

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received NOV 21 1988

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Downtown Miami Multiple Resource Area

and or common Downtown Miami MRA

2. Location

street & number Greater Downtown Miami, generally bounded by 20th St. on the north; the FEC right of way, I-95, and the Miami River on the west; 15th — not for publication

city, town Rd. on the south; and Biscayne Bay on the east  
Miami — vicinity of

state Florida code FL county Dade code 025

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 type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input checked="" type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input checked="" type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
<input checked="" type="checkbox"/> multiple resource	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input checked="" type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple Owners - Please See Individual Forms

street & number

city, town — vicinity of state

5. 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

title FMSF-Miami MRA Hist. Pres. Survey has this property been determined eligible?  yes  no

date June, 1985 — federal  state — county  local

depository for survey records Bureau of Historic Preservation

city, town Tallahassee state Florida 32399-0250

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## 7. Description

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**Condition** excellent good fair deteriorated ruins unexposed**Check one** unaltered altered**Check one** original site (1) moved

date

c. 1977

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**Describe the present and original (if known) physical appearance**

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REPRESENTATION IN EXISTING SURVEYS

Dade County Historic Survey (State)  
1978-1980  
Division of Archives, History and Records Management  
Tallahassee, Florida

Downtown Miami Master Plan Survey (Local)  
1985-1986  
City of Miami Planning Department  
Miami, Florida

Properties Already Listed in the National Register:

- A.\* Miami Woman's Club, 1737 N. Bayshore Drive
- B.\* Trinity Episcopal Church, 464 N.E. 16th Street
- D.\* Freedom Tower, 600 Biscayne Boulevard
- E.\* U.S. Post Office and Courthouse, 300 N.E. 1st Avenue
- F.\* Gesu Church, 118 N.E. 2nd Avenue
- G.\* Congress Building, 111 N.E. 2nd Avenue
- H.\* Olympia Theater and Office Building, 174 E. Flagler Street
- I.\* Fire Station No. 4, 1000 S. Miami Avenue
- J.\* Dr. James Jackson Office, 190 S.E. 12th Terrace

Properties Determined Eligible for Inclusion in the National Register:

- C.\* Sears, Roebuck and Co., 1300 Biscayne Boulevard (owner objection)  
Salvation Army Citadel, 49 N.W. 5th Street  
Central Baptist Church, 500 N.E. 1st Avenue  
Chaille Block, 433-443 N. Miami Avenue  
Dade County Courthouse, 73 W. Flagler Street  
✓ Wilford H. Burkhardt House and Office, 1150 S. Miami Avenue

\* AS NOTED ON MRA AREA MAP

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7. DESCRIPTION

A. GENERAL PHYSICAL DESCRIPTION

Miami is located in the southeastern part of Florida along the shores of Biscayne Bay. This sub-tropical city extends farther south than any other part of the mainland United States and is within one degree of the tropics. The Multiple Resource Area encompasses the heart of Miami and includes the historic downtown core, as well as those outlying areas that are now closely related to downtown. The Multiple Resource Area comprises approximately two and one-fifth square miles, or six percent of the city's land area, and approximately 13,000 persons, or five percent of the city's population.

Early settlement in Miami occurred along Biscayne Bay at the mouth of the Miami River. The Tequesta Indians had a camp there, and later pioneers established trading posts in the same location. The original city of Miami was developed along the banks of the river. Although the river facilitated the original settlement, it was the arrival of the railroad in 1896 that created the city.

The city of Miami expanded in a northerly and southerly direction. Development in the city occurred along the railroad, the Miami River, and the ridge located north of the river along Biscayne Bay. Expansion to the east was limited until work began on the Everglades drainage project.

The city's original limits encompassed an area of about two square miles, with the north bank of the Miami River as the focal point. The city limits extended approximately one and one-half miles north and south, and one mile east and west. The blocks were laid out in a grid and were longer east-west than north-south. Streets running east and west were designated by numbers beginning with First Street at the northern limit. North-south streets were called avenues beginning with Avenue "A" one block west of Biscayne Bay. Twelfth Street was designated as the main street and business center, but the Boulevard, which followed the shores of the bay, was the lure for tourists.

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As the city developed to the north, this street numbering system became a nightmare. Therefore, the city adopted the Chaille Street Plan in 1921. This plan divided the city into four quadrants, northwest, northeast, southwest, and southeast, enabling expansion that soon extended to other municipal boundaries. Flagler Street (formerly Twelfth Street) divides the city north and south; Miami Avenue (formerly Avenue "D") divides the city east and west. The intersection of Flagler Street and Miami Avenue is the focus of the central business district.

Two barriers physically divide the city and thus influenced the course of development. The railroad tracks cut the city from north to south, and the Miami River cuts it from east to west-northwest. Commercial uses stayed north of the river, making the "Southside" the prime residential area. As the city grew, suburban development also extended north of the commercial core. The railroad tracks divided whites from blacks. "Colored Town," today known as Overtown, ran north from N.W. 2nd Street (formerly Tenth Street) to the city limits. Industrial uses were concentrated along the railroad near the Miami River and Biscayne Bay.

