

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

OCT 5 1982

DATE ENTERED

JUN 25 1987

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Opa-Locka Railroad Station

AND/OR COMMON

N/A

LOCATION

STREET & NUMBER

490 Ali Baba Avenue

N/A NOT FOR PUBLICATION

CITY, TOWN

Opa-Locka

CONGRESSIONAL DISTRICT

13

STATE

Florida

CODE

12

COUNTY

Dade

CODE

025

CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

PUBLIC ACQUISITION

ACCESSIBLE

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

N/A

NO

MILITARY

OTHER:

OWNER OF PROPERTY

NAME

Seaboard Coast Line Railroad Company

STREET & NUMBER

3600 West Broad Street

CITY, TOWN

Richmond

N/A VICINITY OF

STATE

Virginia

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Dade County Courthouse

STREET & NUMBER

73 West Flagler Street

CITY, TOWN

Miami

STATE

Florida

6 REPRESENTATION IN EXISTING SURVEYS

This property has not been determined eligible.

TITLE

Dade County Historic Survey, I and II

DATE

1973; February 1979

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR

SURVEY RECORDS

90 S.W. 8th Street, Miami, Florida

Florida Division of Archives, History and Records Management

CITY, TOWN

Miami, Tallahassee

STATE

Florida

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Opa-Locka Railroad Station is a one-story rectangular building of masonry construction with passenger, freight and storage facilities. Executed in a Moorish style, the building is architecturally distinguished by elaborate polychrome tile work at its passenger entrances, a crenellated parapet and a pair of small domes. The station occupies a rectangular site immediately to the south of Ali Baba Avenue adjacent to tracks of the Seaboard Coast Line Railroad in a commercial area of Opa-Locka.

In plan, the terminal's passenger facilities (waiting room, ticket office, etc.) occupy the east end of the building; its freight and storage areas the west end. The interior passenger area was originally divided into two parts separated by a lobby with benches. The front or western portion of this area was devoted to the ticket office. The railroad has since converted the passenger area into maintenance offices and storage.

A covered porch supported by four Moorish arches of stone voussoirs and surrounded by an elaborate polychrome tile field provided entry to the passenger waiting room. Similar tile work surrounds each window of the waiting room. Two low towers, each crowned by a metal dome set on a tile base, flank the waiting room entrance. The canals set beneath the parapet of the porch provide roof drainage. The western or freight end of the terminal is much less detailed, consisting of a covered raised platform open on three sides.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1927

BUILDER/ARCHITECT

B: Donothan Company

A: Bernhardt Emil Muller

STATEMENT OF SIGNIFICANCE

The Opa-Locka Railroad Station is significant both architecturally and historically to the city it served. Architecturally, this Moorish fantasy provided an appropriate welcome for visitors to this exotic community and was instrumental in attracting early residents and investment in its development. Additionally, the terminal provided the city with an important communicative and economic link with the surrounding region. Although no longer used as a passenger terminal, the Opa-Locka station survives as a distinctive expression of the early development and promotion of South Florida.

The City of Opa-Locka was developed at the height of the real estate "boom" of the 1920s by pioneer aviator Glenn H. Curtiss. The Moorish theme of the town was the product of both Curtiss and his architect/planner Bernhardt Emil Muller. Muller studied architecture at L'ecole des Beaux Arts in Paris between 1903 and 1905 and subsequently established his own practice in New York City. He developed a distinctive "Robin Hood" style - an eclectic blending of medieval, Tudor and Elizabethan styles. At the urging of Curtiss, however, he abandoned his design for the City of Opa-Locka, turning instead to a Moorish theme supposedly based on tales taken from The Arabian Nights.

Of the eighty-six dwellings designed by Muller for the Opa-Locka Company, he often referred to the railroad station as one of his best buildings in the city. Before the coming of the railroad, visitors to the new town were brought at no charge from Miami by way of the company's luxurious buses. In 1926, Curtiss provided the right-of-way and persuaded the Seaboard Coast Line Railway Company to extend its main line to include Opa-Locka as the first stop between Miami and West Palm Beach on the route to New York. The first train into Miami passed through Opa-Locka on January 12, 1927. An Arabian Nights pageant was held on this occasion. The Orange Blossom Special, bearing Florida Governor John W. Martin and railroad president S. Davies Warfield was stopped by a band of mounted Arab Chiefs who welcomed the arrival of the "Great Iron Horse."¹

Construction of the passenger and freight station that would serve the new community was begun December 15, 1926 by the Donathan Company under contract to what was then the Seaboard All Florida Company.² The Moorish design of the facility proposed by Muller was supposedly based on the tales "Ali Baba and the Forty Thieves" and "Aladdin and His Lamps," taken from The Arabian Nights. Plans called for the building to be 145 feet long by 27 feet wide and provide accommodations for both passengers and freight. Walls were to be of reinforced concrete and stucco. The railroad's

(See Continuation Sheet)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See Continuation Sheet)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.48
 UTM REFERENCES

For verification of the nomination's geographical data, please refer to the USGS Opa-Locka quadrangle submitted with the Opa-Locka Thematic Nomination.

A 17 574725
 ZONE EASTING NORTHING
 C

B
 ZONE EASTING NORTHING
 D

VERBAL BOUNDARY DESCRIPTION

Begin at the N.W. corner of BL 96, run parallel SAR R/W in a NEasterly direction 515', then S. Easterly at R/a 98' then S. Westerly at R/a 187' then S. Easterly R/a 42' then S. Westerly para to SAR R/W 328' then at R/a to POB

(Opa-Locka #2 PB-28-72 Platt dated 1928)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
N/A	N/A	N/A	N/A
STATE	CODE	COUNTY	CODE
N/A	N/A	N/A	N/A

11 FORM PREPARED BY

NAME / TITLE

Virginia S. Rothermel/Michael Zimny, Historic Sites Specialist
 ORGANIZATION DATE
Florida Division of Archives, History and Records Management August 13, 1982
 STREET & NUMBER TELEPHONE
The Capitol (904) 487-2333
 CITY OR TOWN STATE
Tallahassee Florida

