

NOMINATION PROPOSAL - FLORIDA

NATIONAL REGISTER OF HISTORIC PLACES

DIVISION OF ARCHIVES, HISTORY AND RECORDS MANAGEMENT - FLORIDA DEPARTMENT OF STATE

TYPE ALL ENTRIES -- COMPLETE ALL SECTIONS

1 NAME MRNS# 30

HISTORIC Atlantic Coast Line Passenger Depot

AND/OR COMMON

2 LOCATION

STREET & NUMBER 1 South School Avenue

CITY, TOWN
Sarasota

VICINITY OF N/A

Sarasota

STATE
Florida

COUNTY

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDINGS	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input checked="" type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<i>NA</i> <input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER: Restaurant

4 OWNER OF PROPERTY

NAME Mr. Donald M. Lehman

STREET & NUMBER 151 Ben Franklin Drive

CITY, TOWN

Sarasota

VICINITY OF

STATE

FL

ZIP CODE

33577

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Sarasota County Court House Recording Department

STREET & NUMBER Room 10, 2000 Main Street P.O. Box 3079

CITY, TOWN

Sarasota

STATE FL

ZIP CODE 33578

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Florida Master Site File (FMSF) 8So310
and Historical, ARchitectural and Archaeological Survey of Sarasota (HAASS)

DATE

FMSF: 1977

HAASS: 1982

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Division of Archives, History and Records Management Dept. of State

CITY, TOWN

The Capitol

Tallahassee

STATE

Florida 32301

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 checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED. DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

SUMMARY OF PRESENT AND ORIGINAL PHYSICAL APPEARANCE

Located at Number 1 South School Avenue, the one and two-story, Mission Style, roughcast stucco structure was opened in October of 1925 as the passenger depot of the Atlantic Coast Line railroad.¹ Set on a slab foundation and constructed of masonry and hollow-clay tile, the modified rectangular planned building consisted of a two-story central pavilion, which served as the trainmaster's observation area, and two four-bay wings of open arcades located to the north and south of the central pavilion. A smaller one-story block intersected the arcuated wing at the north elevation.² The layout with concourses, waiting and baggage rooms and ticket arcade arranged on one level was particularly convenient. The Mission Style stucco building was white with a darker color provided at the parapet moldings of the building. Red pantiled roofs provided additional color and were located at the gabled roof projection of the two-story central pavilion and the hipped roof of the one-story block located at the north elevation. The one-story open arcades were topped by ornamental parapets, Mission Style small shaped parapets, suppressed pediments and gradually-sloped flat parapets. The primary facade located at the west elevation was the two-story central pavilion with a large, shell-shaped, semi-elliptical planter projecting from the facade, offset by two round-arched balcony recesses located at the second floor. The roofline of the central pavilion was marked by major shaped parapets with a continuous molding picked out in a dark color.³ The flanking arcuated wings were decorated by a pergola-effect created by a continuous row of "vigas." The east elevation which faced the train tracks was an open arcuated facade topped by suppressed pedimented parapets. Located at the center bay at the roof level was the raised signboard announcing the Sarasota station. In 1973 the passenger station was purchased as restaurant conversion. During the re-use scheme all of the open arched arcades were enclosed to provide additional interior space.⁴ Although the ground floor arches have been filled in with stucco-surfaced concrete block, the balance of the exterior of the passenger station is intact and well-maintained.

TEXT SUPPORTING SUMMARY OF PRESENT AND ORIGINAL PHYSICAL APPEARANCE

The one and two-story Mission Style roughcast stucco structure located at 1 South School Avenue was built in 1925 as the passenger depot for the Atlantic Coast Line railroad. Constructed of masonry and hollow-clay tile, on a slab foundation, the plan consisted of a two-story central pavilion located at the west elevation, three interior rooms, surrounded by a one-story, open arcade, and a smaller one-story block located at the north elevation.⁵ The interior spaces provided waiting and baggage rooms, and ticket arcades. The two-story block was occupied by the trainmaster's observation area.⁶ All services were arranged on the same level which added to the convenience of the plan. The contemporary press praised the passenger depot which represented the "in design and finish the maximum of utility and architectural beauty."⁷ The Mission Style building was described in the press as "Spanish Mission with a white finish."⁸ Photographic documentation of the original appearance of the station is provided by two photographs, one which appeared in the 1925 Chamber of Commerce Brochure,⁹ and one which appeared in the