The availability of suburban land and the impact of the automobile allowed a spread of low density development within the city. With the exception of the central business district, Miami, even today, is characterized by this low density of development.

A full range of uses can be found within the various segments of the Multiple Resource Area. A breakdown of the approximate percentage of building uses is as follows: commercial, 25%; residential, 14%; institutional/governmental/churches, 10%; industrial, 7%; vacant land/parks/parking lots, 44%. Historic resources representing each type of use (except industrial) are included within the nomination.

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## B. DESCRIPTION OF RESOURCE AREA DURING PERIODS OF SIGNIFICANCE

Prior to the arrival of the railroad and the city's incorporation in 1896, Miami had only a handful of residents. The 1860 census reported 60 persons in the district of Fort Dallas, which included the entire area that later would become Greater Miami. South Florida at that time was an inaccessible wilderness. An 1875 description of Miami by F. Trench Townsend noted that, "Throughout Florida the settlement of Miami on Biscayne Bay is represented as a sort of terrestrial paradise, cultivated like the Garden of Eden....In reality it is a very small settlement on a ridge of limestone [and] the multitude of insects makes life hardly endurable."

When the railroad arrived in 1896, the town numbered about 300 residents. By July 28 of the same year, 343 voters met to incorporate the city of Miami. The new city was concentrated around the north bank of the Miami River.

During its formative years, the city of Miami lost its frontier boom-town atmosphere and began to take on the appearance of a respectable small town. The early shacks, tents, and palmetto teepees were replaced with frame and rusticated block houses. Substantial masonry commercial buildings replaced the flimsy frame stores that had been destroyed by fire in 1896. New streets were paved with crushed Miami oolitic limestone. The Boulevard was the first street in the city to be rocked and was completed just in time for the opening of the Royal Palm Hotel in 1897 so tourists could ride in carriages along the scenic bay. By 1910 there were about 15 miles of rock-surfaced streets in the city. Miami's population steadily increased during these early years from approximately 1,700 residents in 1900 to 5,500 residents in 1910. During the tourist season, this figure often doubled.

The draining of the Everglades and the opening of the Dixie Highway in 1915 helped to spur a second wave of growth after Henry Flagler's death in 1913. Suburban expansion filled the areas north and south of the downtown area. Wealthy northern

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industrialists discovered Miami and spent their winters in South Florida. The city's population reached 30,000 by 1917. The entrance of the United States into World War I, however, postponed this early boom until the 1920s.

Miami became a developer's dream in the 1920s as the Boom surpassed all expectations. Miami's population doubled by 1923, and the city expanded its boundaries to incorporate the outlying towns to the north and south. By the height of the boom in 1925, the population had doubled again. Construction in the downtown area clearly matched suburban construction as older buildings were torn down and replaced with new skyscrapers. The Boom began to cool in 1926 and was dealt its final blow by the hurricane of 19 September 1926.

The Bust took its toll on Miami, and for the first time the city actually lost population. Between 1927 and 1930 the population dropped by 37,000 to approximately 110,000 residents. Miami slowly recovered during the 1930s as tourists returned to South Florida. Land development, however, never reached the peak of the 1920s. While the subdivision plans filed in the County Land Division office between 1923 and 1926 take up over 20 plat books, the last two years of the 1920s and the entire decade of the 1930s fill the pages of less than 10. Miami's recovery, more swift than the rest of the county, did not slow again until World War II.

The Multiple Resource Area's major periods of development are represented by the following resources:

Pioneer Era - 1831-1895

Fort Dallas (Lummus Park Historic District), c. 1844  
William Wagner House (Lummus Park Historic District), c. 1855-1858

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Formative Years - 1896-1913

Palm Cottage, 1897  
City of Miami Cemetery, 1897  
Lummas Park Historic District, 1909+  
Downtown Miami Commercial Historic District, 1910+  
Old U.S. Post Office and Courthouse, 1912-14

Suburban Expansion - 1914-1919

Southside School, 1914  
D. A. Dorsey House, 1914  
Lyric Theater, 1914  
Chaille Block, 1914-19

The Boom - 1920-1926

Hahn Building, 1921  
Kentucky Home, 1921-24  
Martina Apartments, 1922  
Brickell Mausoleum, 1924  
Algonquin Apartments, 1924  
First Church of Christ Scientist, 1925  
Citizens Bank, 1925  
J & S Building, 1925  
Meyer-Kiser Building, 1925-26  
Shoreland Arcade, 1925  
Dade County Courthouse, 1925-28



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City National Bank Building, 1925  
Huntington Building, 1925  
Miramar Public School, 1926  
Priscilla Apartments, 1926  
Fire Station No. 2, 1926  
Central Baptist Church, 1926  
Security Building, 1926  
Ingraham Building, 1926