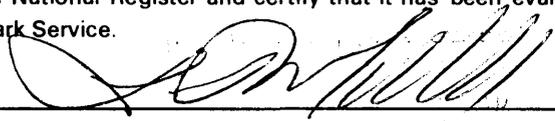
12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE



TITLE L. Ross Morrell, State Historic Preservation Officer DATE September 29, 1982

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	<i>Attested by</i> DOE/OWNER OBJECTION
<i>[Signature]</i> DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	DATE <u>4/7/82</u>
ATTEST: <i>[Signature]</i> KEEPER OF THE NATIONAL REGISTER	DATE <u>11/16/82</u>
<i>owner objection withdrawn</i> <i>new owner</i>	Entered in <u> </u> National Register <u>6/25/87</u>

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET One ITEM NUMBER 8 PAGE 1

architect, Harvey and Clark of West Palm Beach, somewhat altered Muller's original proposal. Simplifying his design and replacing a large single tower which he had proposed by two smaller towers. John Snoddy, building for Seaboard, supervised the work and W.H. Cassidy acted as superintendent of construction for the contractor. The building was completed in March of 1927 at an estimated cost of \$50,000.

The importance of the new railroad to the promotion of the exotic community was clearly evident to Mr. Curtiss from the beginning. The Moorish design of the terminal insured that the Arabian Nights theme would be impressed upon the visitor at the outset. Many advertisements in Miami and leading newspapers in the north boasted of the comfort and ease of travel via the railroad. According to Ellen Carey, wife of railroad agent Robert Carey, persons dressed in elaborate Arabian garb rented from a New York theatrical costumer would come to the station to wave at passengers on the Silver Meteor or Orange Blossom Special as they went through. Aside from providing a promotional function, the station also played an important role in the commercial affairs of the town. The station's agent managed the express company, handled freight and telegraph operations and shipped vegetables grown in nearby Niles Gardens.

The terminal continued to serve its original function until economic hardship forced the Seaboard Coast Line Railroad to abandon passenger service to Opa-Locka. Afterward, the building was used as office space until extensive damage done by termites rendered the building structurally unsound and it was vacated. Recently it fell victim to a fire which did considerable damage. The building is currently unoccupied.

FOOTNOTES

¹Opa-Locka Beat, February 1974.

²Opa-Locka Times, December 15, 1927.

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
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CONTINUATION SHEET Two ITEM NUMBER 9 PAGE 1

Fitzgerald-Bush, Frank. A Dream of Araby. Opa-Locka: South Florida Archaeological
Museum, 1976.

Journal of the American Institute of Architects, April 1928, pp. 157-158.

Opa-Locka Beat, February 1974.

Opa-Locka Times, December 15, 1927.

Railroad Station Floor Plan, Sketch, undated.

Railroad Station Elevation, Sketch, undated.



FLORIDA DEPARTMENT OF STATE

George Firestone

Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

Tallahassee, Florida 32399-0250

(904) 488-1480

May 6, 1987

Ms. Carol Shull
Chief of Registration
National Park Service
National Register of Historic Places
U. S. Department of the Interior
Washington, D.C. 20240

Dear Ms. Shull:

We have received the enclosed notarized letter informing us of the withdrawal of owner objection to the listing of the Opa-Locka Railroad Station, 409 Ali-Baba Avenue, Opa-Locka, Florida, in the National Register of Historic Places. This property was determined eligible for listing by your office on November 17, 1982. In accordance with the request of the present property owner, we ask that you list this property in the National Register at your earliest convenience.

If you have any questions, please contact Michael Zimny of my staff for assistance.

Sincerely,

George W. Percy
State Historic Preservation Officer

GWP:mc

Enclosure

MAY 13 1987

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Opa-Locke Railroad Station
(Opa-Locka TR) Dade County, FLORIDA

PROPOSED MOVE APPROVAL

Keeper Amy Federman 1/30/20



DEC 22 1989

FLORIDA DEPARTMENT OF STATE

Jim Smith

Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

500 South Bronough

Tallahassee, Florida 32399-0250

Director's Office

Telecopier Number (FAX)

(904) 488-1480

(904) 488-3353

December 14, 1989

Ms. Carol D. Shull
Chief of Registration
National Register of Historic Places
National Park Service
Department of the Interior
Post Office Box 37127
Washington, D.C. 20013-7127

Dear Ms. Shull:

Enclosed is a request from Metropolitan Dade County, Florida to retain the National Register listing of the Opa-Locka Railroad Station during and after its proposed relocation.

The required documentation is complete, and was reviewed by the Florida National Register Review Board at its scheduled meeting on December 1, 1989 in accordance with 36 CFR 60.14(b). The professional staff of the State Historic Preservation Office concurs with the unanimous recommendation of the Review Board that this request be approved.

Based on the documentation submitted, staff consultation with the applicant, and the recommendations of the staff and Review Board, it is my opinion that:

- 1) the relocation of the Opa-Locka Railroad Station is essential to its preservation,
- 2) the relocation of the building will not impair its historic architectural significance as an outstanding commercial adaptation of the Moorish architectural style that characterized the original plan and early development of the City of Opa-Locka or its integrity of design, materials and workmanship, and

Ms. Carol D. Shull
December 14, 1989
Page Two

- 3) the proposed relocation site will provide an appropriate setting for preservation of the building in its proper orientation to the railroad right-of-way and maintain its essential association with the historic development of the community without detriment to other significant cultural resources.

We look forward to your favorable consideration of this request. Please feel free to contact Bill Thurston of my staff at (904) 487-2333 if you have any questions or need additional documentation.

Sincerely,

A handwritten signature in cursive script, appearing to read "George W. Percy", written in black ink. The signature is fluid and extends to the right with a long, sweeping tail.