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Sarasota Herald in December of 1926.¹⁰ Although the original roughcast stucco was white, the raised molding contours of the roof parapets were picked out in a darker hue.¹¹ The contrasting color scheme continues today, with the parapet moldings picked out in brown at the north, west and south elevations. ✓

The west elevation was the primary facade, terminating the vista of Victory Avenue [Main Street]. The center bays of the west elevation consisted of a two-story trainmaster's observation area, which was a pantiled, gabled-roofed structure with shaped parapets located at the east and west elevations and a small brick chimney located at the north lateral slope. The ground floor of the two-story pavilion was pierced by four round-arched, double-hung-sash windows. At the base of the windows a large shell-shaped, semi-elliptical planter projected from the facade. At the second story two large round-arched openings, protected by cast stone balustrades served as open balconies. Behind each open balcony were two, six-over-six round-arched window openings. The only alterations which have occurred to the two-story central pavilion are: the replacement of the pantiled roof surface with a green asphalt roofing material and the application of a large "Brewmaster" beneath the open balustrade area. Flanking the central pavilion were two, one-story, four-bay open arcades; the arched openings were carried on massive piers which rested on cast stone bases. Between the arches and the roof parapets, a band course of "vigas" provided a strong horizontal design element, creating a pergola effect. Shaped roof parapets located at the corners of the arcuated, one-story wings were decorated with small blind arched recesses. Molded contours picked out in a dark color appeared in a continuous band linking the shaped parapets with the gradually-stepped, flat parapets which rose to a stylized form at the intersection of the one and two-story planes. The open arches located at either side of the two-story central pavilion today are the recessed entrances of the restaurant. The southernmost entrance is protected by a barrel-arched canopy. Each entrance is approached by a ramped incline. The remaining six open arches located at the west elevation have been filled in with stucco-surfaced concrete block.

The east elevation formerly faced the train tracks, but currently serves as the service area of the restaurant. A small concrete block addition with ventilated sides and shed roof projection is located at the east elevation (along with many dumpster dumpsters). All of the formerly open arches located at the east elevation have been filled in with concrete block and a small entrance door has been provided in the filled archway located at the center bay of the east side. The parapet molding which is picked out in brown paint at the other elevation, is painted white at the east elevation.

The south elevation was formerly marked by four open arches, supported on piers and cast stone bases; each arch has been enclosed. The viga, pergola effect was also a horizontal design element employed at the south facade. The roof parapet consisted of small shaped parapets at the corners of the roofline and a small suppressed pediment located at the center of the parapeted roof. At the center of the pedimented parapet appeared a stylized blind quatrefoiled recessed molding. A remnant of railroad days remains, a circular sign with the emblem of the "Seaboard Coast Line Railroad." The only alteration to the south elevation is the infill of the open arches.

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A rectangular, one-story structure which is located at the north elevation is smaller in elevation and dimensions than the open, one-story arcades. The parapet line consists of suppressed pediments, with a continuous molding, also painted brown. Beneath the pedimented parapet appears a pantiled hipped roof structure which is supported on large open brackets. The north facade is pierced by two, round-arched, three-over-three windows, protected by metal window grilles. A large "Brewmaster" sign occupies the tympanum of the suppressed pediment. The northeast flank of the one-story block is pierced by two round-arched window openings which flank a central door. The southwest elevation has similar bay divisions; however, the central four paneled, two-leaved, wood door set within a round-arched enframement is original to the structure.

The original interior provided waiting rooms, baggage rooms and ticket arcades (as previously stated). The contemporary press described the original interior as "decorated in the same manner as the Mira Mar Hotel, a blue color predominating."¹² The restaurant which occupies the original interior and enclosed arcaded area is designed to look like a brewery.¹³ The original grounds of the ACL station were landscaped, with a "floral park 177' square between the passenger and baggage station."¹⁴ Gravel driveways were provided at the north and south and the Main Street elevations.¹⁵ Today the west elevation is planted within a small parterre located at the southwest edge of the property. A picturesque mature evergreen is located at the west elevation.