The Bust and the Great Depression - 1927-1942

Temple Israel, 1927  
Greater Bethel A.M.E. Church, 1927  
Mt. Zion Baptist Church, 1928-41  
Shrine Building, 1930  
Walgreen Drug Store, 1936  
Atlantic Gas Station, 1937  
Wilford H. Burkhart House, 1937  
S & S Restaurant, 1938  
Alfred I. duPont Building, 1939  
St. John's Baptist Church, 1940  
Ebenezer Methodist Church, 1948  
First Presbyterian Church, 1949

C. ARCHITECTURAL COMPONENT

The Downtown Miami Multiple Resource Area includes commercial, governmental, religious, institutional, and residential buildings that document the city's growth from the pioneer era through the Boom of the 1920s to World War II. These properties reflect the major periods of architectural development in South Florida and include examples of vernacular as well as Mediterranean Revival, Neo-Classical, Art Deco, and Moderne style buildings.

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The architectural vernacular of South Florida is distinct in its use of materials and adaptation to the subtropical environment. The area's earliest buildings were constructed of hardy Dade County pine (William Wagner House) or native oolitic limestone, often quarried from the site (Fort Dallas). Wide roof overhangs and porches provided relief from the intense sun and heavy rains, while high windows, balconies, courtyards, and terraces maximized the buildings' exposure to the cooling breezes. The arrival of the railroad in 1896 facilitated the import of building materials and influences. Simple, two story balloon frame structures (Palm Cottage and D. A. Dorsey House) featured high pitched roofs, front porches, and restrained ornamentation. Many larger houses were constructed of rusticated concrete block. Masonry buildings with a smooth stucco surface soon became the most common architectural vernacular in South Florida. Some of these buildings were embellished with columns and Mission tile parapets (Kentucky Home), while others received only minimal ornamentation (J & S Building). In response to the South Florida climate, a commercial building type featuring a ground floor open arcade over the sidewalk proliferated in downtown Miami (Chaille Block).

The architectural style that most characterizes South Florida, the Mediterranean Revival, is well represented in the Multiple Resource Area. Such high style buildings as Freedom Tower and the Olympia Theater and Office Building are among the most important buildings in Miami. The Mediterranean Revival style, with its red tile roofs, textured stucco surface, wrought iron grilles, applied ornamentation, arches, and open courtyards, is also found in apartment buildings (Algonquin Apartments and Priscilla Apartments), utilitarian buildings (Fire Station No. 2), and churches.

The Neo-Classical style is most prevalent on governmental and religious buildings. Outstanding examples include the Dade County Courthouse and First Church of Christ Scientist. Local adaptations of the style through the use of tile roofs and wide overhanging eaves (Old U.S. Courthouse and Post Office) and materials (U.S. Post Office and Courthouse) are also typical.

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The late 1920s and 1930s witnessed the adoption and evolution of the Art Deco and Moderne styles in Dade County. South Florida's earliest known Art Deco building (Sears, Roebuck and Co.) and an elegant, local interpretation of the style employing Seminole Indian motifs (Shrine Building) are two outstanding Art Deco examples. Moderne style buildings are represented by the Alfred I. duPont Building with its Art Deco and WPA influences, and the Walgreen Drug Store with its streamline facade.

Some of the most significant properties in the Multiple Resource Area are high-rise Commercial style buildings in the central business district. These buildings reflect the influence of not only Mediterranean and Neo-Classical, but also Renaissance Revival (Ingraham Building) and Second Empire styles (Security Building).

Except for a handful of high rise commercial buildings in the central business district, the majority of properties in the Multiple Resource Area are small in scale, generally two or three stories in height. Most front directly on the sidewalk and reflect the grid pattern of downtown Miami.

#### D. SURVEY METHODOLOGY

Between 1978 and 1980, the Metropolitan Dade County Historic Preservation Division conducted the Dade County Historic Survey. This comprehensive survey of all architecturally and historically significant properties in Dade County was directed by Ivan Rodriguez, architectural historian and director of the Metro-Dade Historic Preservation Division. Florida Master Site File forms were completed for approximately 6,000 properties and were forwarded to the Florida Division of Archives, History and Records Management (DAHRM).

In 1985, the City of Miami began the preparation of a Downtown Master Plan. Recognizing the importance of historic preservation to the plan, the city applied for and received a survey and planning grant from DAHRM to prepare a historic preservation

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element. A key part of this element was the preparation of a Multiple Resource Nomination for the entire Downtown Master Plan area. Sarah Eaton, historic preservation planner, directed the project for the city.

The Dade County Historic Survey had identified and evaluated approximately 600 individual properties in the Downtown Master Plan area. The survey forms were reviewed, inspections were made, and current slides were taken of each property. This re-survey revealed that 201 of the original 587 significant properties had been demolished.

