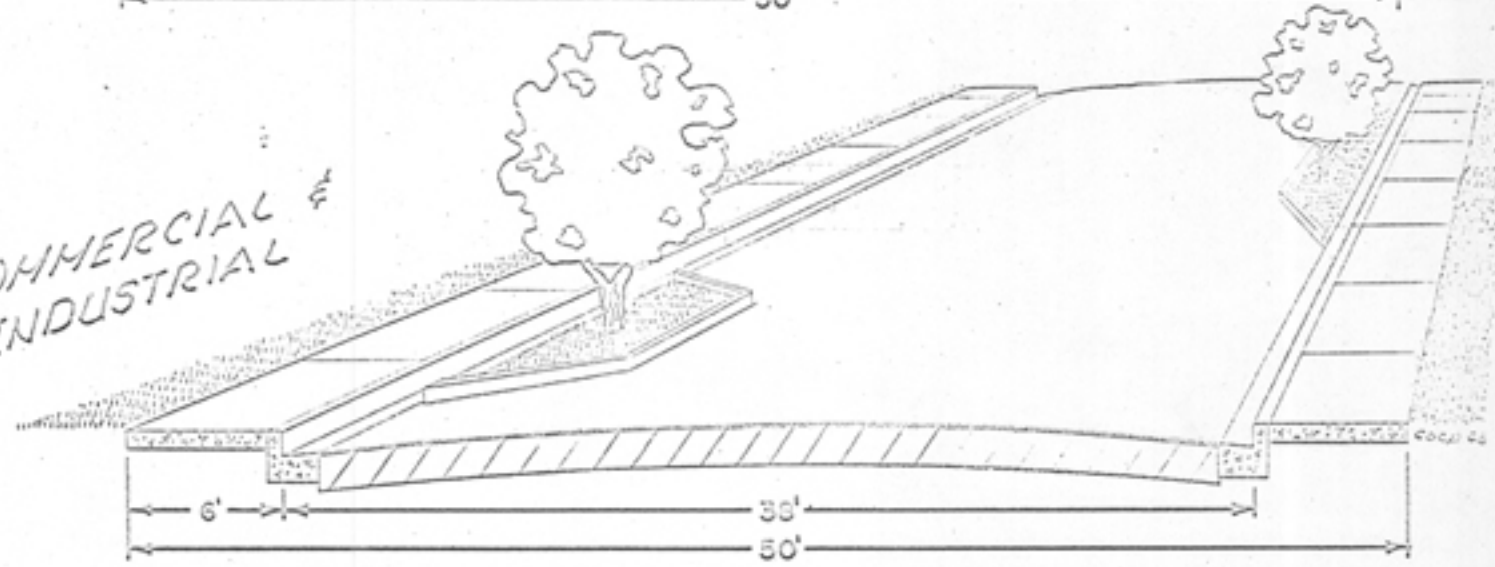


PLATE III  
EXAMPLES OF PROPOSED  
FULL WIDTH STREET  
DEVELOPMENT

## HIGHWAYS AND STREETS

Taking into account that other streets would be deteriorating while the program was going on, such a program would take about twenty years to put Miami's streets and highways (exclusive of Metropolitan Arterials), in satisfactory condition.

### The 1970 G. O. Bond Issue

On June 30, 1970, the voters of Miami passed a \$17,375,000 "Street and Highway Improvements" bond issue. Although this bond issue does not legally commit any particular project, a proposed program had been presented which would allocate \$12,500,000 for General Street Development; \$2,500,000 for Development of the Flagler Mall and \$2,375,000 for Special Street Improvements in the Downtown Area. (See Chapter on "Downtown Development" for discussion on the Flagler Mall and Special Street Improvements.)



## S I D E W A L K S

Prior to 1946, the City had no program for general sidewalk construction. Between the years 1915 and 1945, sidewalks were constructed on about one-third of the City streets; having been built at scattered locations by individual property owners and developers.

In 1946, the City of Miami Freeholders approved a sidewalk bond issue of \$6,846,000. Construction was started in 1949.

At the time of the bond issue, \$6,846,000 had been considered sufficient to take care of the City's needs. However, the rapid post-war population growth occasioned the opening of many new residential areas and increased the sidewalk needs. As the work proceeded, it became evident that the money provided was insufficient.

Since 1949, over 500 miles of sidewalks have been constructed and all but \$180,000 of the Sidewalk Bond Issue funds have been spent.

As the program progressed, it became increasingly difficult to get abutting property owners to agree to sidewalk construction. This was due, in part, to the requirement that the full cost of sidewalk construction had to be assessed against the abutting property owner. In March, 1972, the voters of Miami approved a Charter change which reduced the abutting property owner's share to 25% of the cost with the remaining 75% being paid by the City-at-large.

With virtually all the Sidewalk Bond Issue funds spent or programmed, there still remain 365 miles of sidewalks in need of construction as shown in the following breakdown. This does not separate the so-called officially designated Metropolitan streets from those classified as City business and residential streets.

<u>Requirements</u>	<u>Miles</u>	<u>Estimated Cost*</u>
New Sidewalks (Commercial Areas)	134	\$ 6,000,000
New Sidewalks (Residential Areas)	184	6,900,000
Replacement Sidewalks	<u>47</u>	<u>2,800,000</u>
Total	365	\$15,700,000

\*Cost Estimates as of June, 1972

The above does not include the cost of right-of-way acquisition. Much of this sidewalk has not been constructed because property owners

## SIDEWALKS

do not want to dedicate the property needed to bring the streets to proper widths. It is estimated that should all the right-of-way have to be purchased, the right-of-way cost would be in the neighborhood of \$25 million, (See Chapter "Rights-of-Ways").

Also not included in the above is the replacement of existing sidewalks constructed at improper line and/or grade. A detailed survey would be needed to determine how much is sufficiently out to warrant replacement.

The City has made a preliminary study of a program for complete street development City-wide, including curb and gutter. The sidewalk costs given above are generally compatible with this program. The main variation would be that, should this program come about, some existing sidewalks in otherwise good condition might have to be depressed at driveways.

It is probable that any major sidewalk program will come about only through a Sidewalk Bond Issue. In the meantime, limited progress can be made through such efforts as Ordinance #7990 which requires sidewalk to be built to the proper line abutting any building construction over \$5,000.

### Summary

Completion of Sidewalk throughout the City (exclusive of right-of-way)	\$15,700,000
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The General Obligation Bond Election held on June 30, 1970 proposed an item of \$1 million for sidewalks. The issue failed by 502 votes. To continue even a modest program of sidewalk construction in conjunction with new street development, and in areas where abutting property owners desire, will require another method of financing.

## R I G H T S - O F - W A Y

The 730 miles of street right-of-way within the corporate limits of Miami can be divided into four groups:

- 110 miles of Metropolitan Arterials (See Chapter "Highways and Streets")
- 60 miles of Streets in the City of Miami Neighborhood Trafficway System
- 545 miles of local streets (principally residential)
- 15 miles of unpaved or unopened streets

In addition to the above, 18 miles of expressways are also located within the City of Miami.

As in many American cities, most of Miami's streets were laid out prior to the universal use of the automobile, and before the enactment of ordinances prescribing minimum street widths. Consequently, Miami's streets, with some exceptions, are too narrow to handle today's traffic.

In the past, such as during the City's sidewalk program starting in 1946, the City obtained needed right of way by voluntary dedications. This has been a continually diminishing process, and it is highly unlikely that voluntary dedications will be of any great significance in the future.

### Right-of-Way for Metropolitan Arterial Streets

In 1967, for purposes of street lighting, Metropolitan Dade County recognized 110 miles of streets within the City of Miami as being Metropolitan Arterials.

Since these streets serve the entire Metropolitan area their reconstruction, including the acquisition of necessary rights of way, should be the responsibility of the State or County. Sixty of these 110 miles are now maintained by either the State or County. However, it should be borne in mind that if conditions arise where any of these Metropolitan Arterial Streets are in dire need of repair and the County or State does not undertake to improve them, the City would then be faced with the decision of either spending money for their improvement, including the acquisition of any necessary rights of way, or leaving the streets unimproved. (The cost of right of way needed to widen all Metropolitan Arterial Streets to the full mapped width has been estimated as \$60,000,000.)

Right-of-Way for City Streets

In 1968, at the request of the City Manager, the Department of Public Works prepared a Five Phase Development Program which would bring all streets in the City of Miami, exclusive of Metropolitan Arterial Streets and streets in the Central Business District, to fully developed standard cross sections. The estimated right of way cost for such a program would be \$25,000,000. As stated in the Chapter, "Highways and Streets", it is highly doubtful that such an ambitious program will ever be undertaken, and a more realistic alternate is offered. This alternate would consist of a program of street re-building, renovation, and remacadamizing in many instances to existing widths. It is estimated that about 290 miles of streets are in need of such improvements. This would require much less right of way acquisition than would the more elaborate Five Phase Program, and it is estimated that \$2 million would suffice. Such limited right-of-way acquisition would not permit the construction of much of the City's needed sidewalks. To complete sidewalk construction throughout the City would require the additional \$23 million of right-of-way.

Right-of-Way in Central Business District

There are approximately 15 miles of streets in the Greater Central Business District. (That area bounded by the Bay and West 2nd Avenue and by North 14th Street and the River). With some exceptions, these streets are less than their mapped widths. Widening these streets to their full mapped width presents a most costly right of way problem due to land values and encroaching business. Approximately, 10 miles of these streets are Metropolitan Arterials. The estimated right of way cost for any widening of the remaining five miles is most difficult to estimate without a detailed block by block study. However, a figure of \$15,000,000 would seem realistic for discussion purposes.

Summary

Right of Way for Street Construction Program	\$2,000,000
Additional right of way for completion of Sidewalk construction throughout the City	\$23,000,000
Right of Way for widening City streets in Central Business District	\$15,000,000

## B R I D G E S

On October 1, 1967, Dade County assumed the responsibility for operating and maintaining bascule bridges over the Miami River. These had previously been under the jurisdiction of the City of Miami. This lessened considerably the City's responsibility for bridges. A discussion of the various bridges in the City according to their jurisdiction follows:

### Dade County Maintained Bridges

Within the City Limits of Miami, Dade County maintains eleven bascule bridges. Eight of these cross the Miami River; one is on the Rickenbacker Causeway (Toll); one on the Venetian Causeway (Toll); and one crossing to Dodge Island. The County (or State) also maintain fixed bridges on arterial streets which are under their jurisdiction. The eight bascule bridge locations on the Miami River and their vertical clearance at mean low water are:

W. Flagler Street	35.0'	S.W. 1st Street	20.3'
S. Miami Avenue	12.1'	N.W. 12th Avenue	19.2'
S.W. 2nd Avenue	13.4'	N.W. 17th Avenue	18.9'
N.W. 5th Street	13.3'	N.W. 22nd Avenue	28.0'

### State Maintained Bridges

The State maintains seven major bridges spanning waters within the City Limits. Four bridges spanning the Miami River are located at S.E. 2nd Avenue, N.W. 27th Avenue and on North-South and East-West Expressways. The North-South and East-West Expressway bridges are fixed bridges with 75' vertical clearances. The remaining bridges are located on the MacArthur, 79th Street and Julia Tuttle Causeways. The Julia Tuttle Causeway Bridge is a fixed bridge with 55' vertical clearance. The Julia Tuttle Causeway and North-South Expressway bridges are classified as part of the National System of Interstate and Defense Highways.