George W. Percy
State Historic Preservation Officer

GWP:Tbs

cc: Ivan Rodriguez



November 8, 1989

George W. Percy
State Historic Preservation Officer
Department of State
Division of Historical Resources
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Dear Mr. Percy:

We are requesting review of our plans for the relocation of the Opa-locka Train Station. The property is listed on the National Register of Historic Places. (See Attachment #1: copy of National Register confirmation letter dated July 31, 1987). The structure's relocation is, in our opinion, the only solution to its preservation. Following is a synopsis of the need and plans for relocating the structure.

The Opa-locka Train Station was built in 1926 based on the design theme of architect Bernhardt Muller for the city. It is one of the major monuments of Moorish architecture in Opa-locka, inspired by "The One Thousand and One Tales of the Arabian Nights." The station was owned by Seaboard System Railroad, whose plans in the early 1980s were to have the structure demolished (See Attachments #2, #3, #4). This property, along with eighteen others, was listed on the National Register and designated a local historic site. This effort was undertaken to emphasize the train station's significance and to encourage its preservation by facilitating its reuse through investment tax credits for certified rehabilitations and any other available financial assistance programs.

Seaboard System Railroad would not allow the structure to remain in its original close proximity to existing active railroad tracks because of issues of liability. Presently, the TriRail system that links Dade, Broward and Palm Beach counties uses those tracks at a very fast rate of speed. They agreed to sell the property to the Dade Heritage Trust Revolving Fund on the condition that the structure be moved a safe distance away from the tracks. (See Attachment #5: copy of Seaboard System Railroad Letter dated January 21, 1983).

The proposed new location will place the building approximately one hundred feet away from the tracks, and five hundred fifty feet closer to Opa-locka Boulevard. This distance is actually one block away from its original location. The structure will retain its original orientation and relationship to the tracks, and all its original architectural features. Experienced movers will be hired to further insure that the structural integrity of the building will remain intact after relocation. The enclosed engineer's structural report provides a detailed explanation as to how the building will be moved (See Attachment #6).

Opa-locka is one of the most economically depressed areas in Dade County. The relocation and restoration efforts for the Train Station were incorporated in the master plan to revitalize Opa-locka's downtown commercial district. Dade County's Department of Community and Economic Development has instituted a Commercial Revitalization program in the city of Opa-locka. These revitalization efforts are concentrated along Opa-locka Boulevard, the main commercial artery for the city. Major objectives of this master plan are to accommodate the increasing needs of the residents, to stimulate the economy of the community, and to retain continuity of the Arabian Moorish facades. This 5-year revitalization plan involves restoration of the historic Hurt Building, the former hotel which will house governmental and private offices. The Opa-locka Drugstore, Reggae Inn & Fish Market, French Cleaners, and a convenient store are sites already renovated along Opa-locka Boulevard. Overall there are twenty (20) active businesses along this strip of the boulevard. The boulevard culminates at the City Hall, another historic site beautifully restored over the past two years at a cost of approximately \$1 million.

AliBaba Avenue, on the other hand, which is the current train station site, is an area of relative low business activity. There are only three (3) commercial establishments whose viability is threatened by various adverse conditions. The train station is barely noticeable from the main commercial area on Opa-locka Boulevard. The station's potential for commercial success in its present location is practically none.

The proposed reuse of the station is a branch bank/retail space. A preliminary study indicates that there is an increasing banking need in the community. Without question, the aggregate income of area residents estimated to be \$164,200,000 should be a tremendous inducement for establishing a branch bank in this central business district.

Our next step is to secure an architect who will prepare a reuse and rehabilitation plan and to obtain project funding. The enclosed preliminary plan (Attachment #7) indicates the new location of the building relative to the Hurt Building and the main commercial artery of Opa-locka Boulevard. The plan further shows the parking lot situated in front of the site and the train station at the rear of the site, thus retaining the original relationship of the station to the tracks. This scheme is in response to concerns indicated at preliminary meetings with staff from the Division of Cultural Resources.

For these reasons we believe that the need to relocate the Opa-locka Train Station is essential to its future viability and that there is no adverse impact to its historical and architectural integrity. On the contrary, it is our strong belief that the preservation of this important landmark depends on its proposed relocation.

Please advise us if additional information is needed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ivan A. Rodriguez', written in a cursive style.

Ivan A. Rodriguez
Director

Attachments

IAR/GC/itk

J.Y.I.



FLORIDA DEPARTMENT OF STATE

George Firestone

Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

Tallahassee, Florida 32399-0250

(904) 488-1480

July 31, 1987

Mr. Donald D. Slesnick II
President
Dade Heritage Trust Revolving Fund
190 Southeast 12th Terrace
Miami, FL 33131

Dear Mr. Slesnick:

It is a pleasure to advise you that the Opa-Locka Railroad Station has been officially listed in the National Register of Historic Places as of June 25, 1987.

On behalf of Secretary of State George Firestone and our historic preservation staff, I congratulate you on achieving this formal recognition of the historic significance of this property. We appreciate your interest in preserving this important element of Florida's cultural resources.

With every good wish and warm regards,

Sincerely,

George W. Percy
State Historic Preservation Officer

GWP:mc

SEABOARD SYSTEM RAILROAD

P. O. Box 991, Tampa, Florida 33601

October 19, 1984

The City of Opa-locka, Florida
Opa-locka Historical Preservation Board
777 Sharazad Blvd.
Opa-locka, Florida 33054

Re: Passenger Station - Opa-locka, Florida

Dear Sirs:

This letter concerns Seaboard System Railroad Inc.'s abandoned Station at Opa-locka, Florida.

On June 21, 1982, Ms. Arlene Commings, Chairman of the Opa-locka Historical Preservation Board, advised the Railroad of the Board's intent to designate the Railroad's Station for listing in the National Register of Historic Places. While the Railroad objected to such a listing (and, therefore, the Station cannot and is not included on the Register. 36 CFR § 60.6(n)), it postponed its plans to demolish the Station in a spirit of cooperation with the City. The Railroad further declared that it would donate the Station to a perspective developer, provided land adjacent to the present site was purchased at fair market value, the Station relocated, and a barrier between the Station and the Railroad's remaining property erected and maintained (such purchase now to also include the fence the Railroad had to install around the Station).