The City of Miami Planning Department, in conjunction with DAHRM, the Metro-Dade Historic Preservation Division, and other local professionals, carefully evaluated the remaining 386 properties. The following professions were represented on the evaluation panel: history (Arva Moore Parks, Sarah Eaton); architectural history (Ivan Rodriguez, Michael Zimny); historical architecture (Charles Chase); and planning (Joyce Meyers). The evaluation panel reviewed slides of all properties and selected those properties that appeared to meet National Register criteria. Field visits were then conducted, and the list was further refined. Sixty-six properties and/or districts were identified.

Two consultants were then retained by the Planning Department to prepare portions of the Multiple Resource Nomination. Arva Moore Parks, historian, prepared a developmental history of the area, while Heriberto J. Brito, architectural historian, prepared inventory forms for individual properties and historic districts. During the preparation of the inventory forms, ten properties were determined to lack either integrity or a sufficient degree of historical significance for inclusion, and DAHRM recommended that these properties be omitted. One building was demolished during the preparation of the nomination.

Thirty-six buildings, one site, one object, and two historic districts comprise the nomination. Individual properties were included because they represent significant examples of local

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architectural styles or modes, and/or are associated with either major periods of development in Miami or important persons. Many properties that are significant for historic associations could not be included due to a lack of physical integrity. Because of widespread demolition, insensitive alterations, and infill construction, only two areas were identified as historic districts.

### E. BOUNDARIES

The boundaries of the Multiple Resource Area reflect the boundaries of the Downtown Master Plan Area, as identified by the city of Miami and approved by the South Florida Regional Planning Council. These boundaries encompass the historic downtown core, as well as those areas that are now functionally and psychologically related to downtown.

The boundaries are primarily defined on the east and west by major natural and/or manmade barriers. Biscayne Bay marks the eastern boundary, while the F.E.C. railroad right-of-way, the Miami River, and major interstate highways provide a western boundary. The northern and southern boundaries are defined by a major change in use, scale, and type of development. The area north of N.E. and N.W. 20th Street is smaller in scale and more residential than the Omni area to the south. S.E. and S.W. 15th Road demarcates the line between corporate and residential Brickell Avenue.

These boundaries are manageable in size and facilitate use of the National Register as a planning tool, as intended by the guidelines. The Downtown Master Plan will incorporate the presence and significance of the historic resources included in the Multiple Resource Area and will encourage their preservation. The historic preservation element will become a key component of the plan.

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presence and significance of the historic resources included in the Multiple Resource Area and will encourage their preservation. The historic preservation element will become a key component of the plan.

F. BOUNDARY JUSTIFICATION

I. Boundaries for individual properties, for the most part, follow the historic and legal boundaries of the property. As the majority of sites are bounded by structures constructed at the same time or after the historic structures, few have had boundaries moved since the historic period.

II. Boundaries for historic districts were drawn as to include as few non-contributing structures as possible. (The exception is the downtown commercial district—as discussed in D. Methodology.)

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MIAMI DOWNTOWN MULTIPLE RESOURCE AREA

1. MIRAMAR PUBLIC SCHOOL  
109 N. E. 19th Street
2. TEMPLE ISRAEL  
137 N. E. 19th Street
3. FIRST CHURCH OF CHRIST SCIENTIST  
1836 Biscayne Boulevard
4. PRISCILLA APARTMENTS  
1845 Biscayne Boulevard, 318-320 N. E. 19th Street
5. ALGONQUIN APARTMENTS  
1819-1825 Biscayne Boulevard
6. CITY OF MIAMI CEMETERY  
1800 N. E. 2nd Avenue
7. S & S SANDWICH SHOP  
1757 N. E. 2nd Avenue
8. SHRINE BUILDING  
1401-1417 Biscayne Boulevard
9. FIRE STATION NUMBER 2  
1401 North Miami Avenue
10. ST. JOHN'S BAPTIST CHURCH  
1328 N. W. 3rd Avenue
11. CITIZENS BANK  
1361-1367 North Miami Avenue
12. KENTUCKY HOME  
1221 and 1227 N. E. 1st Avenue
13. EBENEZER METHODIST CHURCH  
1042 N. W. 3rd Avenue
14. MOUNT ZION BAPTIST CHURCH  
301 N. W. 9th Street

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15. J & S BUILDING  
221-233 N. W. 9th Street
16. D. A. DORSEY HOUSE  
250 N. W. 9th Street
17. GREATER BETHEL A. M. E. CHURCH  
245 N. W. 8th Street
18. LYRIC THEATER  
819 N. W. 2nd Avenue
19. ATLANTIC GAS STATION  
668 N. W. 5th Street
20. LUMMUS PARK HISTORIC DISTRICT  
Lummus Park and Vicinity
21. CENTRAL BAPTIST CHURCH  
500 N. E. 1st Avenue
22. CHAILLE BLOCK  
401-447 North Miami Avenue
23. HAHN BUILDING  
140 N. E. 1st Avenue
24. SECURITY BUILDING  
117 N. E. 1st Avenue
25. OLD U.S. POST OFFICE AND COURTHOUSE  
100-118 N. E. 1st Avenue and 59-65 N. E. 1st Street
26. MEYER-KISER BUILDING  
139 N. E. 1st Street
27. SHORELAND ARCADE  
120 N. E. 1st Street
28. ALFRED I. duPONT BUILDING  
169 East Flagler Street
29. DADE COUNTY COURTHOUSE  
73 WEST Flagler Street