### Proposed Bridges on County and State Arterials

Replacement of Bridges over the Miami River - The new W. Flagler Street Bridge and N.W. 22nd Avenue Bridge have acceptable vertical clearance. However, the low vertical clearance of most of the other bridges (particularly at S.W. 2 and S. Miami Avenue and N.W. 5 St.) cause an unreasonable number of openings which seriously impede the flow of vehicular traffic. In addition, some of the older

bridges frequently break down and present difficult maintenance problems. As any of these bridges are replaced, it should be done at the State or County level.

Crossing at the Mouth of the Miami River - From time to time, various suggestions have been presented relative to the construction of a bridge or tunnel east of the S.E. 2nd Avenue Bridge to relieve congestion of Biscayne Boulevard traffic. If and when such a crossing is ever realized, it is anticipated that financing will be on a Metropolitan or State level.

N.W. 7th Street Bridges (Miami River and Seybold Canal) - The development of N.W. 7th Street from N.W. 12th Avenue to N.W. 57th Avenue as a major arterial street, and its proposed extension further westward, increases the desirability of constructing a crossing over the Miami River and the Seybold Canal. This would open up another artery from Biscayne Boulevard to the west without the need of detouring the traffic over the already overcrowded N.W. 5th Street Bridge. Present plans of the Neighborhood Development Program on the development of the area east of N.W. 7th Avenue indicates N.W. 7th Street should be developed with the necessary bridges across both the Miami River and the Seybold Canal. It is assumed that if these are constructed, they will be financed on a State or Metropolitan basis.

#### City Maintained Bridges and Needs

The City of Miami maintains thirteen stationary bridges spanning creeks and canals. Two deserving of consideration for replacement are:

N.W. 14th Avenue Bridge (Wagner Creek) - This 19 foot wide bridge is in fair condition but it is very narrow. N.W. 14th Avenue needs widening. When this occurs, widening of the bridge will be part of this project.

Belle Meade Island Bridge - This bridge at N.E. 9th Avenue and 74th Street is in poor condition, and is the only access to Belle Meade Island, an expensive residential area. It is an old wooden structure and the wooden pilings are weakening at the mud-line due to larvae. It is recommended that a new 30-foot wide concrete structure be built to provide two traffic lanes and a walkway. This is No. 1 priority for requested bridge improvements by the City. Its cost is estimated at - \$130,000.

Other Small Bridges - Of the remaining small stationary bridges, there are some which may require reconstruction in future years. As their need becomes more pronounced, they will be evaluated.

Special Bridges

Cloughton Island Bridge - In association with the development of Cloughton (formerly Burlingame) Island, a bridge is being constructed from the end of S. E. 8 Street. This is being built by the developer, but will be turned over to the City upon completion.

Other Bridges - From time to time mention is made of special bridges to make accessible certain properties for development. The most prominent of these at the present time is Fisher Island. If and when any such bridges are constructed, it is assumed it will be by private enterprise at no expense to the City.

Summary

Belle Meade Island Bridge (Replacement)	\$130,000
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## STREET LIGHTING FACILITIES

The responsibility for street lighting within the City of Miami is divided between County and City. Dade County is responsible for the lighting of 20 miles of expressways and 110 miles of Arterial Streets. The City of Miami is responsible for the lighting of 605 miles of Neighborhood Trafficways and Local Streets.

The Street Lighting System of the City of Miami is owned and operated by the Florida Power & Light Company. The Power Company installs and maintains almost all facilities and the City is billed for rental of luminaires, independent street light poles, underground wiring, power consumption, and for special services. All rates must be approved by the State of Florida Public Service Commission.

The City levies a special millage to pay for Street Lighting. The annual cost for all street lighting installed or budgeted through 1971-72 is approximately \$1,000,000.

City of Miami streets have been lighted to some extent for many years. Prior to 1965, however, most were not lighted to what could be considered acceptable standards. In 1964, the City Commission and the City Manager spearheaded a program to relight the entire City to an acceptable level. After such preparatory work as conducting test installations and determining appropriate standards, the program got underway in 1965. This program utilized Mercury Vapor luminaires, replacing the antiquated and less efficient incandescent lighting that had existed throughout most of the City.

By 1971, approximately three-fourth of the City had been relighted. At that time, the City entered into a new program of installing high pressure Sodium Vapor lighting in high crime areas. As of this date, more than 2,500 of these lights have been installed on City Streets, and an additional 1,200 on Metropolitan Arterial Streets within the City limits.

Past studies have shown that it was not feasible for the City to either install and own its own street lighting system, or to purchase and operate the existing system. Some of the reasons being:

- (1) Until such time as all overhead power and telephone lines can be eliminated from the streets, an independent City-owned street lighting system would result in two sets of poles along City streets.
- (2) New innovations build a certain degree of obsolescence



into street lighting facilities. Thus, after the completion of a relighting program, the City could find itself the owner of a street lighting system already becoming outdated. With its larger area served Florida Power and Light can generally find a market for fixtures being removed.

- (3) The maintenance of a street lighting system requires the purchase of expensive specialized equipment and the hiring of numerous trained personnel. Florida Power and Light already has such equipment and personnel for its other operations.

Due to the existing program of leasing street lighting facilities, no Capital Improvement Funds for street lighting are contemplated.

## UTILITY CLEANUP

Electrical and telephone service within the City of Miami is furnished by the Florida Power and Light Company and the Southern Bell Telephone Company operating under franchises granted by the City. As these services were provided and expanded over the years, convenience rather than aesthetics was the rule. The end result was streets lined with wood utility poles and overhead lines. As new services were needed, additional poles and lines were installed to satisfy the immediate need as expeditiously as possible. With no over-all plan of consolidating or minimizing facilities, some areas became an almost endless maze of poles and overhead lines. Even the original consideration by some subdividers who provided rear utility easements was often nullified by poles being placed in the street right-of-way. The situation has been further aggravated by the ugliness of the creosoted wood poles used.

In more recent years, some progress has been made. The cost difference between overhead and underground installations has been narrowing with advanced technology. This coupled with the reduction in outages and damage by the use of underground facilities, plus increasing public objections to the unsightly overhead facilities has somewhat stemmed the tide.

A public outcry following the outages caused by a severe hurricane in 1945, resulted in the so-called "1946 Show Cause" and "1946 Pledge". When the City of Miami ordered Florida Power and Light Company to Show Cause why all their facilities should not be located underground, the end result was a pledge by Florida Power and Light to clean up certain overhead utilities located mostly in the easterly portion of the City.

Southern Bell, in particular, has been turning to more underground installations both in new facilities and in the replacement of older ones. In fairness to Florida Power and Light, it must be pointed out that the burial of low voltage telephone cables is much simpler and cheaper than the burial of power lines. High voltage transmission lines, in particular, are extremely costly to bury, and new innovations might be needed before such burial can be expected on any large scale.

In the meantime, progress continues in individual instances. As new roads are constructed, both Florida Power and Light and Southern Bell have been burying or relocating their facilities where possible. This practice instigated with major arterial highway construction has, of late, been extended to some lesser streets, including the Urban Renewal Area and the so-called Tigertail-Oak-Mary Project in Coconut Grove.

In other street rebuilding projects, a utility cleanup leaving overhead lines in the right-of-way has been achieved. In these projects, concrete poles are used, their spacing being coordinated with street light placement so that the pole may serve a dual purpose. Overhead lines are kept to a minimum and horizontal insulators are used as opposed to cross arms. The first test of this was installed in the Grove N.D.P. Area #4.

The City of Miami has been aiding the cause by using underground street light wiring on any streets not having other overhead facilities. Although this has added a respectable amount to the City's annual street light billing, its contribution to the cause makes it a worthwhile investment.

In November, 1968, Dade County passed Ordinance No. 68-69 which requires all electric and communication lines in certain new subdivisions to be placed underground.

On July 16, 1969, the Florida Public Service Commission held a public hearing at which all power and telephone companies franchised to operate in the State of Florida submitted data on their policies, practices and programs for the installation of underground facilities in residential areas. This was "for the purpose of assisting the Commission in the promulgation of such reasonable rules and regulations governing such policies, programs, and practices, as may be necessary and proper".

And the crusade goes on. It is probable that the cleanup of overhead facilities in the public rights-of-way will be a gradual process over the years. In any event, no large capital outlay on the part of the City is anticipated; the City's costs being limited to the annual expenditures for underground street light wiring, and any costs that arise for the relocation of facilities for the Department of Communications Emergency Call Box System in association with the cleanup of overhead telephone lines.

In December 1969, the Department of Public Works published the report "Placing Utilities Underground in the City of Miami". This discusses the problem in greater depth.

THIS CHAPTER NOT UPDATED BECAUSE OF LACK OF INFORMATION

## OFF - STREET PARKING

Miami's first official approach to its parking problem was in December of 1950 when the City Commission adopted an Ordinance creating an advisory five-man committee, designated as the Off-Street Parking Board. This group was authorized to study parking conditions and make recommendations to the Commission.

When it became apparent that responsibility for a municipal parking program should be centralized, the City Commission, in November 1955, enacted an Ordinance creating the Off-Street Parking Board and Department. Through special legislative act, this Department commenced to operate under the City of Miami Charter, Section 23-A. This Ordinance confers on the Board the powers, duties, and responsibilities customarily vested in the Board of Directors of a private corporation. The Board has supervisory control over the operation of municipal off-street parking facilities, and all acts of the Department are subject to the Board's approval.

\$3,000,000 worth of revenue bonds were sold in 1960 and Garage No. 1 (455 spaces) at 40 N.W. 3rd Street was officially opened on March 1, 1961. Later, Garage No. 2 (422 spaces) at 130 Biscayne Boulevard was opened to the public on February 8, 1962...and a site was purchased for Garage No. 3 at 90 S.W. 1st Street.

Operating under a new Bond Ordinance, adopted in March of 1966, enabled building of Garage No. 3. This ramp type garage (427 spaces) was opened in February of 1968 and operated in the black the first month.

The objective of the Department is to develop an adequate long-range off-street parking program for the entire City, with particular emphasis on the Central Business District where conditions had been critical. The Board also encourages private enterprise to provide parking facilities.