More than two years have now elapsed and neither the Railroad nor the City has found a developer (negotiations with Dade Heritage Trust have floundered for two years and now are at a complete standstill). While the Railroad recognizes the City's desire to preserve the Station, it is in poor condition and prevents the Railroad from fully enjoying its property. The Railroad cannot utilize its property to its maximum potential with the Station in its present location. Therefore, the Railroad has no choice but to demolish the Station at this time.

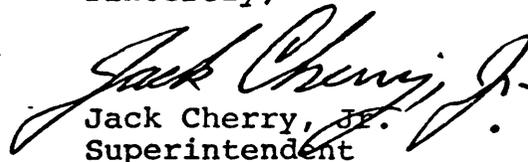
The City of Opa-locka, Florida
Page Two
October 19, 1984

The Railroad will, of course, comply with all demolition requirements, but considers any language in the City's historic preservation ordinance concerning demolition to be unconstitutional and an unauthorized interference with private property. The federal regulations on which all state and municipal preservation programs are based clearly state "listing of private property on the National Register does not prohibit under Federal law or regulations any actions which may otherwise be taken by the property owner with respect to the property." 36 CFR § 60.2. The Railroad cannot be estopped from otherwise lawfully dealing with its property as it desires simply because its property has been nominated or designated a historical site.

Please let me stress that the Railroad shares your concern for the preservation of historical structures. It has shown that concern by delaying any expanded use of its property for over two years so that the City could find a developer, and furthermore, agree to donate the Station itself. Unfortunately, the Railroad can no longer delay its plans and must remove the Station one way or another.

Your understanding in this matter is appreciated.

Sincerely,


Jack Cherry, Jr.
Superintendent

cc: Dade Heritage Trust
Attn: Mr. Paul E. Thompson
Executive Director
Historic Preservation Center
190 S.E. 12th Terrace
Miami, Florida 33131



Real Estate Department
500 Water Street
Jacksonville, Florida 32202-4465
(904) 359-1399

RECEIVED
OFFICE OF COMMUNITY &
ECONOMIC DEVELOPMENT

1986 MAY 19 AM 8:30

May 13, 1986

When corresponding, always
refer to: RE-43842-RR

Mr. Ernest L. Martin, Director
Metropolitan Dade County Florida Community &
Economic Development
90 SW Eighth Street, Suite 309
Miami, FL 33130

Dear Mr. Martin:

Reference your letter concerning the moving of the Opa Locka station building located in Opa Locka, Florida.

Your request for a three month extension on the relocation of this station building originally sold to Dade Heritage Trust, Inc., in June, 1985, was sent to Management for their review and it was their recommendation that we allow Metropolitan Dade County until June 30, 1986, to remove the subject building from the Railroad right of way.

As you are aware, the building was supposed to have been removed within 90 days after it was sold to Dade Heritage Trust. Should this station building not be removed from the Railroad right of way within the allowed time, the matter will be turned over to our Law Department for further handling.

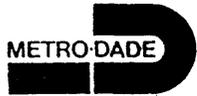
Please notify this Department concerning a removal date and we will have a representative from the Railroad on hand to witness the removal of this station building.

Sincerely,

A handwritten signature in cursive script that reads "Ron Davis".

Ron Davis
Assistant Manager-Real Estate Sales

METROPOLITAN DADE COUNTY, FLORIDA



OFFICE OF THE COUNTY MANAGER
COMMUNITY AND ECONOMIC DEVELOPMENT
140 W. Flagler Street ~~90 SW 8TH STREET~~
Suite 1000 ~~SUITE 800~~
MIAMI, FLORIDA 33130
~~(305) 570-2553~~
(305) 375-2553

May 30, 1986

Mr. Ron Davis
Assistant Manager-Real Estate Sales
Real Estate Department
CSX Transportation Company
500 Water Street
Jacksonville, Florida 32202-4465

Dear Mr. Davis:

This is in response to your May 13, 1986 letter concerning the removal of the Opa locka Station, in the City of Opa locka, Florida.

We have already obtained the prerequisite appraisals for acquiring a new site for the station; however, we can not say with certainty how long the negotiating process will take. A closing in June of 1986 is highly unlikely.

We are, therefore, respectfully requesting a time extension to September 30, 1986.

Sincerely,

Ernest Martin
Director

EM/vm

**SEABOARD SYSTEM RAILROAD**

500 Water Street • Jacksonville, Florida 32202 • (904) 359-3100

Law Department
Writer's direct telephone line:

January 21, 1983

359-1254

Seaboard System Railroad's Station
in Opa-Locka, Florida

Mr. Paul E. Thompson
Executive Director
Dade Heritage Trust, Inc.
Historic Preservation Center
190 Southeast 12th Terrace
Miami, Florida 33131

Dear Mr. Thompson

This is in response to your letter of January 5, 1983, regarding Seaboard System Railroad's station in Opa-Locka, Florida. As per prior correspondence with Mr. Bogue Wallin of the Dade County Preservation Office, the Railroad is willing to donate the station in question to a qualified organization, provided that that organization is willing to relocate the station at its expense, plus reimburse the Railroad for the expenditures it has incurred in protecting this station since it was selected by the Opa-Locka Historical Preservation Board as an historical site.

The Railroad is presently in the process of appraising the 125 feet x 230 feet parcel it would sell to your organization. As stated, the building would be donated upon the condition that the aforesaid parcel would be purchased from the Railroad and the station relocated on that parcel. Also, the only present additional expense incurred by the Railroad in preserving the building has been the erection of a chain link fence around the station. The Railroad would require reimbursement of this expenditure as well as the placement of the fence along the outer perimeter of the land in question, or some other suitable property divider for security and safety reasons.