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30. DOWNTOWN MIAMI COMMERCIAL HISTORIC DISTRICT  
Intersection of Flagler Street and Miami Avenue and Vicinity
31. WALGREEN DRUG STORE  
200 East Flagler Street
32. CITY NATIONAL BANK BUILDING  
121 S. E. 1st Street
33. HUNTINGTON BUILDING  
168 S. E. 1st Street
34. INGRAHAM BUILDING  
25 S. E. 2nd Avenue
35. PALM COTTAGE  
60 S. E. 4th Street
36. BRICKELL MAUSOLEUM  
501 Brickell Avenue
37. FIRST PRESBYTARIAN CHURCH  
609 Brickell Avenue
38. MARTINA APARTMENTS  
1023 South Miami Avenue
39. WILFORD H. BURKHART HOUSE AND OFFICE  
1150 South Miami Avenue
40. SOUTHSIDE SCHOOL  
45 S. W. 13th Street

# 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 checked="" type="checkbox"/> landscape architecture	<input checked="" 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 checked="" type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input checked="" 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 checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–1949	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify) COMM. DEVELOPMENT
		<input type="checkbox"/> invention		

**Specific dates** 1844through1949      **Builder/Architect** see individual forms

**Statement of Significance (in one paragraph)**

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## 8. SIGNIFICANCE

### A. OVERALL SIGNIFICANCE

The historic resources of Miami are representative of the unique history of a major twentieth century city that grew from a frontier to a metropolis in only 30 years. Geographically, the city is sub-tropical, thrusting farther south than any other part of the mainland of the United States and touching within one degree of the tropics. Because of its location, Miami was created as a tourist-oriented resort city and has only recently broadened its economic base. This "playground" mentality created a built environment with a sense of fantasy and impermanence.

Years of dramatic growth and an ever-changing population also hindered the development of a sense of identity--a sense of place. To Miamians, growth and future prospects were more important than reminders of past accomplishments. Elected officials, the Chamber of Commerce, the newspapers, and most of the people generally considered earlier (few had a chance to become old) buildings as obstacles to be overcome on the way to the future. With a population that doubled itself every few years, Miami had small minority of people who even remembered an earlier time. Added to this transient population and growth mentality was what seemed like an inexhaustible supply of vast open spaces and undeveloped land. As a result Miami "just grew"--unfettered and unplanned. It was not until the late 1970s that Miamians began to believe the past was worth considering, much less preserving.

The commercial and institutional buildings, churches, houses, apartments, and neighborhoods in the resource area represent the periods when Miami was establishing its prominence. These properties are significant for associations with Miami's development as a major resort city in the South.

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1. Criterion A - Commerce

The Multiple Resource Area of Miami is significant for its development as the commercial center of South Florida. The historic resources included reflect Miami's commercial development from the early years (Downtown Miami Commercial Historic District) to the expansion northward in the 1910s (Chaille Block), to the phenomenal growth during the Boom and beyond (Ingraham Building, Huntington Building, Alfred I. duPont Building).

2. Criterion A - Politics/Government

The Multiple Resource Area of Miami is significant as the site of the county seat of Dade County from 1899 to the present. The Dade County Courthouse, built between 1925 and 1928, served both the county and city of Miami. The presence of the federal government is represented by the Old U.S. Post Office and Courthouse.

3. Criterion A - Religion

The Multiple Resources of Miami include examples of all major religious denominations in the city of Miami. The contributions of these congregations to the development of the city are reflected in these properties. Included among the 8 churches are Greater Bethel A.M.E. Church, Mt. Zion Baptist Church, and Temple Israel.

4. Criterion A - Transportation

The Multiple Resource Area of Miami is significant as a reflection of the importance of transportation to the development of Miami. Although the introduction of the railroad in 1896 was responsible for the birth of Miami, no properties associated with the railroad remain. The growing popularity of the automobile, however, equally contributed to Miami's rapid development in the 1920s and 1930s. The Atlantic Gas Station reflects the importance of the automobile to a tourist-oriented city.

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5. Criteria A and B - Exploration/Settlement

The Multiple Resources of Miami are significant as good examples of the early settlement along the banks of the Miami River and the development of a frontier outpost of several hundred people into a new community. Fort Dallas and the William Wagner House (Lummus Park Historic District) reflect the frontier settlement, while the Brickell Mausoleum (William Brickell), City of Miami Cemetery (Julia Tuttle), and Palm Cottage (Henry Flagler) are the only remaining properties associated with those three individuals who established the new city.