### ACCOMPLISHMENTS

The Department is providing the following controlled parking spaces:

LOT NO. 1	Bayfront Park Auditorium, East NE 5th St. & Biscayne Blvd.	95 spaces
LOT NO. 2	Allapattah Business Area NW 35th St. & 18th Ave.	118
LOT NO. 3	Little River Business Area NE 79th St. & 1st Place	166

## OFF-STREET PARKING

LOT NO. 4	Little River Business Area NE 82nd Terr. & 1st Place	52
LOT NO. 5	Little River Business Area NE 82nd Terr. & 1st Pl.	25
LOT NO. 6	Little River Business Area NE 80th Terr. & 1st Pl.	20
LOT NO. 7	Bayfront Park Auditorium, North NE 5th St. & Biscayne Blvd.	124
LOTS 8-9	Orange Bowl "Park-Ride" - free parking	413
LOT NO. 10	NW 4 - 5 Streets (Between N.Miami Ave.& NW 1st Ave.)	221
LOT NO. 11	Under Expressway 1-95 NW 1st St. to NW 2nd St.	98
LOT NO. 12	Under Expressway 1-95 NW 2nd St. to NW 3rd St.	67
LOT NO. 13	Under Expressway 1-95 NW 3rd St. to NW 4th St.	68
LOT NO. 18	Civic Center, West NW 12th St. & 13th Ave.	355
LOT NO. 19	Biscayne Blvd. Aisles SE 2nd St. to NE 5th St.	287
LOT NO. 20	Bayfront Park Bandshell SE 2nd St. & Biscayne Blvd.	90
LOT NO. 21	Bayfront Yacht Docks N. Bayshore Drive	204
LOT NO. 22	Garment District NW 26th St. & 5th Ave.	50
LOT NO. 26	Civic Center	264
LOT NO. 27	New Civic Center	150
LOT NO. 28	Jackson Memorial Hospital NW 16th St. & 12th Ave.	80

OFF-STREET PARKING

LOT NO. 29	Jackson Memorial Hospital NW 15th St. & 10th Ave.	259
LOT NO. 31	Children's Cardiac Hospital	28
MUNICIPAL GARAGE NO. 1,	40 NW 3rd Street	455
MUNICIPAL GARAGE NO. 2,	130 Biscayne Blvd.	422
MUNICIPAL GARAGE NO. 3,	90 SW 1st Street	427
ON-STREET METERED PARKING SPACES		<u>2,950</u>

TOTAL PARKING SPACES..... 7,488

GARAGE NO. 1 - 40 NW 3rd Street

In March of 1961 the first municipal parking garage in Miami was officially opened. This is a 455 car, ramp-type garage, costing over \$1,000,000. This garage has entrances and exits on both NW 2nd Street and NW 3rd Street which provide direct access to I-95 via NW 2nd and NW 3rd Streets. Also housed in this building are the administration offices and meter repair shop.

GARAGE NO. 2 - 130 Biscayne Boulevard

In February of 1962 Municipal Garage No. 2 was officially opened. This is a 422-car mechanical parking garage, the first of its kind in this area, and was built at a cost of \$1,500,000. By careful counter-balancing of the elevators the garage can be unloaded even when all electrical power is out.

GARAGE NO. 3 - 90 SW 1st Street

In February of 1968 Municipal Garage No. 3 was officially opened. This is a 427-car, ramp type garage with 90° parking and no columns to obscure the driving or parking areas. The customers at this garage have good access to and from the expressway. This garage was designed with the convenience of the customers and maintenance of the building in mind.

PROPOSED NEW SERVICES

Approximately 1200 new parking spaces will be provided under the expressway system in and adjacent to the Central Business District. This is in addition to the 233 spaces provided under the expressway in 1968. Preliminary plans are being prepared to provide between 1,000 and 2,000 spaces adjacent to the proposed downtown Junior College site. Additional land has been purchased to expand an existing parking lot in the Garment District.

A CONTINUING PROGRAM

The Off-Street Parking Board and Department are keeping a constant watch on the parking situation both within and outside the downtown area. As conditions change, the situation will be periodically re-evaluated to determine current needs. Appropriate steps will then be taken to do everything possible to provide adequate, convenient, and economical parking facilities for the residents and tourists in Miami, without any cost to the taxpayers.

8/8/69

PUBLIC PROPERTIES AND SANITATION



This Chapter  
Given to structures  
to update list of needed improvements

## 20TH STREET MUNICIPAL PROPERTIES

The 20th Street Municipal Properties is situated on a 40-acre tract on the south side of N.W. 20th Street between 10th and 14th Avenues. This area has been developed considerably over the years, and now houses the major physical services offered by the City. This area is utilized principally by the Department of Public Properties, Department of Sanitation, the Operations Division of the Department of Public Works, Department of Water & Sewers, Department of Communications and the Police Department. Included in this area are:

- A 900-ton Incinerator--(which also supplies steam to Jackson Memorial Hospital)
- Incinerator Maintenance and Storage Building.
- Truck Wash Racks and Parking Area--for trucks used to collect garbage and trash.
- The City Garage and Shops--for the repair and maintenance of trucks and heavy road equipment.
- Motor Pool Garage for servicing City Passenger Vehicles, Police Cars, and Motorcycles.
- Sheds, Storage Facilities, and Parking Area--for road equipment and sewer equipment of the Operations Division of the Department of Public Works.
- Property Maintenance Shop Building--including shops and space for storage of materials necessary for maintenance of City buildings.
- Water Tank Field of the Department of Water and Sewers--(sufficient area has been provided for an additional water storage tank).
- Communications Department Maintenance Shop Building--for the painting, and servicing of communications equipment.
- Auto Pound Area for the Department of Police.

Improvements which are required by the Department of Sanitation are as follows:

Storage Shed for Fire Brick - This shed is needed to store incinerator fire brick for Incinerator No. 1. At present, bricks are inconveniently stored at Coconut Grove. Fire brick must be ordered in large quantities and must be stored out of the weather less they deteriorate. Estimated Cost - \$35,000.

Shower and Toilet Addition to Maintenance Building - This is needed so that the garbage and trash collectors would have a place to change clothes and clean up before going home. Estimated Cost - \$30,000.

Please Verify or Revise  
list of needed improvements.

20TH STREET MUNICIPAL PROPERTIES

Asphalt Pavement for Parking - This is needed to eliminate the existing parking problem created by the continual increase of Office Staff Personnel and Pick Up Crews. Estimated Cost - \$14,000.

(See Chapter on "Incinerators & Rubbish Pits" for other needed improvements)

Improvements which are <sup>required by</sup> the Department of Public Properties are as follows:

Preparation, and Spray Painting Room - The paint room is located in a shed with a low overhead clearance. The large pieces of equipment must, now, be painted in the open, making that an inefficient operation. A new room could be added to the end of the existing building. Estimated Cost - \$75,000.

Central Tire Shop - This would enable the garage to change, rotate and inspect tires in one location. If this project is done then the hydraulic lifts listed will probably not be needed as lifts will be incorporated with this project. Estimated Cost - \$40,000.

Automatic Car and Truck Washer - This type of facility will soon be needed as prison labor will be limited in the future. (If this project is done, then the roof over the cleaning racks will not be needed.) Estimated Cost - \$50,000.

Lift at Cleaning Rack - The existing lift has been repaired many times and now parts are not being manufactured, therefore, a new lift is needed. Estimated Cost - \$3,000.

Installation of Twin-Post Hydraulic Lifts (One Pair) - Twinpost lifts will enable mechanics to do their jobs more efficiently and faster. But, more important, it will make their job much safer. Estimated Cost - \$3,000.

Roof over Cleaning Racks - The steam cleaning and wash rack operation is carried on, on a 24-hour basis. Certain types of cleaning, especially garbage trucks, must continue regardless of weather. A low cost roof over the cleaning racks would result in a more economical and efficient operation. Estimated cost - \$10,000.

SUMMARYDepartment of Sanitation

Storage Shed for Fire Brick	\$35,000
Shower & Toilet Addition Maintenance Building	30,000
Asphalt Pavement for Parking	14,000

Department of Public Properties

Preparation and Spray Painting Room	75,000
Central Tire Shop	40,000
Automatic Car and Truck Washer	50,000
Lift at Cleaning Rack	3,000
Installation of Twin-Post Hydraulic Lifts (one pair)	3,000
Roof over Cleaning Racks	<u>10,000</u>

Total	\$260,000
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4/15/70

This Chapter given to Silvestre for writeup + solid waste study and other possible updating

INCINERATORS AND RUBBISH PITS

In discussing the incineration and disposal of garbage, trash, and rubbish, the following definitions are helpful.

Rubbish - All grass cuttings, leaves, trees and shrubbery, or the trimmings thereof from improved property, excluding commercial cemeteries and nurseries, which can be disposed of in rubbish pits or dumps.

Garbage - All refuse accumulation of animal, fruit, or vegetable matter attending the preparation, use, cooking and dealing in or storage of meats, fish, fowl, fruits, vegetables or grains which can be placed in appropriate containers.

Trash - All small discarded materials, other than garbage or rubbish, which can be placed in appropriate trash container and can be handled at the City incinerator.

The City of Miami has two incinerator plants which burn garbage and trash. The plants are located within the corporate limits of the City. Garbage and trash are delivered to these plants over relatively short haul routes.

Rubbish which residents accumulate in piles in the streets or alleys, is currently being hauled to Virginia Key where it is deposited.

City of Miami Incinerator No. 1 (20th Street Incinerator) - This incinerator is located at N.W. 20th Street and N.W. 12th Avenue. It was designed to handle up to 900 tons of refuse per day. However, because of its present operating characteristics, the incinerator burns about 600 tons of material per day.

The heat resulting from incineration of the waste material is used to generate steam. This steam is sold to Jackson Memorial Hospital and used for plant auxiliary units, cleaning trucks, and other uses around the Incinerator.

~~\_\_\_\_\_~~

City of Miami Incinerator No. 2 (Coconut Grove Incinerator) - This rotary kiln incinerator was constructed in the Coconut Grove Area in 1961. The incinerator site, building, refuse pit, and chimney have been developed for an ultimate capacity of 600 tons per day. One 300 ton per day mechanical rotary kiln unit was installed with the original construction of the plant.

INCINERATORS AND  
RUBBISH PITS

On August 21, 1970, the Circuit Court ordered the closing of the Coconut Grove Incinerator for violating the Dade County Pollution Control Ordinance.

On August 31, 1970, the judge issued an Order of Clarification to the above court order which indicated the City of Miami is permanently enjoined and restrained from operating the Coconut Grove Incinerator, except as may be authorized by a subsequent Order of the Court.

Rubbish Pits - Conveniently located pits for the disposal of rubbish are becoming increasingly difficult to acquire. They cannot be located near populated or built up areas and a great deal of consideration must be given to the cost of long hauls. A county regulation prohibits open burning within Dade County.

The City has only one available area where rubbish can be dumped. This is located on a portion of Virginia Key where the rubbish is deposited and left to decay. Incinerator ash is also dumped at this location. The low elevation of the land, and the relatively short haul from the southeast section of the City, make this location reasonably satisfactory as a disposal site. Sufficient low land is available to continue rubbish disposal for a number of years.

1970 G. O. Bond Election

In keeping with the City's policy of combatting pollution, and to cope with the ever increasing problem of waste collection and disposal, the City evolved a three-part program entitled "Pollution Control and Incinerator Facilities." The voters of Miami approved a \$7 million G. O. Bond issue for this program on June 30, 1970.

On July 9, 1970, the City Commission authorized the sale of \$3 million of "Pollution Control and Incinerator Facilities" bonds. consultant [redacted] engaged to make a Solid Waste Collection and Disposal Study. [redacted]

The Solid Waste Study

to Be written  
by Silvestre.

## Current Needs

If the Solid Waste Collection and Disposal Study does not result in the implementation of a program in the reasonably near future, then certain improvements would be required in order for the City to continue operation. These include:

### 20th Street Incinerator

Replacement of Stacks - These stacks were recently repaired but it is now getting to the point where more patching will be useless.

Replace Furnaces - All furnaces are in an advance state of deterioration. These furnaces could be replaced three at a time. However, the type of furnace needed will depend on whether steam would need to be produced. Therefore, no Cost Estimate can be made at this time.