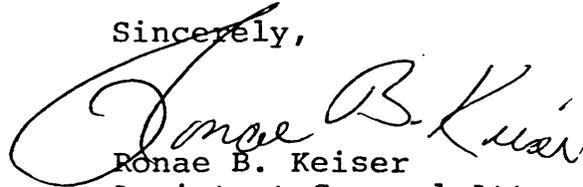
As soon as the appraisal has been obtained, I will forward this figure to you.

Mr. Paul E. Thompson
January 20, 1983

I enclose a sketch outlining the present location of the station upon the Railroad's property, as well as the parcel which the Railroad is amenable to selling to Dade Heritage Trust, Inc.

Please advise if you need any additional information regarding the acquisition of the Railroad's station.

Sincerely,

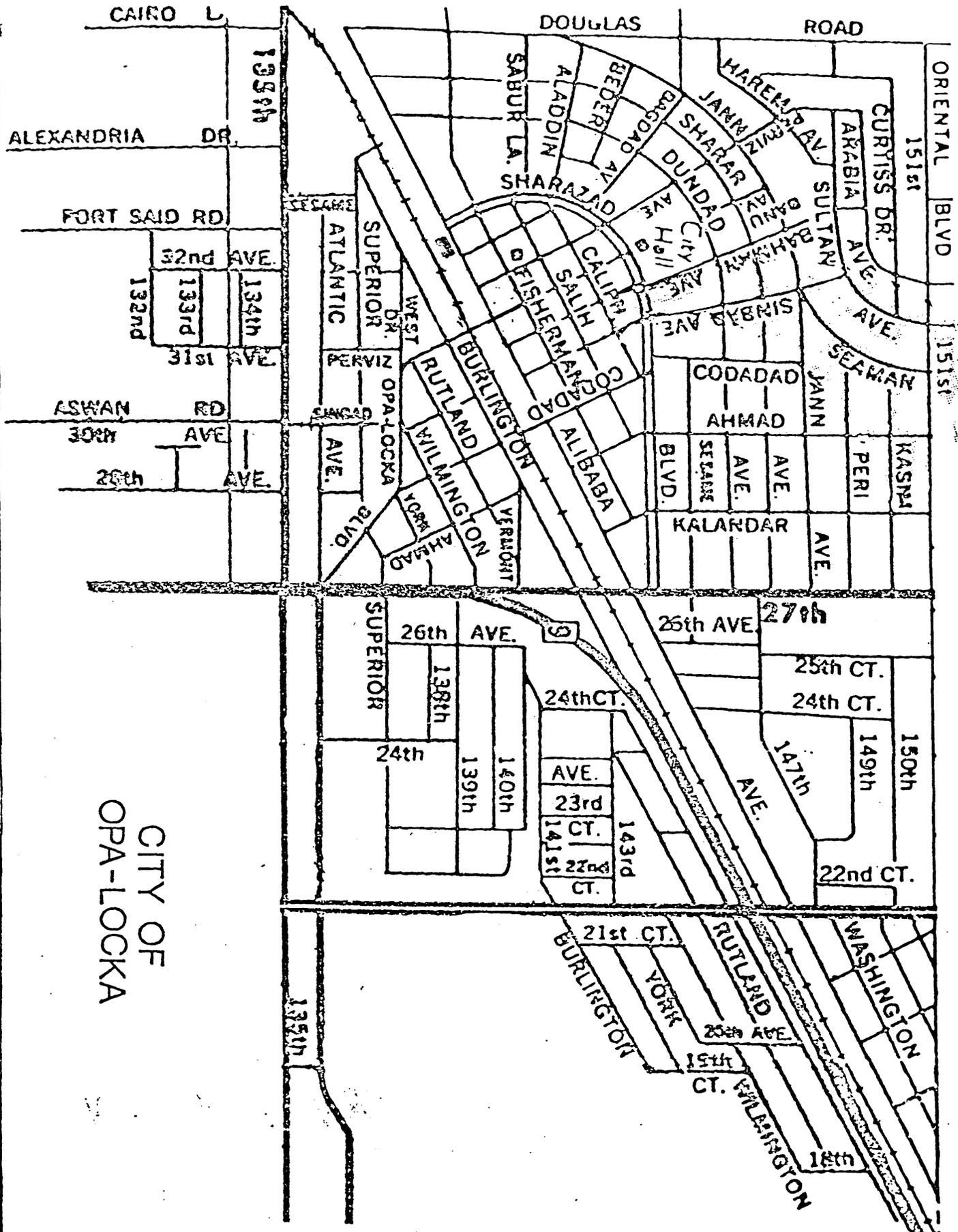

Ronae B. Keiser
Assistant General Attorney

Enclosure

Copy to -

→ Mr. Bogue Wallin
Dade County Preservation Office
90 Southwest Eight Street
Miami, Florida 33130

Enclosure



CITY OF
OPA-LOCKA

October 3, 1989

Mr. Ivan Rodriguez
Metro Dade County
Historic Preservation Department
111 SW 5th Street
Suite 101
Miami, FL 33130

Dear Ivan,

Attached is the Opa Locka Train Station ~~_____~~
Pedro DuQuesne.

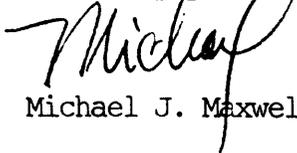
Pedro is the Structural Engineer I requested review and examine the building for its ability to be moved to an adjacent site. Pedro is a principle of the firm of DeZarraga, Donnelle & DuQuesne, Structural Engineers. According to Pedro's letter, attached, he finds the building to be structurally adequate for movement to its new location at the corner of Ali Baba and Opa-Locka Boulevard. He does suggest making remedial repairs to several columns prior to moving as well as bracing the open areas in the platform in order to prevent live load deflection.

It is my understanding from Pedro that the building is in a condition where it can be moved in one piece, or if necessary, cut into two pieces by the moving company.

I'm sorry to have missed you in Lakeland, however, I arrived Friday afternoon and didn't see you for the remainder of the conference so that I could give you this letter.

If I may answer any other questions, please feel free to call. I look forward to continuing to work with you on this project.