6. Criterion C - Architecture

The Multiple Resources of Miami are significant as a reflection of development and evolution of architectural styles in Miami from the pioneer era to World War II. Excellent examples of early vernacular, as well as Mediterranean Revival, Neo-Classical, Art Deco, and Moderne style buildings are represented here. The adaption of these styles to the local climate, conditions, and materials has resulted in an architectural vocabulary that is indigenous to South Florida. Residential architecture in the area ranges from the simple vernacular buildings of the Lummus Park Historic District to ornate Mediterranean Revival apartment buildings as expressed in the Priscilla and Algonquin Apartments. Commercial buildings also display Mediterranean Revival facades, but Art Deco, Moderne, and Commercial styles are also prevalent. Neo-Classical is the most popular style for institutional buildings including the Dade County Courthouse and U.S. Post Office and Courthouse.

7. Criterion C - Sculpture

The Multiple Resource Area of Miami is significant for its display of funerary art, which is found in the City of Miami Cemetery. The monuments and mausoleums found here reflect the evolution of funerary art and sculpture during the twentieth century. The Brickell Mausoleum is also an excellent example.

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### B. BROAD HISTORICAL DEVELOPMENT

Miami was discovered early and settled late. Pre-historic people lived in the area that became Miami as early as 10,000 years ago. Although the Spanish walked these shores in the early sixteenth century, it was not until the railroad arrived in 1896 that Miami could boast more than a handful of residents. After the railroad arrived, Miami developed rapidly, so rapidly in fact that it called itself "The Magic City." Because of a small pre-railroad population (less than a hundred people), few pre-railroad structures remain, and those that do are one-of-a-kind.

The young city of Miami revolved around Henry Flagler, his Florida East Coast Railroad, his Royal Palm Hotel, his Fort Dallas Land Company, and the tourist season. The Boom of the 1920s transformed this small southern resort town into a real city but wiped out most of the structures from the early years of incorporation.

The Boom of the 1920s brought Miami into the national spotlight as investors, speculators, and hopeful new residents poured into town from all over the United States. Nationally-known architects such as Schultz, Weaver, Kiehnel and Elliott opened Miami offices and designed major new buildings. The largest number of historic structures that remain today are from the Boom Period.

The 1926 hurricane, which damaged and destroyed many buildings, helped end the Boom and thrust Miami into a depression three years before the rest of the country. After 1927, development in Miami all but stopped with the exception of the Biscayne Boulevard development in the late 1920s and early 1930s. During the 1930s, Miami continued to attract the working middle class tourist who could escape the gloom of the Great Depression. Building activity did not pick up, however, until the late 1930s. This recovery was abruptly halted by World War II.

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1. Early Exploration - 1513-1830

Juan Ponce de Leon sailed into Biscayne Bay within months of his discovery of Florida in 1513. In 1567, just two years after he founded St. Augustine, Pedro Menendez de Aviles built a mission for the Tequesta Indians on the north bank of the Miami River. Although this and at least two other Spanish attempts at settlement on the Miami River failed, Florida remained in Spanish hands with a brief British interlude until the United States acquired it in 1821.

Miami's earliest permanent land records date from the Second Spanish Period. John Egan's grant from the King of Spain was included as part of his son James' claim after Florida became a territory of the United States. A commission was set up to validate claims from the Spanish Period. James Egan's claim for the north bank of the Miami River (640 acres) and his mother Rebecca Egan's claim for the south bank (640 acres) were validated in 1825.1 These two grants included most of the original limits of the City of Miami.

This period is represented today only by archeological properties, which are not included in this nomination.

2. Pioneer Era - 1831-1895

Key West resident, Richard Fitzpatrick, formerly of South Carolina, purchased the James Egan grant in 1830 for \$400. By 1833 he had also purchased the Rebecca Egan grant for \$640 and two other grants (Polly and Jonathan Lewis), each 640 acres. These latter two grants were located on the bayfront south of Rebecca Egan's. Fitzpatrick cleared the land and was in the process of building a large plantation when the Second Seminole War erupted in late 1835. Early in 1836 Fitzpatrick left the area, and the Seminole Indians burned his plantation to the ground. Just weeks before, as President of the Territorial Council, he had successfully pushed for the creation of Dade County from the larger Monroe County. The United States established Fort Dallas on Fitzpatrick's property in 1838 and occupied it intermittently until the war ended in 1842.

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By the time the war was over, Fitzpatrick had lost interest in the area and sold his entire holdings to his nephew, William F. English, for \$16,000. English platted the "Village of Miami" on the south bank of the Miami River in 1843 and began building a large plantation house and slave quarters of native oolitic limestone on the north bank. When another Indian outbreak brought the troops back to the Miami River in 1849, English went to California to seek gold to finance his new city. He was accidentally killed in California. The Army occupied the English plantation, improved the two stone buildings he had constructed, and added several others.

The Indian scare was suppressed and the troops left a year later. In 1855, however, they returned and reactivated Fort Dallas, again occupying English's stone buildings.<sup>2</sup> William Wagner, a sutler who followed the troops to the wilderness, decided to stay after the war. Sometime between 1855 and 1858 he built a simple frame house on a creek that branched off the Miami River.<sup>3</sup> This house and English's slave quarters (Fort Dallas) are now located in Lummus Park (Lummus Park Historic District) and are the only know buildings of the pioneer era that remain in downtown Miami.