(See Chapter on "20th Street Municipal Properties" for other improvements)

### Coconut Grove Incinerator

Site Development - To improve the appearance of the incinerator and the surrounding area, site development would be required. This development would consist of such projects as sidewalks, curb and gutter, new fly ash settling basins, landscaping, parking lots and trash bin. To date, contracts have been let for some of the above projects.

Modifications - To comply with the Court's order, the City must provide a plan for improvements which would meet the Dade County Pollution Control Ordinance, and also meet the approval of the Court.

WATER AND SEWERS



THIS CHAPTER NOT UPDATED BECAUSE OF  
LACK OF INFORMATION

WATER SUPPLY, TREATMENT, AND DISTRIBUTION FACILITIES  
AND  
SEWAGE DISPOSAL SYSTEM

The Department of Water and Sewers is responsible for the water supply facilities and the sewage disposal system. After the Miami Water Company was purchased from the Florida Power and Light Company in 1941, the City Commission transferred the entire system to an independent Water and Sewer Board created by an act of the Legislature. Prior to 1941 the City operated the well fields and water treatment plant in Hialeah as well as the transmission mains, but the water distribution system was owned and operated by the Miami Water Company. Since its creation in 1941, the Department of Water and Sewers has modernized and expanded the water system in keeping with Greater Miami's ever increasing needs. During this interval, approximately \$55,000,000 has been expended on plant improvement and expansion. Financing has been obtained through the issuance of Revenue Bonds and revenues have increased sufficiently to provide adequate income to secure the increasing fixed charges.

The Department of Water and Sewers has been faced with rapidly increasing demands for water services both within the City of Miami and the territory adjacent thereto. The growth has been so rapid and of such highly localized nature, that it has not been feasible to follow truly long range master planning efforts, such as for 30 or 40 years. Instead, the planning for 10, 15, and 20 year periods requires the consideration of increasing facilities to such an extent that their construction cannot be financed immediately. For this reason, very detailed planning has been required to satisfy anticipated demands for relatively short periods as discussed below.

By 1957, the total capacity of the water supply facilities was increased to 160,000,000 Gallons per day by the enlargement of the second water treatment plant, the Alexander Orr, Jr. Plant, to 100,000,000 gallons per day.

Further projections of estimated future demands were based on the average annual increase in demands experienced during the prior years. These projections indicated that by 1969, the anticipated peak day demands would exceed the 160 mgd of treatment capacity at which the Hialeah and Orr Plants were rated. Therefore, an expansion program to increase treatment plant capacity was undertaken in 1963.

WATER SUPPLY, TREATMENT,  
AND DISTRIBUTION FACILITIES  
AND SEWAGE DISPOSAL SYSTEM

The third treatment plant was conceived as a result of studies of future population and the consequent demands for water. These studies have shown that the rate of increase in water demands is higher in the northern portion of the distribution system than in the southern portion due to land use characteristics. For this reason, the early stages of the third treatment plant construction were planned simultaneously with the final stages of the Orr Plant expansion.

Adjacent to the original Hialeah Water Treatment Plant, a new third water treatment plant, named in honor of John E. Preston, Member of the Water and Sewer Board from 1941 to 1966 and Chairman from 1945 to 1966, was placed into operation during 1968. This plant is the result of long range plans for supplying future water demands, particularly in the northern portion of the distribution system. Its location was selected due to the availability of extremely abundant ground water resources for supply in the vicinity of the Hialeah Treatment Plant, as well as available land for an additional treatment plant, the Department constructed a 100 mgd. plant just north of the Hialeah Plant. Engineering investigations led to a decision to build the new plant in two stages. Construction of a first stage of 60 mgd. capacity was begun in 1963, when a 9.0 million gallon covered ground storage reservoir for treated water was completed and connected to the Hialeah Plant. Since that time, construction of the John E. Preston Treatment Plant was completed. It is anticipated that the second stage of 40 mgd. capacity will be constructed prior to 1975.

The John E. Preston Treatment Plant is a modern, fully automated, softening and rapid-sand filtration type of water treatment plant, similar to the Alexander Orr, Jr., Treatment Plant. However, it does not have Diesel driven pumping units for discharge to the transmission and distribution systems. All units are driven by electric motors for normal use - as in the Hialeah Plant. In the event of the loss of commercial electric power service at either of the two plants, an electric generator station, powered by Diesel engines, supplies the necessary power for the electrically driven pumps in both the Hialeah and John E. Preston Plants.

Prior to the completion of the John E. Preston Plant in April 1968, it was necessary to operate the Hialeah Plant above its rated capacity, allowing very little time for major maintenance projects. During the current year, the replacement of the filter control valves and related piping, parts of the operating tables and control equipment on the first eight filters at the Hialeah Plant have been completed. The rehabilitation of the remaining eight filters will be completed early next fiscal year. The Hialeah well pumps, clarifiers and other needed projects will be rehabilitated over the next several years,

WATER SUPPLY, TREATMENT,  
AND DISTRIBUTION FACILITIES  
AND SEWAGE DISPOSAL SYSTEM

and financed from the Depreciation Reserve Fund. This program will insure the reliability of the operation of the Hialeah Plant in the future. Although the first units of the plant were constructed in 1924, it is intended to operate it indefinitely as a principal water treatment plant.

The construction of a second lime plant, which was formerly planned for 1966 at the Orr Plant, can be postponed for several years. This postponement is the result of improvements to the original 80 ton lime plant at Hialeah, which permit a 25 percent increase in lime recalcining capacity, or a daily production of 100 tons.

SEWAGE DISPOSAL SYSTEM

Miami's first sewers extended inland from the river and westward from the bayshore, as far as ground contour would permit. Continued complaints about unsanitary conditions caused the City, in 1924, to retain a consultant hydrographer to study the sewage disposal problem. Work was begun with an experimental plant, but the collapse of the "boom" and the hurricane of 1926 stopped all work until 1949 when a contract was signed with consulting engineers to prepare a new study and report on pollution control.

The report recommended the Sewage Disposal Project in its present form, for an estimated cost of \$27,100,000 to be met by General Obligation Bonds in the amount of \$16,000,000 and Revenue Bonds for \$11,100,000.

In August of the same year, the City Commission adopted an ordinance authorizing and securing the Sewer Revenue Bonds by a sewer service charge equal to 100% of the water bills. This was to become effective upon the initial operation of the completed project. The service charge would provide the funds to pay principal and interest on the Sewer Revenue Bonds and all operating and maintenance costs of the Sewage Disposal Project. The present sewer service charge is 91% of the current water bills.

The project included a high rate activated sludge treatment plant to be located on Virginia Key, offshore from the mainland, with an outfall extending 4,000 feet into the Atlantic Ocean and construction began in 1953. Intercepting sewers were required to collect sewage from existing sanitary sewer systems which had outlets discharging along the shoreline of the Miami River and Biscayne Bay. These intercepting sewers extended up both sides of the river, and along the shoreline of the bay at numerous outlets.

WATER SUPPLY, TREATMENT,  
AND DISTRIBUTION FACILITIES  
AND SEWAGE DISPOSAL SYSTEM

By 1956, the sewage treatment plant was completed and the first sewage arrived at the plant on Virginia Key. After the first two years of operation, the surveys by the Health Department of Dade County and the Marine Laboratories of the University of Miami indicated a pollution reduction of at least 85 per cent in the Miami River and in Biscayne Bay.

At present the digested sludge removed in the sewage treatment process is used to maintain the acreage at the plant on Virginia Key. This plant has a rated capacity of 47,000,000 gallons per day which will be expanded to 70,000,000 gallons per day during the next six years. The treatment process removals experienced by the plant thus far indicate that it has substantially greater effective capacity than rated. Plans are already in preparation and the expansion will be ready to meet the needs. The value of the Sewage Disposal System, excluding the collecting sewers, is approximately \$30,400,000.

WATER SUPPLY, TREATMENT,  
AND DISTRIBUTION FACILITIES  
AND SEWAGE DISPOSAL SYSTEM

SUMMARY

A summary of the principal Capital Improvements anticipated by the Department of Water and Sewers for the next six years is:

Water Division

1.	Install a 60 inch Raw Water Supply Main from the Southwest Well Field to the Alexander Orr Jr. Water Treatment Plant	\$ 3,000,000
2.	Install a Sludge Disposal Line from the Alexander Orr Jr. Water Treatment Plant to the Southwest Well Field	500,000
3.	Install two Water Softening Units at the Alexander Orr Jr. Water Treatment Plant	700,000
4.	Install Lime Recalcining Facilities at the Alexander Orr, Jr. Water Treatment Plant	1,500,000
5.	Lime Storage Silo at Alexander Orr Jr. Water Treatment Plant	200,000
6.	Install a 30 MGD High Service Pump at the John E. Preston Water Treatment Plant	300,000
7.	Install a 54 inch transmission main from NW 32nd Avenue to NW 67th Street Pumping Station	1,700,000
8.	Distribution System and other physical plant extensions and improvements	600,000
	TOTAL	<u>\$8,500,000</u>

WATER SUPPLY, TREATMENT,  
AND DISTRIBUTION FACILITIES  
AND SEWAGE DISPOSAL SYSTEM

SEWER DIVISION

	<u>Estimated Costs</u>
1. <u>TREATMENT PLANT EXPANSION</u>	
Additional Blower	\$ 450,000
Additional Aeration Tanks	1,750,000
Additional Final Settling Tanks	1,750,000
2. <u>PUMPING STATIONS</u>	
Additional Pumps at 4th St. Station	350,000
Additional Pumps at 9th St. Station	100,000
Additional Pumping Station	200,000
Additional Pumping Station	200,000
Douglas Park Pumping Station	240,000
3. <u>FORCE MAIN EXTENSIONS</u>	
West Dade Force Main	
NW 37th Ave. to NW 57th Ave.	1,450,000
NW 57th Ave. to NW 77th Ave.	1,550,000
4. <u>FORCE MAIN RELIEF LINES</u>	
North Biscayne Bay Interceptor	550,000
5. <u>MISCELLANEOUS EXPENDITURES</u>	910,000
	<hr/>
TOTAL	\$9,500,000

Prepared by  
The Department of Water and Sewers  
4-15-70

SANITARY SEWERS

This chapter being updated by the Sewer Section

STORM SEWERS

This chapter being updated by the Sewer Secrion



WATERFRONT IMPROVEMENTS

## M A R I N A S

The City of Miami's present Marina Facilities include a 370 berth Marina at Dinner Key, a 45 berth Marina at Watson Island, and a 212 berth Marina, known as Miamarina, in downtown Miami.

### The Dinner Key Marina

The first phase of the Dinner Key Marina was constructed in 1950. It was expanded in 1959. Expansion consisted of the construction of two new piers, bulkhead improvements, a dockmaster's office, a launching ramp, and the expansion and beautification of the adjoining Coconut Grove Bayfront Park. This increased Marina accommodations to its present capacity of 370 berths.

In 1964, the City of Miami sold a \$2,370,000 Dinner Key Marina Bond Issue. Portions of this have been used for purchase of additional property in the Dinner Key Area. There is an unencumbered balance of \$800,000 for land acquisition plus \$1,170,000 in unallocated funds.