Sincerely yours,



Michael J. Maxwell

MM/ks

Enclosure



SEPTEMBER 25, 1989

MR. MICHAEL MAXWELL, ARCHITECT
 THE CODINA GROUP
 150 W. FLAGLER STREET, SUITE 1500
 MIAMI, FLORIDA 33130

DE ZAPRAGA, DONNELL & DUQUESNE
 CONSULTING ENGINEERS

RE: OPA LOCKA TRAIN STATION
 OUR COMM. No. 8904

Dear Michael:

On Wednesday, September 26, 1989, a cursory structural inspection was made at the above referenced building, for the purpose of determining its structural condition and evaluate if it can be moved to an adjacent site.

The building is currently surrounded by a chain link fence and therefore, only the outside of the building was available for the inspection, except for some interior areas that were visible through door openings, windows, ect.. Existing drawings of the building were not available at the time of the inspection.

The structure consists of concrete columns, concrete beams, clay block units, supported on concrete piers evenly spaced along the length and width of the building. The foundations appear to be supported on spread footings. The inside of the structure was visible on the west side and all indications are that the roof and floor were framed with wood, but most of it was destroyed in a fire. The floor in the west side was not visible and the roof appears to be a concrete roof.

The inspection showed the main structural elements, such as beams, columns and exterior walls, to be in fairly good condition. No evidence of cracking was observed in the concrete beams and the exterior walls do not show any evidence of settlement, or cracking associated with it. The columns are also in good structural condition, except for two columns located in the west side of the property, which have spalled, cracked and have exposed reinforcing steel. The fire did not appear to cause any damage to the structure, other than as mentioned above. The clay block tiles and concrete piers are also in good condition.

131 LAMORRA, SUITE 203
 OPA PALM BEACHES, FLORIDA 33431
 TEL: 995 / 446-8956 / 446-7214

September 25, 1989

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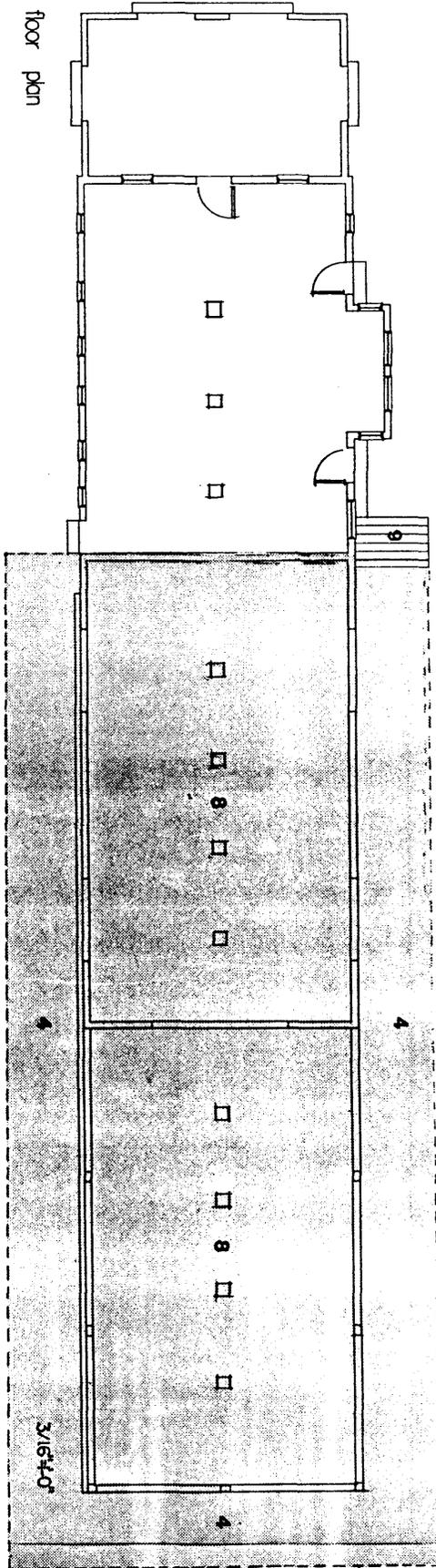
It is our opinion that the building is structurally adequate to be moved to its new location. Prior to moving the building, we recommend that the two columns in the west side be repaired, either by pressure injection or reconstruction. Also, the exterior walls of the structure should be braced in the areas where the existing floor and roof were damaged by fire, to prevent movement and damage to the structure. These and any other preparations required prior to moving the building will be addressed at that time.

If you should have any questions or would like to discuss any part of this report with us, please give us a call.