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Victory Avenue (Main Street).³¹ The location was recommended by nationally significant city planner John Nolen: "Placing of a station . . . on the axis of Victory . . . it presents a striking terminal to the long Avenue."³² The building was remarkably convenient with the concourse, waiting rooms and ticket arcades all located on one level. The architect of the building is not known; however, the general superintendent of the project was listed in a later newspaper article as R. S. Speicher of Sarasota, who is alleged to have " . . . superintended construction of the John and Mabel Ringling Museum of Art . . . and the El Patio Apartments."³³

The location of the new station was indicative of the eastward expansion of the City. The press noted that, "It is conveniently located in spacious grounds . . . in what many think will ultimately be the center of the city;"³⁴ and further observed, "with the center of business gravity gradually moving eastward along Main Street," the station would be increasingly convenient.³⁵ The area east of the station was part of the Courthouse Subdivision which eventually included the new Sarasota County Courthouse. (MRNS #10) and the eleven-story Sarasota Terrace Hotel.³⁶ Commercial development included the Charles Ringling Building on Ringling Boulevard (MRNS #29).

The Atlantic Coast Line passenger station was part of a larger transportation complex which included the ACL Freight Depot (MRNS #4), located at 2227 Fruitville Road. During the late summer and early fall of 1924, the Atlantic Coast Line extended service from Bradenton and began passenger train service into Sarasota on December 3, 1924, a few weeks "after a freight and temporary passenger depot were completed."³⁷ The ACL was the second major rail line to service Sarasota; the Seaboard system being the first national line. The proposed ACL (or Tampa Southern) service was heralded in a front-page article in the Sarasota Times; the ACL announcement coincided with the announcement of the Mira Mar Hotel development.³⁸ The investment in the future of Sarasota, both in monetary and booster terms was significant: "The Atlantic Coast Line expenditures to and into this city will aggregate \$300,000," it was estimated, and "The construction work will cost approximately \$20,000 per mile."³⁹ The Sarasota Herald proclaimed that, "This railroad has a firm and abiding faith in the future growth and prosperity of Sarasota both city and county."⁴⁰ The ACL in an effort to make the investment pay, publicized the new route; Sarasota in turn received free publicity, " . . . thousands of passenger representatives, ticket agents, etc., in the employ of these vast allied railroads are boosting this territory."⁴¹ The introduction of the new line greatly improved the accessibility of the city. It was estimated in 1923 that "the trip between Tampa and this city will be made in less than two hours . . . instead of four hours, now consumed on the competitive road [Seaboard]."⁴² The new line also provided access to "double daily through sleeping car" service to Sarasota from Boston, New York, Washington, St. Louis, Cincinnati, Chicago."⁴³ Pullman service with names such as the "Palmetto Limited," the "Floridian," the "Dixie Limited," the "Everglades," and the "Flamingo" would now carry visitors and investors to Sarasota.⁴⁴

In 1973 the former Atlantic Coast Line (subsequently the Seaboard Coastline) passenger station was purchased for re-use as a restaurant. As part of the re-use plan the open arcades were blocked in with stucco-surfaced concrete block, and the interior was altered to effect the "appearance of a brewery," for the restaurant, the "Brewmaster's Steakhouse."⁴⁵ Although the formerly open arches have been filled in, the former passenger station has been well maintained at the exterior and the re-use of the building has prevented the demolition of an architecturally and urbanistically significant structure.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input 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 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 checked="" type="checkbox"/> OTHER (SPECIFY) Expansion of ACL
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Completed Fall, 1925 BUILDER/ARCHITECT Unknown
 Opened for service October 1, 1925