In 1970, proposals were submitted by boating interests in the Coconut Grove Area for expansion of marina and sailboat facilities at Dinner Key. These plans will be evaluated as part of a comprehensive "Marine Recreational Development Plan for the Dinner Key Complex." (See Chapter on "Dinner Key".)

### Miamarina

In 1964, the City of Miami sold \$2,250,000 in Bayfront Recreational Facilities Bonds to expand and improve facilities at the Bayfront Park Marina.

A comprehensive marina facility, known as "Miamarina", was constructed in 1970. It was designed to replace "Pier 5" a 43-year old facility. This new 212 berth marina accommodates private pleasure crafts up to 100 feet in length as well as charter and sightseeing boats. Its dominant feature is a large breakwater extending from Bayfront Park into Biscayne Bay with a restaurant-lounge structure at the focal point of the breakwater. The restaurant was equipped, and is operated, by Restaurant Associates Industries, Inc. of New York, under lease from the City.

Since its completion there have been some modifications made such as additional lighting and electrical modifications. At this time there are no plans for major capital expenditures in association with Miamarina.

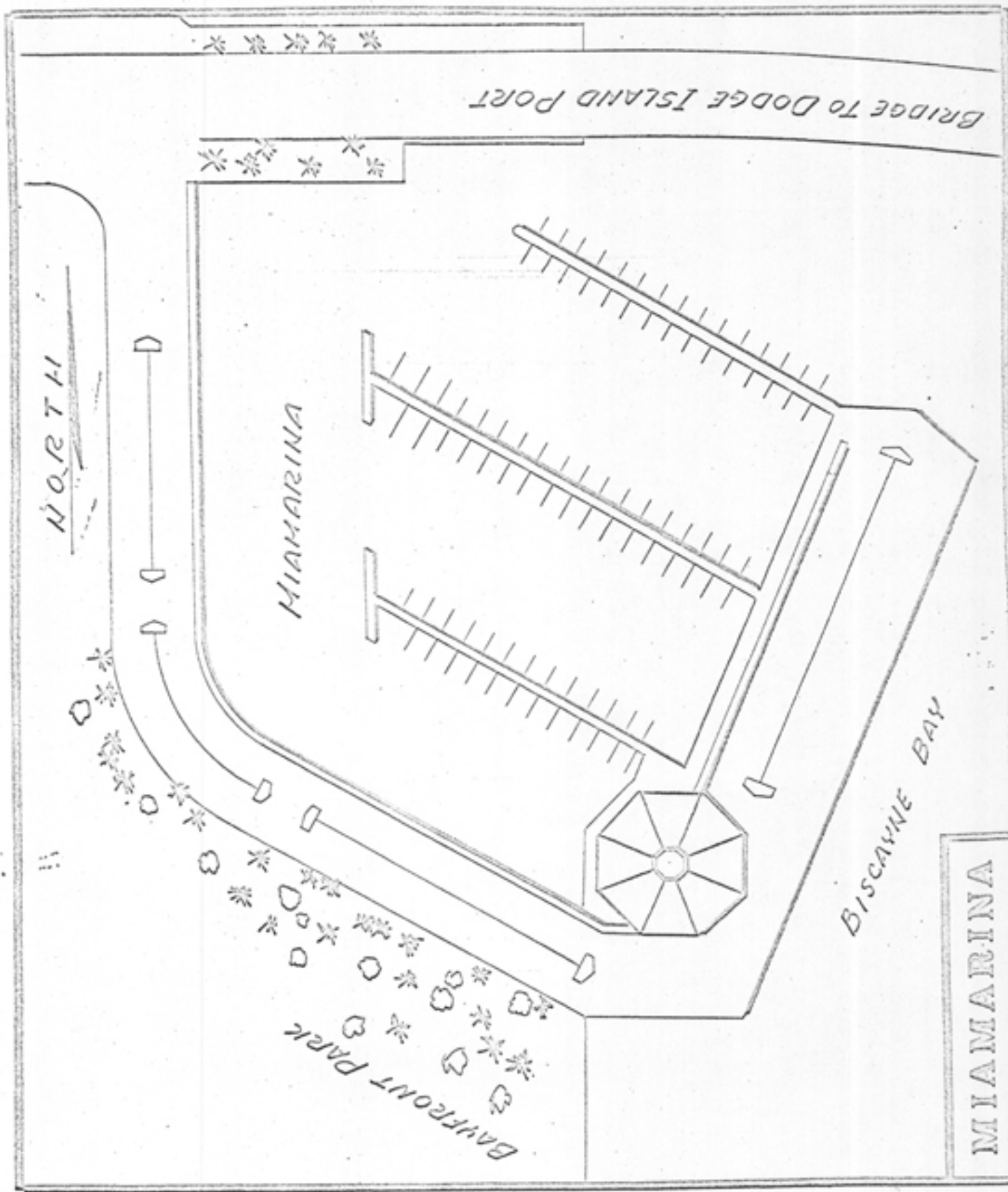
### Other Marina Facilities

A \$2 million Marina Facilities Bond Issue was proposed in the June 30, 1970 G.O. Bond Election. These funds were to provide a 300 berth marina together with pertinent parking, washroom facilities, and a dockmaster's office, based upon a 1970 estimated cost of \$1.5 million. Such a marina might have been constructed at Watson Island, which now houses a 45 berth marina, or as an expansion of the Dinner Key facilities. In addition, a smaller marina facility could have been constructed at another location for an estimated \$0.5 million. Besides docking facilities, this would have included a boat launching ramp, a boat lift, parking accommodations and other related facilities.

However, the bond issue was defeated and if the above is to be realized, another method of financing must be found.

### Summary

Major Marina Expansion possibly at Watson Island or an alternate site	\$1,500,000
Secondary Marina developments at appropriate site	<u>500,000</u>
TOTAL	\$2,000,000



## BULKHEAD AND SHORE PROTECTION

The City owns approximately 26,000 feet, (about 5 miles), of bay frontage excluding Virginia Key. (Virginia Key has a combined bay and ocean frontage of about 4.5 miles of which approximately 3 miles lie within Miami.

The City also owns property fronting on the Miami River and on several canals. Included are such properties as, Sewell Park with 1,600 linear feet of River Frontage.

A discussion of the condition and requirements for shore protection for these properties follows.

### Watson Island

The bay frontage of Watson Island consists of approximately 8,500 linear feet. The bulkhead on the west side (approximately 1,500 feet), was reconstructed in 1967 in order to provide berthing space for boats during the construction of Miamarina.

No bulkhead exists on the north and east sides of Watson Island, and the remaining shoreline on the west and south sides is partially rip-rapped. There are no plans at present to bulkhead additional frontage. However, some rip-rap repairs and/or replacements may be necessary along the southwest shoreline or ships channel. Estimated Cost - \$11,000.

### Bayfront Park

Bayfront Park, with 3,350 feet of bay frontage, is protected for its full length by a steel sheet pile bulkhead. The construction of "Miamarina" replaced approximately 1,200 linear feet of this bulkhead. There has been no maintenance to the remaining bulkhead over the years. As a result, it is rapidly being destroyed by corrosion. Capping the remaining 2,150 feet of this bulkhead with reinforced concrete to a point below mean low water would cost about \$235,000.

### The "Old Commercial Docks" Property

This property also known as the old Port Property has a frontage of about 1,600 feet. However, because of its configuration, consisting of three piers and two slips, its total bulkhead line is in excess of 6,000 feet. Some of the present bulkhead is in hazardous condition. Any repairs or changes to this bulkhead will be dependent upon what plan is

BULKHEAD AND  
SHORE PROTECTION

finally agreed upon for the development of this property.

Future Downtown Park Properties

On March 14, 1972 the voters of Miami approved a \$39.9 million Parks Bond Issue. Included in the proposal was acquisition of two major Downtown properties: the P & O Property (located between Bayfront Park and the "Old Port" Property) and the parcel of land located at the mouth of the Miami River, sometimes referred to as Ball Point. In its present shape, the P & O Property has about 2,000 feet of bulkhead and shoreline. The Ball Point Property has a combined Bay and River frontage of about 1,200 feet. The shore protection needs of these two properties will, to a large extent, depend upon what plans are evolved for their development, once they have been acquired.

Dinner Key

During 1958, the Dinner Key Marina was expanded. Included in this project was the construction or recapping of 2,500 feet of bulkheading. There remain, however, two areas where bulkheading is in critical need of repair. These areas are:

Area No. 1 - Approximately 860 feet of uncapped steel sheet bulkhead running southerly from the recently acquired "former Coast Guard" Property.

This bulkheading is approaching a state of deterioration where comparatively low cost repairs may become impossible to effect due to the destruction of the interlocks and anchor system. Jagged edges of steel in the corroded wall constitute a serious safety hazard. (Of this 860 feet of bulkheading, about 250 feet lies directly in front of the Merrill-Stevens Shop Repair facilities. This bulkhead frontage is necessary in the operation of their business.)

This bulkhead should be protected from further destruction by the installation of a reinforced concrete cap extending from a point below mean low water to the top of the wall.

The estimated cost of this bulkhead repair is \$110,000.

Area No. 2 - The seawall in Merrill-Stevens boat dock, about 580 feet in length.

BULKHEAD AND  
SHORE PROTECTION

This seawall employs steel wideflange piles to retain vertically set concrete slabs jointed at the top with a concrete cap. The steel is corroding severely and, if allowed to deteriorate further, the entire wall will, in a comparatively short time, be a total loss.

This seawall should be sandblasted, repaired, and the steel supports painted. The estimated cost of this project is \$11,000.

The City recently acquired property along the bay north of Dinner Key for park development; and additional properties are scheduled to be acquired. However, it is doubtful that any new bulkheading will be installed in this area.

In 1972, the Federal Government deeded the "former Coast Guard" property to the City of Miami. This 4.5 acre area adjoining the northerly edge of the Dinner Key property has about 400 feet of Bay Frontage. An inspection showed the existing bulkhead to be in a generally good and serviceable condition.

Morningside Park

This park, located at N.E. 54 Street and Biscayne Bay, has approximately 1900 feet of waterfront. This is currently protected by rip-rap which is adequate for normal conditions. However, this protection is not adequate for severe storms such as hurricanes. The normal high tide level is only two feet below the top of the rip-rap and within ten feet of an existing structure. Loss of property could result from a severe storm. A complete concrete bulkhead for this property would cost about \$190,000. However, the critical area in front of the pool structure, approximately 400 feet, would cost about \$45,000.

Virginia Key

In 1958, the City and County joined to request the Federal government to make a Beach Erosion Study of Virginia Key and Key Biscayne. The application was approved in January, 1959. The "Beach Nourishment Project" started in March, 1969 and was completed in July, 1969. It consisted of adding approximately 320,000 cubic yards of sand to the beaches at Virginia Key and Key Biscayne. This encompassed both City and County Properties.

The total Beach Nourishment Project cost \$575,000, of which the Federal government provided 70%. The City's share in this improvement was approximately \$35,000.

BULKHEAD AND  
SHORE PROTECTION

Miscellaneous Waterfront Properties

Margaret Pace Park - Located at the Bay on North Bayshore Drive between N.E. 17th Terr. and 21st Street. This small park has about 1,800 feet of shoreline. It is not anticipated, at this time, that bulkheading this shoreline will be required.