When English died, his estate passed to his sister Harriet, who sold the majority of this property on the south bank of the Miami River to Mary Brickell, wife of William Brickell,<sup>4</sup> Brickell operated an Indian trading post at the mouth of the river and was one of the area's leading pioneer citizens.

What became known as the Fort Dallas property (the original James Eagan grant) on the north bank of the Miami River passed through several owners until Julia Tuttle purchased it and moved into English's former home in 1891.<sup>5</sup>

Soon after Julia Tuttle moved to Miami, she began a campaign to convince oil millionaire Henry Flagler to extend his railroad from Palm Beach to Miami. As an inducement she and the Brickells offered Flagler free land. Aided by the 1894-95 freeze that devastated the North Florida grove industry, Tuttle finally prevailed, and Henry Flagler brought his railroad to Miami in April 1896.



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### 3. Formative Years - 1896-1913

Until his death in 1913, Henry Flagler had a singular impact on Miami. When the City of Miami was incorporated on 28 July 1896, the mayor and aldermen were all considered "Flagler men." One-third of the charter signers were black men that Flagler had brought to Miami. Flagler laid out the original streets on the tract that Julia Tuttle had given him, and he erected a makeshift bridge over the Miami River at Avenue "G" (N.W. 2nd Avenue) near his railroad docks. He then dredged the channel across the bay into the Miami River. The Miami Metropolis, Miami's first newspaper founded in May, 1896, was a Flagler paper. Flagler provided the city's first electricity and water works. He gave land for a school and a parcel to each religious denomination except the Episcopalians, who had received their land from Julia Tuttle. He also gave land to the Miami Woman's Club for a clubhouse and library. Besides the Royal Palm Hotel, Flagler built two blocks of simple, frame vernacular houses (Palm Cottage). His Fort Dallas Land Company, which was the real estate arm of the Florida East Coast Railroad, sold acreage as well as town lots in Miami.

Although Flagler was a man of great vision, he never envisioned Miami as anything more than a resort community to support his railroad and his luxurious Royal Palm Hotel, which initially was the major reason for incorporation. He laid out narrow streets, more in keeping with a small community than the major city Miami was to become. Julia Tuttle, on the other hand, spoke of Miami's future as a great international city. Her unexpected death in 1898, however, left many of her plans for the City unfulfilled. "The Mother of Miami" was the twelfth person to be buried at the new City of Miami Cemetery.

After the Christmas Eve Fire of 1896 destroyed the original "downtown" located on Avenue "D" (Miami Avenue) at the Miami River, the business district shifted to Twelfth Street (Flagler Street). The intersection of Twelfth Street and Avenue "D" became the center of activity (Downtown Miami Commercial Historic District). Most of the new commercial buildings were constructed of masonry

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instead of wood and were two or three stories tall. Many were built in a vernacular style that suited Miami's hot, rainy climate. This style was characterized by a ground floor open arcade that covered the sidewalk. This small-scale town was growing rapidly, however, and by 1911 the city had its first tall building, Burdine's new five story building that also contained Miami's first elevator.<sup>6</sup>

In addition to the commercial buildings, many residences also lined Twelfth Street, especially east of Avenue "B" (N. E. 2nd Avenue). Julia Tuttle's son Harry subdivided the "home place" after his mother's death. This subdivision, called Fort Dallas Park, quickly became Miami's finest residential address. In 1909, the city of Miami acquired a tract of land immediately west of downtown for a park. The surrounding area quickly developed into a residential neighborhood (Lummus Park Historic District). Within a few years, however, many of the early residences in the downtown area became rooming houses. These new establishments vied for the tourist trade that could not afford the grand hotels like the Royal Palm and the Halcyon. Smaller apartment-hotels accommodated the tourist trade.

As was customary throughout the South, races were forbidden by local law to live in the same neighborhoods. In order to give the many black workers who came to build Miami and the railroad a place to live, Henry Flagler set aside a tract of land west of the railroad tracks for "Colored Town," now known as Overtown.

The original "Colored Town" ran from about Tenth Street (N.W. 2nd Street) to the city line and included Avenues "F" through "J". At first Flagler rented shacks to the black workers for \$1 a month. When the black residents pressed for homes, Flagler sold 50 x 150 lots for \$50 a lot. He also donated land for several churches and a school. Overtown's main street was Avenue "G" (N.W. 2nd Avenue). By 1905, Avenue "G" contained an equal mix of businesses and residences.<sup>7</sup>

Even though the city limits ended at what is now 11th Street, the area north of the city grew along with Miami. Several well-known individuals, including members of the Brickell and Tuttle

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families, purchased old homesteads and subdivided what was known as "North Miami." At the time of incorporation, North Miami was considered a rather bawdy area of town known for its saloons and bordellos.