SUMMARY OF STATEMENT OF SIGNIFICANCE

Located at Number 1 South School Avenue, the one and two-story Mission Revival Style building was built in 1925 as the passenger depot for the Atlantic Coast Line railroad at a cost of \$100,000.¹⁶ Estimated to have been the most modern station in Florida and the largest single ACL passenger station at the time of completion,¹⁷ the station was opened for passenger service on October 1, 1925.¹⁸ Praised in the contemporary press for excellence in design and convenience,¹⁹ the building which terminated the vista at the foot of Victory Avenue [Main Street], was also significant from an urban design aspect. Although the architect of the building is not known, the general superintendent of the construction was listed in a later newspaper article as R. S. Speicher of Sarasota.²⁰ The location of the new station was indicative of the eastward expansion of the City; the site was in an area which the press noted, "Many think will ultimately be the center of the city."²¹ The Atlantic Coast Line Passenger Station was part of a larger transportation complex which included the ACL Freight Depot (MRNS #4) located at 2227 Fruitville Road. The arrival of the new passenger line increased the accessibility of the city from points north and west. It was estimated that the trip from Tampa would be reduced from four hours to two.²² The Atlantic Coast Line's investment in Sarasota, both in monetary and "booster" terms was significant--it was estimated that expenditures would reach \$300,000²³ and that the railroad representatives, in an effort to make the route a success, would boost the region.²⁴ In 1973 the former ACL passenger depot was purchased for re-use as a restaurant.²⁵ Although the open arcuated, one-story concourse was filled in and the interior of the station was converted to affect a brewery interior, the re-use of the building has prevented the demolition of an architecturally and urbanistically significant structure.

TEXT SUPPORTING SUMMARY OF STATEMENT OF SIGNIFICANCE

The one and two-story Mission Revival Style building located at Number 1 South School Avenue was built at a cost of \$100,000 as the passenger depot for the Atlantic Coast Line railroad.²⁶ The passenger station was the largest ACL passenger station²⁷ and was estimated to be the most modern depot in the State at the time of completion.²⁸ Although the building was completed several months prior to the original opening date of Monday the 14th of September 1925, the station was not actually opened for service until October 1.²⁹ The contemporary press lauded the new passenger station for its excellence "in design and finish," which represented "the maximum of utility and architectural beauty."³⁰ In addition to design excellence, the site and orientation of the building were highly successful from a planning and urban design aspect, with the two-story trainmaster's observation block and the surrounding, one-story arcuated concourses terminating the axis formed by the intersection of the building with

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NOTES FOR NOMINATION PROPOSAL--FLORIDA
NATIONAL REGISTER OF HISTORIC PLACES
MULTIPLE RESOURCE NOMINATION SARASOTA

- ¹Sarasota Times. October 5, 1925.
- ²Sanborn Map Company. Maps of Sarasota. 1929. New York: Sanborn Map Company.
- ³Sarasota Herald. December 15, 1926. p. 12.
- ⁴Sarasota Herald-Tribune. September 20, 1973.
- ⁵Sanborn Map Company. Maps of Sarasota. 1929. New York: Sanborn Map Co.
- ⁶Sarasota Times. October 4, 1925.
- ⁷Ibid.
- ⁸Ibid.
- ⁹Chamber of Commerce Brochure. 1925, p. 20. Located at Sarasota County Historical Archives.
- ¹⁰Sarasota Herald. December 15, 1926, p. 12, section 1.
- ¹¹Ibid.
- ¹²Sarasota Times. September 6, 1925.
- ¹³Sarasota Herald-Tribune. September 20, 1973.
- ¹⁴Sarasota Times. November 12, 1925.
- ¹⁵Ibid.
- ¹⁶Ibid., October 4, 1925.
- ¹⁷Ibid., October 4, 1925 and September 6, 1925.
- ¹⁸Ibid., October 4, 1925.
- ¹⁹Ibid.
- ²⁰"Cain Building," Higel Scrapbook. p. 47. Located at Sarasota County Historical Archives, Sarasota, Florida.
- ²¹Sarasota Times. October 4, 1925.

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Item Number: 7 (Description), 8 (Significance)