Magnolia Park - Located at the Bay on N.E. 7th Avenue between N.E. 38th Street exit of the 36th Street Airport Expressway and the North property line of N.E. 39th Street. It is anticipated that the 420 foot shoreline of this park will remain as a beach.

Brickell Park - Located at Biscayne Bay and S.E. 5 Street, this small park has about 170 feet of unprotected shoreline. Shore protection is recommended as wave action created by boats and reflected from Claughton Island, lying offshore, is causing erosion and loss of park property and the shoreline. The estimated cost of this bulkheading is \$17,000.

Wainwright Park - This has approximately 890 linear feet of bulkhead which is in rather good shape needing no immediate repair.

Legion Memorial Park - It is anticipated that the proposed development of a portion of the shoreline located at the southerly end of this park will provide a boat ramp and finger piers. The remaining shoreline is proposed to be used as a beach. Therefore, no bulkheading will be required.

Sewell Park - This park has approximately 1,600 linear feet of waterfront on the Miami River and the Lawrence Waterway Canal. The present river frontage consists of a deteriorated rock wall. It is anticipated the shoreline would require light bulkheading when the park is developed. The estimated cost for bulkheading would be \$90,000.

Dead End Streets - Many streets dead-end or front on the Bay. Most of these are bulkheaded and are in fair to good condition. There are several, however, without bulkheading, and where bulkheads are in poor shape. To bulkhead the worst of these areas will cost about \$10,000.

Riverfront Properties - Parks, streets, and other City properties which front on Miami's rivers are mostly without bulkheads or shore protection. However, unlike bayfront properties, these are comparatively safe from major wave action and erosion.



BULKHEAD AND  
SHORE PROTECTION

Summary

Bayfront Park Bulkheading	\$235,000
Watson Island - Southwest side (ships channel)	11,000
Dinner Key Bulkheading and/or Seawall (Two areas)	120,000
Morningside Park Bulkheading	45,000
Brickell Park	17,000
Sewell Park	90,000
Dead End Streets	<u>10,000</u>
Total	\$528,000

Other properties that might require bulkheading:

Commercial Docks Property  
P & O Property  
Ball Point

UNDEVELOPED PROPERTIES

## VIRGINIA KEY

### Background

Virginia Key is an island, approximately 1,100 acres in size, lying 2½ miles east of the mainland of Miami. Its westerly shore is on Biscayne Bay, and its easterly shore is on the Atlantic Ocean. It is connected with the mainland by Rickenbacker Causeway, which passes through the southerly portion of Virginia Key.

By condemnation and by purchase, the City acquired 572 acres on Virginia Key for \$417,000 in 1945. Since that time, there have been changes in ownership of various portions between the City and Dade County. At the present time, the City has title to approximately 890 acres of the northerly part, and the County to approximately 200 acres of the southerly part.

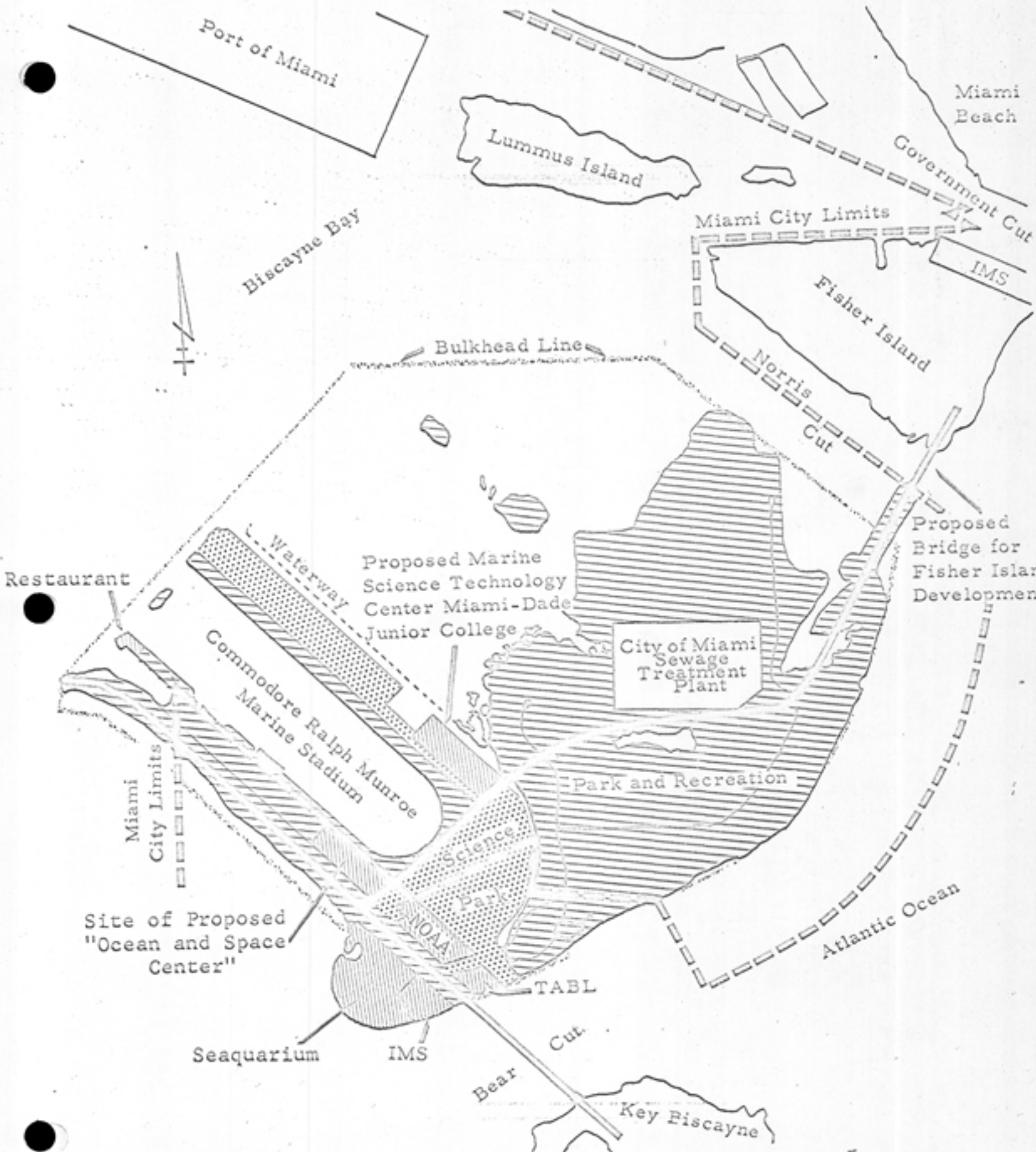
The size of Virginia Key is not easily defined. Due to its low elevation, the area varies tremendously with the tide. In addition, the City and County both hold title to Bay Bottom Lands adjacent to their properties on the Key. The "land" area has been expanding both by fill being deposited by the City, and by natural actions to the northerly side of the Marine Stadium.

In July 1969, a beach nourishment project was completed which restored a portion of the beach which had been lost through erosion. (See Chapter, "Bulkhead and Shore Protection").

The portion of Virginia Key obtained by condemnation was for municipal purposes (at that time for "port and airport purposes to be used by the City of Miami and its inhabitants"). The deeds for the various parcels of Bay Bottom Lands (from the Internal Improvement Fund), specifically provide that the land should be used for municipal or for port and airport purposes. Legal opinions have been rendered to the effect that any future development of this property must be based upon such use.

### Current Uses

In 1953, a 66-acre tract in the north central portion was used for the construction of the City of Miami Sewage Treatment Plant. In 1963, the City's Marine Stadium was constructed adjoining the westerly shore of Virginia Key. (See Chapter "The Commodore Ralph Munroe Marine Stadium.") In 1972, a restaurant was opened at the westerly tip of the Stadium. This is operated by private enterprise on a site leased from the City. An area of the Key is also being used by the City for rubbish disposal. In addition, two sites have been conveyed for development of Oceanographic facilities; one to Miami Dade



PRELIMINARY GENERALIZED LAND USE  
 MASTER PLAN OF VIRGINIA KEY, MIAMI, FLA.

Junior College for a Marine Technology Center, the other for the construction of an "Ocean Space Center" (a Marine Museum).

The County portion has a County Bathing Beach, a privately operated aquarium, the University of Miami Marine Laboratory, and the Atlantic Oceanographic and Meterological Laboratories, a facility of the U. S. National Oceanic and Atmospheric Agency.

#### Future Use

Much of Virginia Key remains undeveloped, and there have been many proposals made over the years to change this situation. Included have been such features as golf courses, a youth park, an executive type airport, a marina, and an international center. To be usable for most purposes, the Key would have to be extensively filled to a height of about six feet above sea level.

In order to guide the orderly development of Virginia Key, the City of Miami and Dade County Planning Departments in February, 1969 evolved a "General Land Use Master Plan for Virginia Key." In addition to existing uses, this proposal includes areas designated to be reserved for park and recreational use and an Oceanographic Science Park. This is shown on the accompanying sketch.

Dade County is considering in its long range plans, the feasibility of a causeway passing through Virginia Key and on to the upper keys. If such a plan should ever materialize, it could have a definite effect on the future development of Virginia Key. Also, there have, at various times, been proposals to construct a causeway bridge across Norris Cut for the purpose of developing Fisher Island.

At this time, there are no specific capital improvements anticipated for Virginia Key.

## FISHER ISLAND

Fisher Island was formed in 1911 when the channel known as "Government Cut" was first dredged. It is a small island of about 250 acres, lying south of Government Cut, between Miami Beach and Virginia Key. It was at one time located within the City limits of Miami Beach, but (with the exception of some scattered lots and parcels) was later excluded by Court action. Some of these lots are still owned by the City of Miami Beach. The principal land uses on the island are a fuel oil bunkering facility operated by Belcher Oil Company, and the University of Miami cluster of buildings (formerly the U. S. Quarantine Station). Inaccessible by road, the island remains largely undeveloped.

Through the years, there have been several proposals for connecting Fisher Island to Virginia Key or Miami Beach by tunnels or bridges. None of these ever advanced beyond the discussion stage.