Respectfully,



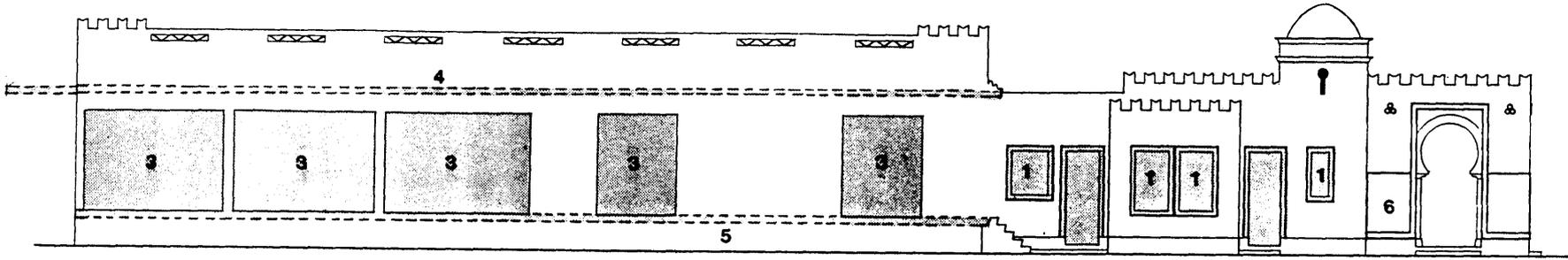
PEDRO J. DuQUESNE, P.E.
PARTNER



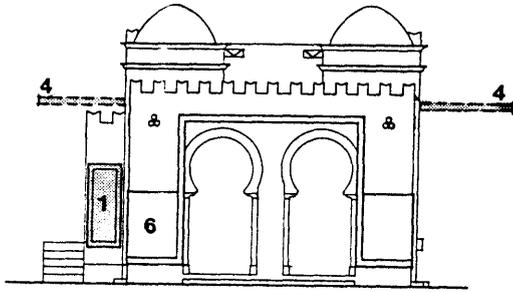
OPA - LOCKA C.D.C. ARCHITECTURAL SURVEY
OPA-LOCKA SEABOARD RAILROAD STATION

BEILINSON ARCHITECT P.A.
ARCHITECTURAL CONSULTANT
1700 W. 17TH AVENUE, SUITE 100, MIAMI, FLORIDA 33135 305-555-1200

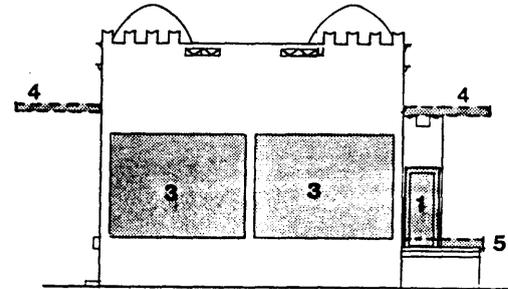
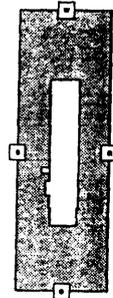
MICHAEL MAXWELL ASSOCIATES INC.
DEVELOPMENT CONSULTANT
P.O. BOX 140000 CORAL GABLES, FLORIDA 33161 305-440-1100



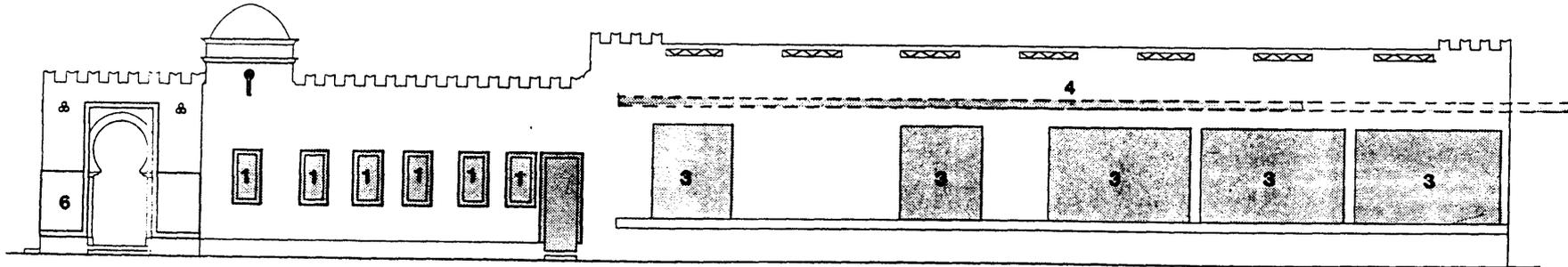
south elevation



east elevation



west elevation

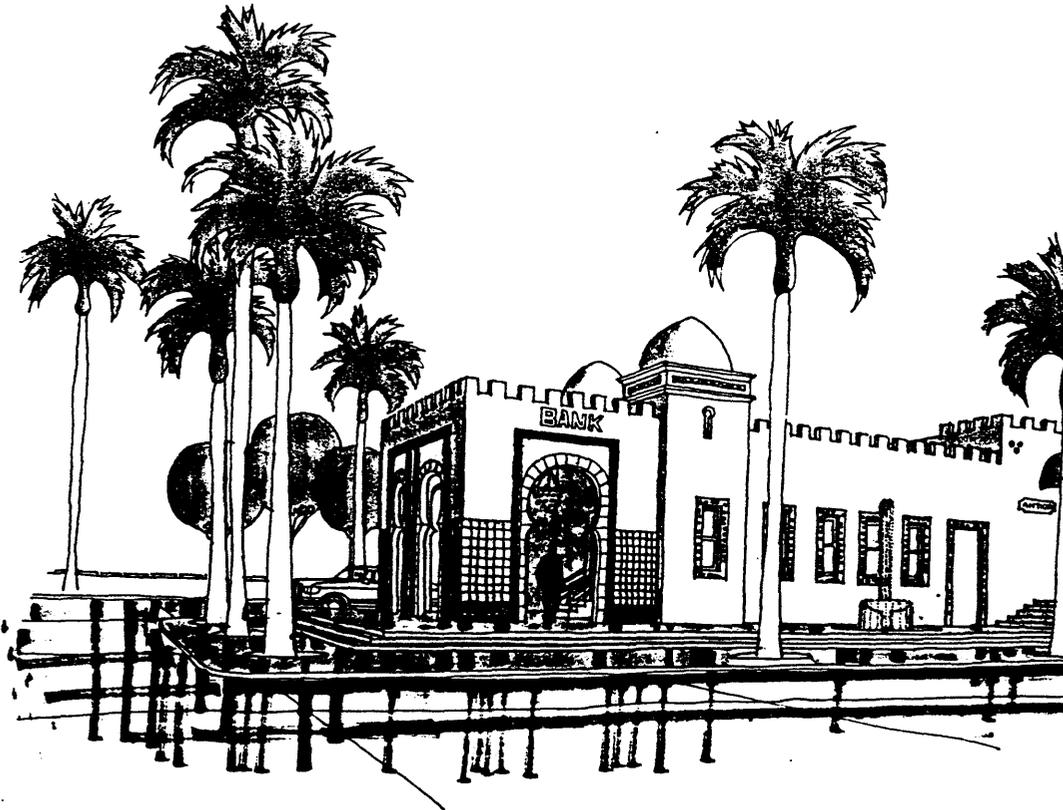


north elevation

3/16"=1'-0"



OPA-LOCKA TRAIN STATION SCHEME-1



Present location of Train Station

OPA-LOC

Proposed location of Train Station

ALI BABA AVE.