- ²²Sarasota Times. April 5, 1923.
- ²³Ibid.
- ²⁴Sarasota Herald. December 15, 1926, p. 12, section 1.
- ²⁵Sarasota Herald Tribune. September 20, 1973.
- ²⁶Sarasota Times. October 4, 1925.
- ²⁷Ibid.; September 6, 1925
- ²⁸Ibid., October 4, 1925.
- ²⁹Ibid., September 6, 1925 and October 4, 1925.
- ³⁰Ibid., October 4, 1925.
- ³¹John Nolan. City Plan for Sarasota. Cambridge: 1925, p. 17.
- ³²Ibid.
- ³³"Cain Building," Higel Scrapbook. N.S., N.D., p. 47.
- ³⁴Sarasota Times. October 4, 1925.
- ³⁵Ibid., November 12, 1925.
- ³⁶"New \$700,000 Hotel Nearing Completion." N.S., N.D. This Week in Sarasota Scrapbook. Located at Sarasota County Historical Archives.
- ³⁷Karl Grismer. The Story of Sarasota. Sarasota: M. E. Russell, p. 238.
- ³⁸Sarasota Times. April 5, 1923.
- ³⁹Ibid.
- ⁴⁰Sarasota Herald. December 15, 1926, p. 12, section 1.
- ⁴¹Ibid.
- ⁴²Sarasota Times. April 5, 1923, front page.
- ⁴³Sarasota Herald. December 15, 1926, p. 12, section 1.
- ⁴⁴Ibid.
- ⁴⁵Sarasota Herald-Tribune. September 20, 1973.

CONTINUATION SHEET

Item Number: 9 (Bibliographical References)

"Cain Building." Higel Scrapbook. Located at Sarasota County Historical Archives.

Chamber of Commerce Brochure. Sarasota, 1925. Located at Sarasota County Historical Archives, Sarasota, Florida.

Grismer, Karl. The Story of Sarasota. M. E. Russell. Sarasota, 1946.

"New \$700,000 Hotel Nearing Completion." This Week in Sarasota Scrapbook. Located at Sarasota County Historical Archives. Sarasota, Florida.

Nolan, John. Report on Comprehensive City Plan for Sarasota, Florida. Cambridge, Massachusetts. 1925.

Sanborn Map Company. Maps of Sarasota. 1929. Sanborn Map Company. New York: 1929.

Sarasota Herald. December 15, 1926.

Sarasota Herald Tribune. September 20, 1973.

Sarasota Times. April 5, 1923. April 19, 1923. September 6, 1925.
October 4, 1925. November 12, 1925.

9 BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEETS

10 GEOGRAPHICAL DATA

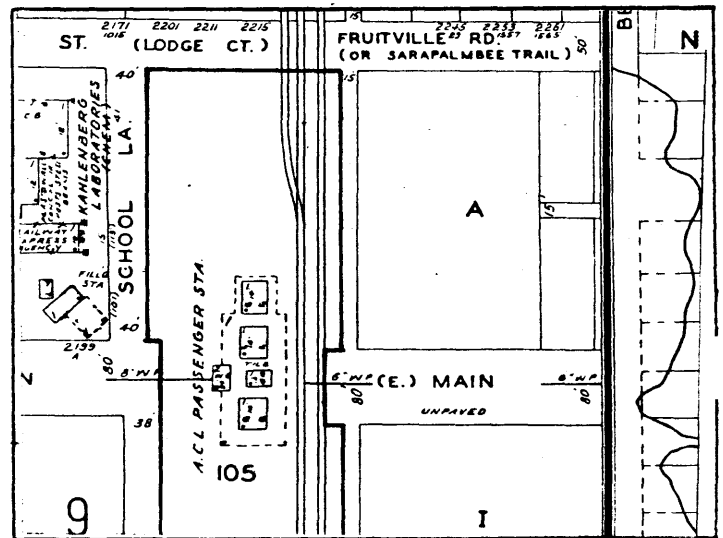
Site Size (Approx. Acreage of Property):

Less than 1

UTM Coordinates:

17	348965	3024360
ZONE	EASTING	NORTHING

Township	Range	Section
T36S	R18E	20



VERBAL BOUNDARY DESCRIPTION

N. 453.95 ft. of following com. S.W. corner lot 1 Boulevard center S/D th. W 39.77 ft. for P.O.B. cont. W. 123,53 ft. through N. 588.95 ft. to S. line Fruitville Road, then E. 132.05 ft. th. S. 588.73 ft. to P.O.B.