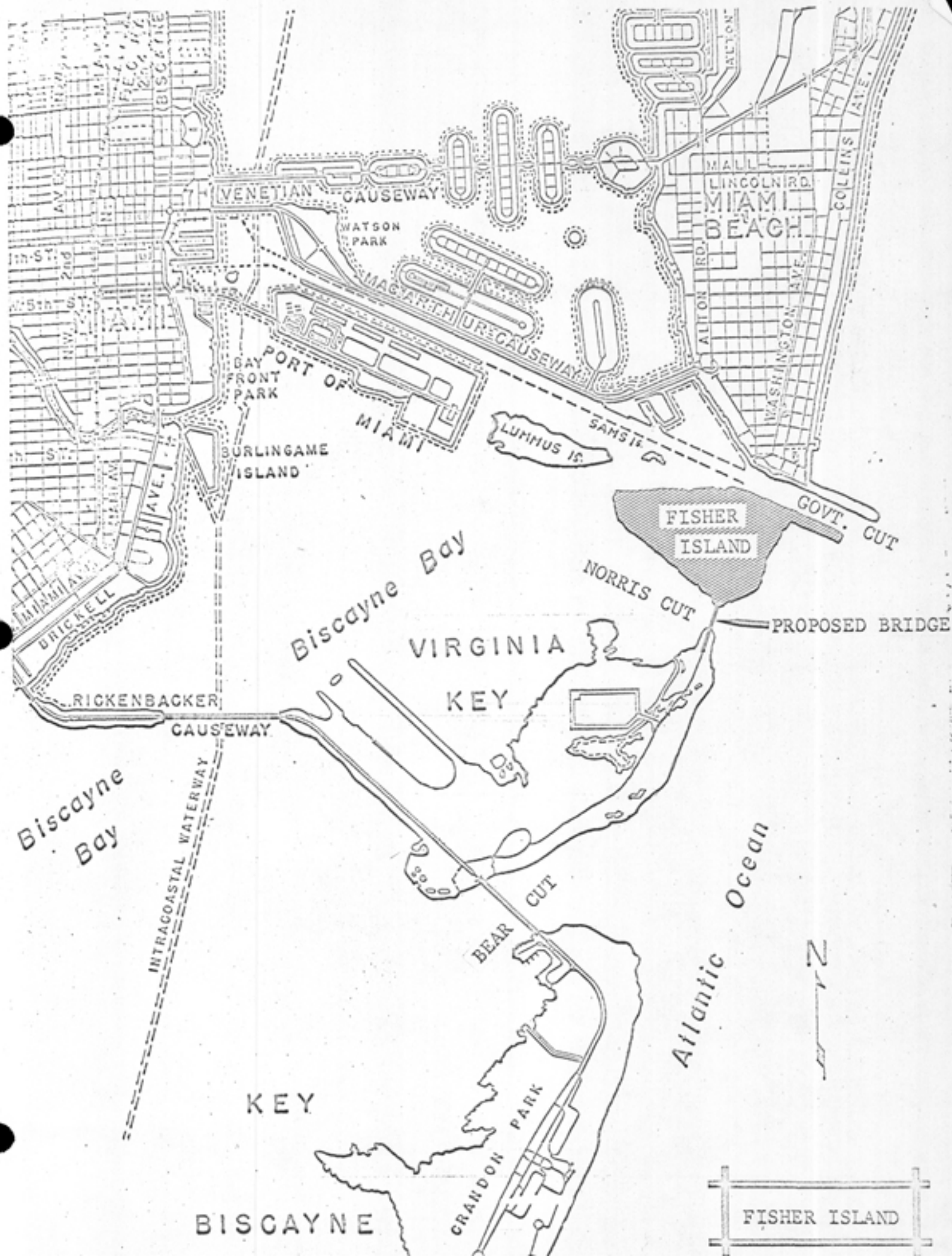
In early 1969, joint City of Miami and Dade County preliminary generalized land use "Master Plan of Virginia Key" shows proposed linkage of Virginia Key to Fisher Island by means of a causeway and 600 foot bridge at the east end of Norris Cut.

In September 1969, the City of Miami was approached by representatives of the Condev Corporation with a proposal for Fisher Island development. Such development was predicated upon the construction of a causeway between Fisher Island and Virginia Key, and the annexation of Fisher Island by the City of Miami.

In October 1969, the City made a feasibility study on the cost of services and revenues should annexation of Fisher Island become a reality. This information is contained in a report titled "The Annexation of Fisher Island - A Cost Comparison of Services and Revenues" dated October 1969, City of Miami, Department of Public Works.

The Condev Corporation was unable to go ahead with their plans and the proposal has been abandoned.

It is likely that the City's only involvement with Fisher Island will be if such a venture takes place in the future.



BISCAYNE

FISHER ISLAND

## GRAVES TRACT (INTERAMA)

The City of Miami purchased the Graves Tract in May, 1945, for \$495,000. This tract of about 1,675 acres is bounded by U. S. Highway No. 1, the Intracoastal Waterway, and Sunny Isles Road. It lies outside the corporate limits of the City, about 9 miles north of Flagler Street. In 1960, it was appraised at \$8.5 million. It has since been valued at over \$100 million.

The Graves Tract has an average elevation of about one foot above sea level. To be usable for almost any purpose, it must be extensively filled. To date, 680 acres have been filled.

The land was purchased as an airport site; the airport, however, failed to materialize. Numerous plans have since been presented for its use. The most famous of these being plans for the development of "Interama"--a combined World's Fair and Trade-mart.

The original agreement between the City and the Inter-American Center Authority ("Interama"), gave the Authority the option to purchase the tract for \$1 million. Several plans for getting Interama under way were then advocated. These failed to materialize, and this Interama option of the Graves Tract expired on November 1, 1957.

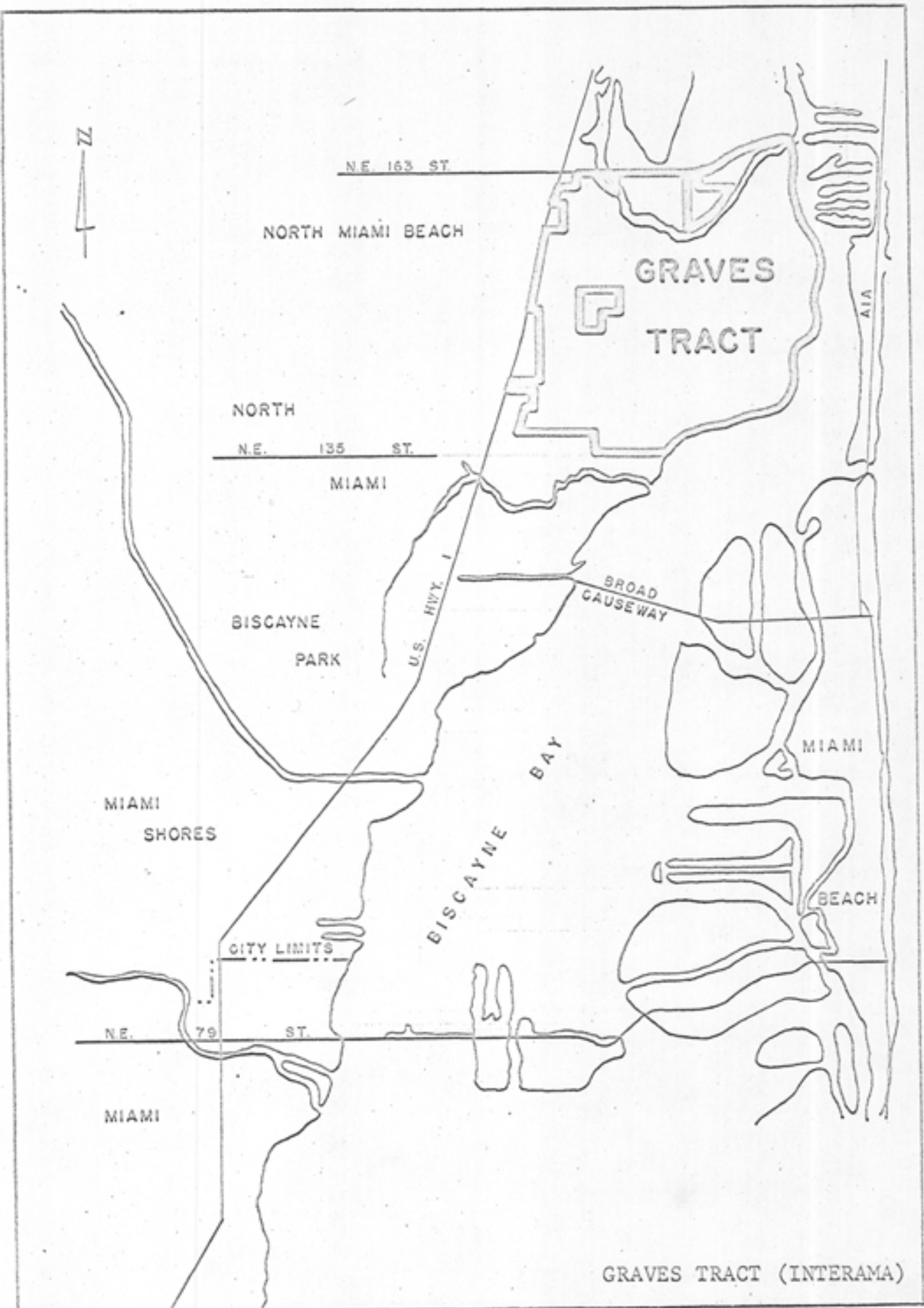
Early in 1960, another agreement was made--the Graves Tract was deeded over to the Interama Authority with the stipulation that the Authority must come up with a feasible financing plan within two years, or the land would revert to the City. The deed was placed in escrow at an independently appraised value of \$8.5 million, which amount was to be paid to the City only after the Authority has paid all other obligations.

In 1961, the City Commission authorized the City Manager to enter into a new agreement with the Inter-American Center Authority for the purpose of conveying the deed of the Graves Tract. This new agreement removed the barrier to financing; which was the requirement of the City to hold unencumbered \$8,500,000 in land value within the Graves Tract.

Prior to execution of the agreement, the escrow agent was discharged from all obligations arising in the escrow agreement, and the City of North Miami was required to withdraw their option to avail themselves of 400 acres of the property.

The property was then conveyed by grant for the development





GRAVES TRACT (INTERAMA)

of a cultural and trade center. The agreement was executed with the provisions that:

1. The Inter-American Center Authority could encumber funds up to \$23,000,000 to pay the costs of construction of Interama.
2. The Inter-American Center Authority be obligated to pay to the City of Miami \$8,500,000 as purchase price of property, to be paid after retirement of the \$23,000,000 obligation.
3. The \$8,500,000 would be paid in annual installments at 5% interest. The first payment to be made 1 year after the retirement of the secured obligation.
4. The Authority be obligated to re-convey the property to the City of Miami in the event the Authority failed to make payment of principal or interest.

With little progress being made, the State Government assumed the Interama obligations and provided new concepts through forming a new Inter-American Center Authority. Their efforts failed to materialize. Subsequently, in June of 1969, the State Government passed a bill transferring all powers, duties, assets and liabilities of the Inter-American Authority to Dade County but reserved the right to pass judgment on any sale of Interama land.

The City of Miami has made several requests that the land and its debts be returned to the City.

Inevitably, the Interama problems fell into the hands of the Circuit Court. This occurred in February, 1970. The positions taken by the various parties in the court indicated that:

Dade County contended no default existed because the bondholders had been paid all that was due them.

The Bondholders and the trustee contended a default existed because nothing had been built on the site.

The City of Miami contended the trustees were negligent in not moving to halt wasteful expenditures of Interama funds three years ago. The land should be returned to the City.

However, the Circuit Court ruled that Interama was in default on its bond indebtedness and suggested all major creditors get together and submit some sort of an agreement before final judgment could be given.

In March, 1970 the voters within the City of North Miami passed a G. O. Bond issue to provide the \$12 million to pay off the debts of the Graves Tract.

In May, 1970 the State Legislature passed the Interama bill which transferred the Interama control from the County to a new State Authority. This became effective on June 17, 1970.

In July, 1970 a final agreement was entered into by all major creditors and was approved by the Circuit Court. The Settlement was as follows:

1. City of North Miami would receive title to 350 acres to be used for recreational facilities upon its sale of \$12 million worth of G. O. Bonds.
2. City of Miami would retain a \$8.5 million lien on the property.
3. City of North Miami would supply water and sewerage to the property.
4. Approximately 22 acres would be leased to Merrill-Stevens Dry Dock Company for 99 years. (This lease was later cancelled)
5. Dade County would receive 150 acres for a park.
6. The Board of Regents would be deeded 400 acres for a State University.
7. City of North Miami be granted permission to annex the 1,700 acres.
8. All major creditors must sign an agreement that the Court's final judgment would not be appealed.