Opa-locka Hotel

CHANAZAD BLVD.

ALADDIN ST.

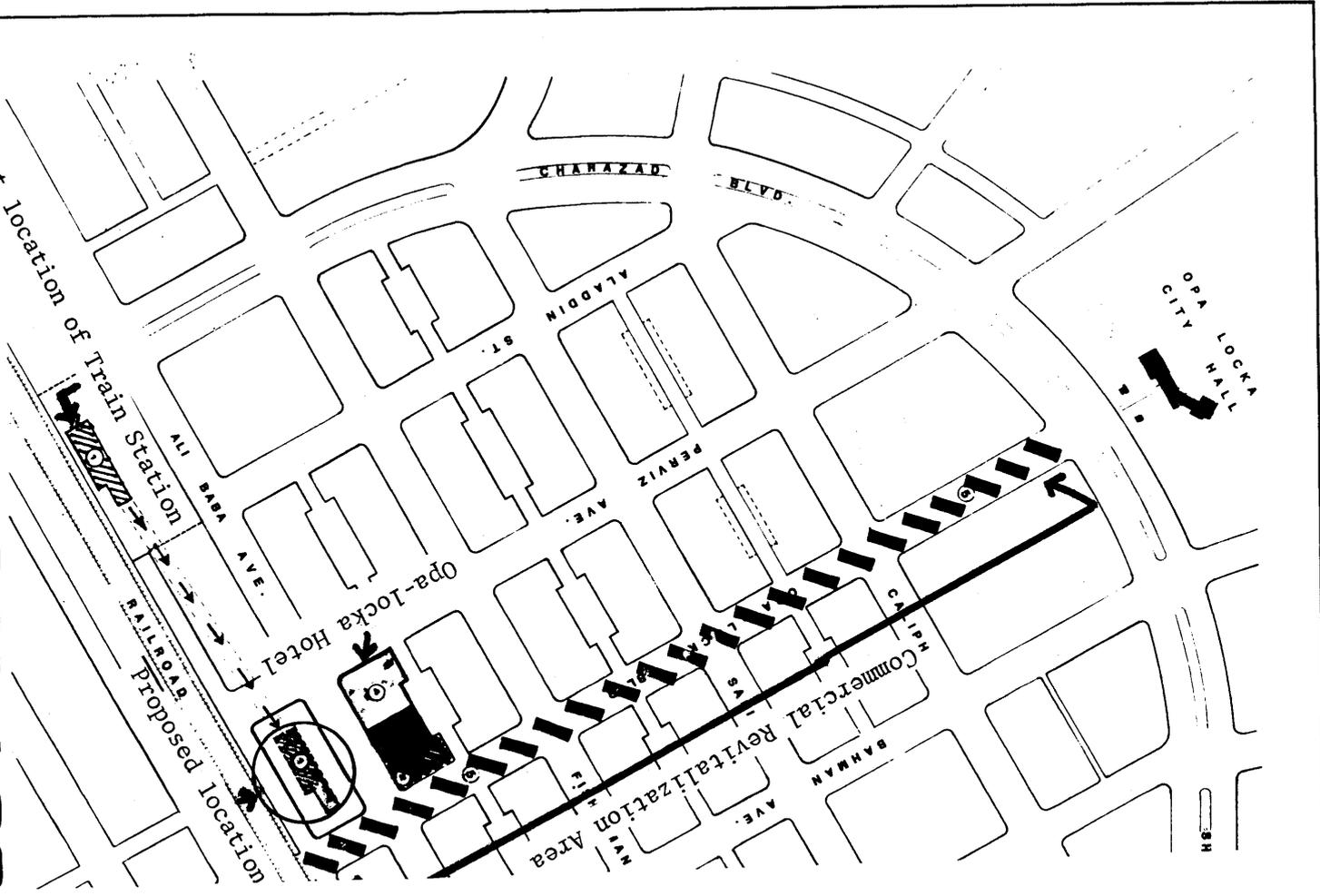
PERVIZ AVE.

Commercial Revitalization Area

H. C. BAHMAN

OPA LOCKA CITY HALL

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PHOTOGRAPHS

1. Opa-locka Train Station. Looking southeast. November, 1989.
2. Opa-locka Train Station. Looking south. November, 1989.
3. Opa-locka Train Station. Looking east. November, 1989.
4. Opa-locka Train Station. Looking northeast. November, 1989.
5. Opa-locka Train Station. Looking northwest. November, 1989.
6. Opa-locka Train Station. Detail. November, 1989.
7. Opa-locka Train Station. Looking northeast, extreme right. Ali Baba Avenue, extreme left. Hurt Building, background left. Proposed location for train station just beyond pine trees at center of photo. November, 1989.
8. Proposed location of train station at center of photo, looking south. Present location on background, right. Hurt Building on foreground, extreme right. November, 1989.
9. Hurt Building on left. Opa-locka Boulevard on right, with City Hall at the end of the street. Looking northwest. November, 1989.
10. Opa-locka City Hall, at the end of Opa-locka Boulevard. Looking northwest. November, 1989.
11. Ali-Baba Avenue, with train station on left-center of photo, showing lack of commercial activity on both sides of the street. Looking southwest. November, 1989.
12. Opa-locka Boulevard showing greater commercial activity. Reggae Inn on foreground right is one of newly rehabilitated structures on the boulevard. Directly across the street, out of the frame on the left, is the proposed location for the train station. Looking north. November, 1989.
13. Opa-locka Boulevard showing recently rehabilitated drugstore and subway shop. City Hall is visible at the end of the street, on the left. Looking north. November, 1989.
14. Recently rehabilitated convenience store on Opa-locka Boulevard, across from City Hall. Looking northeast. November, 1989.

*SEE REVERSE SIDE OF ORIGINAL PICTURES FOR NUMBERS.