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

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

11 FORM PREPARED BY

NAME / TITLE

Sarah Latham Kearns/Preservation Consultant, City of Sarasota

ORGANIZATION

c/o Planning Department

DATE

STREET & NUMBER

City Hall, P. O. Box 1058

TELEPHONE

CITY OR TOWN

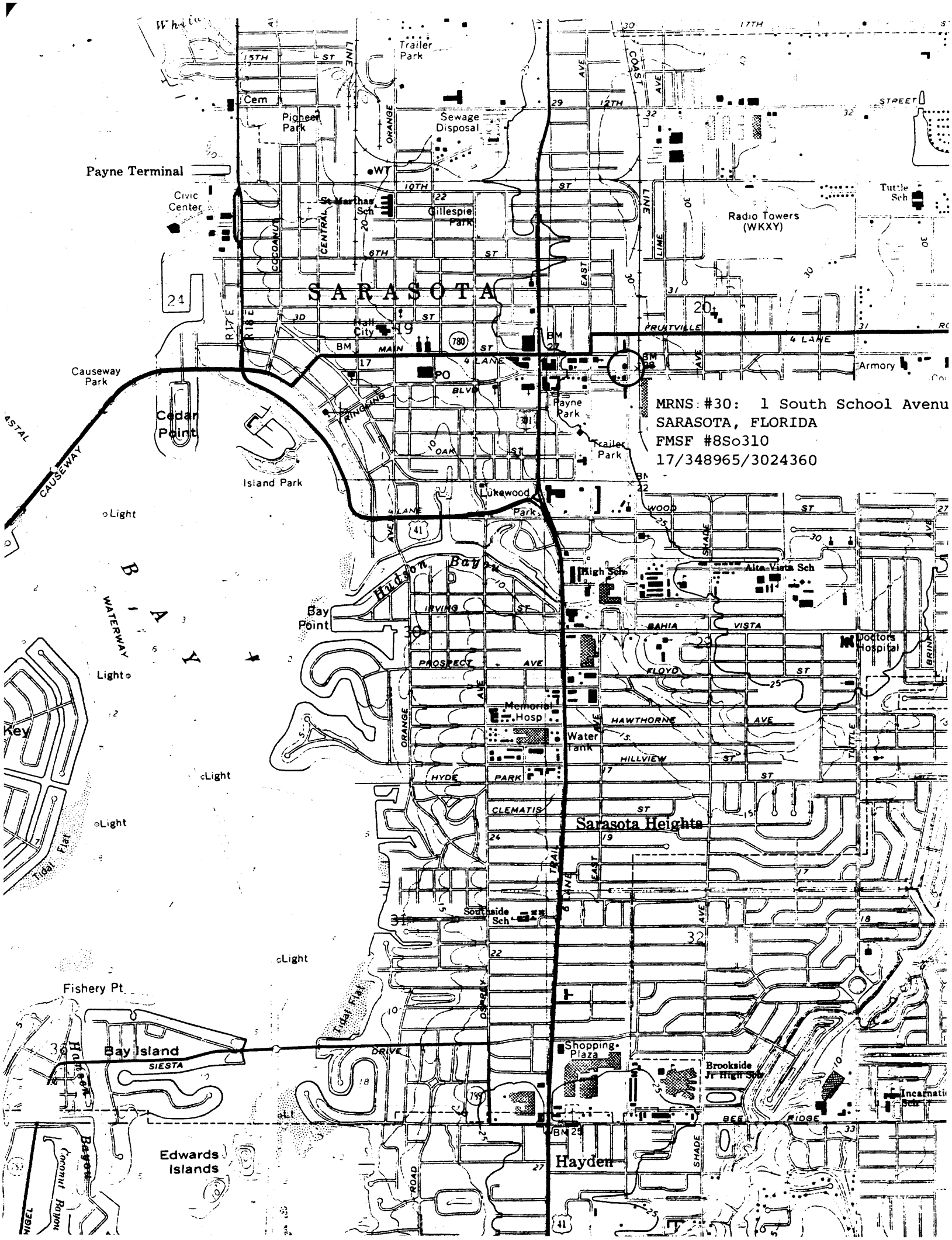
Sarasota

STATE

Florida

ZIP CODE

33578



Payne Terminal

24

SARASOTA

MRNS: #30: 1 South School Avenue
SARASOTA, FLORIDA
FMSF #8S0310
17/348965/3024360

Sarasota Heights

Hayden

WATERWAY

Light

Light

Light

Light

Light

Edwards Islands