After the Settlement had taken place, many offers were made from various groups and organizations to use the land. Of main importance has been the Federal Government's designation of the Interama site as one of four sites for the celebration of the Nation's 200th Anniversary in 1976. Final designation occurred on September 12, 1970.

In December 1970, consultants were hired to develop plans for the Bicentennial project. Plans subsequently released called for such development as:

a 100,000 seat sports arena

a 600 acre Bicentennial site with the theme "Third Century U.S.A."

"Prototype Urban Systems" consisting of an experimental housing development, a sewage and solid waste disposal plant, and an elevated rapid transit system.

a 2,000 seat theatre

a 3,500 seat music hall

an art museum

a botanical garden

an International Center

a 1,000 foot high tower

a major campus of F.I.U.

a nature preserve and camp grounds

an amusement complex

a marina-boatel

an International Conference Center

Restaurants and Shops

Financing was proposed to be by various levels of government plus private enterprise.

As bond payments became due, the Interama Authority was pressed into a position of raising \$341,000 or being forced into selling part of the site to private developers. To raise these funds, the Authority obtained prepayment of \$375,000 from Metro Dade County for an 80 acre site for an ultra modern sewer plant. This required City of Miami permission as the City held a lien on the entire 1,700 acres. The City gave its permission in June 1971.

The Circuit Court accepted the plan on June 17, and gave the Authority an extension in time, until September 1, 1971, to raise the money.

A consulting firm was hired to prepare a development plan and economic feasibility study. The resulting preliminary recommendations, released in October 1971 were essentially the same as the earlier study; the major exceptions being the addition of a North Dade Government Center and a golf course, and the elimination of the 100,000 seat domed stadium.

The finished proposal unveiled in February 1972 called for final plans to be completed in March 1973 and major construction to be started shortly thereafter. Construction was scheduled to be completed by January 1976 and the price was estimated at \$165 million. After the initial construction, development could continue, with ultimately a \$300 million development proposed.

Among the proposals were:

The Island of the Sun including a zoo, shopping bazaar, theatres, concert hall, pavilions, restaurants, and amusement rides.

A massive Inter-American Cultural and Trade Center, with an exposition complex and meeting place.

A 1,000 foot high observation and restaurant tower.

A U.S. Pavilion for the U.S. Department of Commerce 1976 Bicentennial exhibit.

A campus for Florida International University.

A County sewer plant.

A 1,600 seat sports arena.

A 300 berth marina and boatel.

A park and nature preserve.

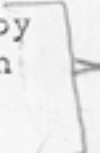
On March 3, 1972, the Interama Center Authority approved the \$164 million development plan. Four days later, the Metro Commission agreed to a proposal whereby \$12 million in bonds would be sold to private investors and backed up by the Metro Commission; being that in the event of default, the bonds could be turned over to Metro in lieu of payment of property taxes. In return, the County would hold claims

to a part of the Interama tract. This proposal was approved by the State Legislature later in March.

On May 19, the City Commission of Miami agreed to release the Interama Authority from the \$8.5 million lien on the property, and in return, accept a quit-claim deed to several acres, with the deed to revert to the Authority when Miami's \$8.5 million is repaid with interest. This step was necessary to allow the Interama Authority to use the land to back the \$12 million in revenue bonds.

URBAN DEVELOPMENT

## D O W N T O W N   D E V E L O P M E N T

Downtown Miami is generally described as that area bounded by the F.E.C. Railroad, Biscayne Bay, the Miami River, and North 5th Street, although, particularly in more recent years, it has been considered to extend westward to the North-South Expressway and northward to the East-West Expressway. 

It contains some of the most valuable land within the City Limits and contributes substantially to the City's revenue in real and personal property taxes. Like the downtown areas of many large cities, it has reached a point of partial strangulation due to its own congestion.

In the late 1950's, the City of Miami and Dade County conducted a joint study of Miami's Central Business District. In September, 1960, the "Magic City Center Plan for Action", was released. This plan and report outlined a general framework for revitalizing the Central Business District. Although numerous improvements were made in ensuing years, they were independent projects that doubtless would have come about anyway, rather than as any direct result of the Magic City Center Plan. Such improvements included the Flagler Street Bridge, removal of the F.E.C. Depot, the Port of Miami, the Downtown Expressway System, Miamarina, added off-street parking facilities and the construction of numerous buildings by private enterprise.

In March 1966, Doxiadis Associates was retained by the Downtown Development Authority of the City of Miami to prepare a comprehensive plan for downtown Miami. The plan was presented in phases with the final presentation made during April 1968. Since that time, specific portions of it have been receiving further study by additional consultants.

The Doxiadis plan for the redevelopment of downtown includes various suggested projects. Some of these would be undertaken by private enterprise, while others would be the responsibility of various levels of government.

In addition to the Convention Center and the City Hall Complex, (see Chapters "City Hall and Municipal Offices" and "Auditoriums, and Convention Center"), there were other improvements recommended which could be undertaken at the City level. These have been evaluated by the Board of the Downtown Development Authority which recommends the following:



Miami River Redevelopment

The proposed Riverfront Development plan now under detailed design calls for a landscaped pedestrian esplanade along the northerly bank of the river extending from Brickell Avenue to Flagler Street. Incorporated would be such features as a park pavilion area with bandshell and observation tower. Easements would be obtained where the walkway crosses private property. Strategically located parking areas already in existence or under construction would complement the facility. With such accommodations as lighting, benches, patio areas, and landscaped surroundings, this development will provide a mile long attraction bordering downtown Miami. The estimated cost of this project is \$4,500,000.

Flagler Mall

This plan calls for the redevelopment of Flagler Street from Biscayne Boulevard to N. W. 1st Avenue. As proposed, vehicular traffic on Flagler Street would be limited to necessary vehicles using a two lane, one way, facility. The remainder of the existing right of way would be utilized for widened landscaped walkways. These walkways would be covered and a pedestrian overpass over Biscayne Boulevard would tie this pedestrianized area to Bayfront Park. Benches, lighting and landscaping would be provided. The estimated cost for this development, \$2,500,000.

Special Street Improvements

This project calls for the improvement of approximately ten miles of street in downtown Miami including new surfacing, sidewalks, curb and gutters, and landscaped plantings within the right of way. The estimated cost of these improvements is \$2,375,000.

Public Squares and Plazas

To further enhance the appearance of downtown Miami, the Doxiadis plan proposes the development of strategically located small, public, landscaped, plazas. It is contemplated these areas would be  $\frac{1}{2}$  to  $\frac{1}{2}$  acre in size. Several of these could be developed at strategic locations for an estimated \$1,300,000.

Preparation of the Old Port Site for Future Development

Since all seaport facilities have been transferred to Dodge Island, the City has begun to remove the buildings from the old port site, make utility adjustments and other site preparations in

DOWNTOWN DEVELOPMENT

order to ready this important tract of land for future development.

The above improvements were included as part of the 1970 G. O. Bond Election under "Recreational and Park Facilities" and "Street and Highway Improvements" bond issues.

The voters failed to pass the "Recreational and Park Facilities" bond issue on June 30, 1970. This bond issue included the Miami River Redevelopment, Public Squares and Plazas, and Preparation of Old Post Site.

However, on March 14, 1972, Miami Voters approved a \$39.9 million Parks Bond Issue. The bonds were validated on May 22nd 1972. The program as outlined included the following items related to Downtown development.

Bayfront Park Expansion (Ball Point)	\$7,500,000
Bicentennial Park (P & O Property)	\$15,000,000
Downtown Riverfront Development	\$1,800,000
Development of Old Commercial Dock Property	\$1,530,000
Downtown Urban Parks	\$200,000
Bayfront Park	\$229,000



## FEDERAL GRANTS IN AID

In the National League of Cities Manual on Federal Aids to Local Governments of 1969, there are listed approximately 130 Federal Aid Programs administered by such departments and offices as:

- Department of Housing & Urban Development (H.U.D.)
- Department of Health, Education & Welfare (H.E.W.)
- Department of Interior (D.O.I.)
- Department of Justice (D.O.J.)
- Office of Economic Opportunity
- Office of Emergency Preparedness
- Atomic Energy Commission
- Small Business Administration

Basically, the City has particular interest in the Department of Housing and Urban Development in which Low Rent Public Housing, Basic Water and Sewer Facilities, Open Space Land Programs, and Neighborhood Facilities grants fall; the Department of Health, Education and Welfare in which Air Pollution Control and Library Services fall; the Department of Interior with Water Pollution Control Programs; and the Department of Justice with grants for Law Enforcement Programs.

To participate in Federal Grants in Aid, a city must realize the federal dollar should not be sought as an end in itself. A city must carefully define its goals and objectives, set priorities and seek federal aid to meet these local objectives. The federal dollar is valuable only if it helps the city get where it wants to go. The Federal Grants in Aid, is not free aid, therefore the city usually has to live up to planning, financial, and many other criteria if it is to participate.

A city should select a variety of programs suited to the long range goal such as:

- Federal code enforcement program to preserve that which is sound.
- Urban renewal to provide a new stimulus to the community.
- Scattered site housing to relieve shortage of low rental units.
- Programs to create an exciting park system to attract people.

In the past, the City of Miami participated in several Federal Aid Programs. One such participation was the Accelerated Public Works Program of 1962 in which several branch libraries, fire stations, sewers and street pavements were constructed. Numerous requests for Water & Sewer and Open Space Projects were applied for

FEDERAL GRANTS IN AID

under the 1965 Housing & Urban Development Act (H.U.D.), only a few of which were approved due to lack of federal funds.

The City Manager's Office prepared a report dated December 23, 1969 listing active Federal Grant in Aid Programs.

They are:

Grants Awarded

Police Cadet Program  
Riot Prevention and Control  
Allapattah-Comstock Park  
Wainwright Park  
Bay Sanitary Sewer  
Flagler Street Sanitary Sewer  
Grove Neighborhood Facility  
Liberty City Neighborhood Center  
Grapeland Sanitary Sewer  
Douglas Park Pump Station and Force Main  
Sewage Pumping Station N.W. 23 Avenue  
Model Cities - NDP area water mains  
New Careers Program  
Summer Expanded Recreation Program  
Neighborhood Youth Corps  
Junior-College Work-Study Program  
Grove Sanitary Sewer\*

\*The Metropolitan H.U.D. under the Neighborhood Development Program (N.D.P.) is assisting in financing a small portion of this project.

In addition to above listed Federal Grant in Aid Programs, grants have been approved by Department of H.U.D. for acquiring, developing and constructing,

Dinner Key - Bayshore Area - (\$500,000 June 28, 1971)

Liberty Sanitary Sewer Force Main & Pump Station -  
(\$262,500 February 15, 1972)

Latin Community Riverfront Park -  
(\$250,000 Notice of approval  
June 14, 1972)

*on site?*

Grants Pending

The following grants are pending:

American Legion Park (H.U.D.)  
LeJeune Gardens Sanitary Sewer (E.P.A.)  
San Marco Sanitary Sewer (E.P.A.)