Until the city built a permanent bridge over the Miami River in 1902, the river barrier slowed development on the "Southside." Although Flagler had promised William Brickell that he would promote his property as well as Tuttle's, development was slow in coming. In 1905 the Brickell Addition to Miami was platted into large estates east of a wide street known as Brickell Avenue. Brickell also platted another wide street that he called Broadway (S.W. 15th Road), which was the city's southern limit.

Once the bridge was open, Southside quickly became a fashionable suburb of Miami. Many substantial houses of frame and rusticated block were built on the Southeast Sixth Street. William Brickell himself built a grand mansion at Brickell Point in 1906. Several of his children also built impressive homes on Brickell Avenue. Today, the only Brickell structure remaining in Miami is the vacant Brickell Mausoleum.<sup>9</sup>

After her husband's death in 1911, Mary Brickell remained heavily involved in the development of the family land. Although the Brickell Avenue Bridge would not be built until 1928, Mary Brickell, who had more vision than most other developers, built Miami's first divided scenic street.<sup>10</sup> Brickell Avenue would soon become "Millionaire's Row."

#### 4. Suburban Expansion - 1914-1919

When Flagler died in 1913, Miami was cut loose from its father, and although still important, the Flagler interests never again controlled Miami's destiny. Fortunately, other monied interests had their eye on Miami. By 1914, L.T. Highleyman had become the first to make use of the dredge when he filled in a mangrove swamp to create "Point View" off Brickell Avenue.<sup>13</sup> Before long, Frederick H. Rand, Jr., had pumped up land in what he called "Miramar" and was building substantial homes on the bayfront north of what is now N.E. 14th Street.<sup>14</sup>

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During this period, the residential neighborhoods close to downtown Miami were absorbed into an ever-expanding commercial district as people moved to the suburbs of Miramar, Southside, and Riverside. Occasionally, homes and even small offices would be moved from downtown to the suburbs. In 1917 Dr. James M. Jackson moved both his home and office to Southside. Twelfth Street and Avenue "D" were no longer the only fashionable business streets in town. The corner of Eleventh Street and Avenue "C" boasted a new U.S. Post Office and Courthouse, and the neighboring streets were lined with storefronts.

By 1917, Miami had a population of 30,000 and two new skyscrapers, the Ralston Building and McAllister Hotel. Eighty-seven new storefronts were added in one year, and Miami now had one car for every 13 people, partly a result of the opening of the Dixie Highway to Miami in 1915. Miami also had a new trolley system that ran all the way to Buena Vista, pushing development northward.

Like the rest of Miami, Overtown too was growing by leaps and bounds. A thriving Colored Board of Trade encouraged the development of more than 100 black-owned businesses. In one year more than 30 new stores were built, including a modern hotel on the corner of Sixth Street and Avenue "G". The Odd Fellows Hall, which had four storefronts on the first floor, and the Lyric Theater were two of the most impressive.<sup>15</sup> One of the most prominent businessmen in Overtown was D. A. Dorsey, who built his house there around 1914. It is probable that Dorsey amassed the largest real estate holdings ever owned by a black man in Dade County.

The entrance of the United States into World War I postponed the Boom that was beginning in Miami in 1916. When the war was over in 1919, Miami's suppressed momentum was let loose to roar unchecked into the 1920s.

#### 5. The Boom - 1920-1926

Miami's boom with a capital "B" reached its peak in 1925. The years between 1920 and 1925, however, set the stage for what was to come. First, Miami antiquated street system was corrected,

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and the city limits were expanded. A city manager form of government was adopted. Bayfront Park and Biscayne Boulevard were developed on land pumped up from Biscayne Bay. Before long, scaffolding on the new skyscrapers that would create an "instant" metropolis were as common as sunshine. The suburbs were pushed out in all directions, freeing up more and more close-in property for commercial development.

The growing popularity of the automobile fueled Miami's growth in the 1920s. The increased mobility of the population, as well as more money, more jobs, and more leisure time, enabled all classes of people to respond to the brochures promoting the wonders of Miami.

Between 1920 and 1925 the population of the city more than doubled. Prices of land could double or triple in a day during the height of the Boom. Front page stories in major newspapers replaced paid advertisements as the means of promoting South Florida.

As a result of skyrocketing land values, many local institutions, including the Miami Woman's Club and Trinity Episcopal Church, decided to make a profit and use the money to build grand new edifices away from downtown. Residents did the same. Before the Boom was over, almost every residence in Fort Dallas Park, including Julia Tuttle's own home as well as her son Harry's, had been torn down and replaced with a hotel or apartment building.

The single most significant expression of Miami's lifestyle during the Boom was the Mediterranean Revival style architecture that it produced. A description of this phenomenon in From Wilderness to Metropolis says it best:

The style represents all the excess and extravagance of the Roaring Twenties in the Miami area. It is ornate, pompous, and flamboyant like the wealthy industrialists and speculators who built their winter residences on the shores of Biscayne Bay. It is deeply rooted in the Spanish heritage of the Florida peninsula, yet in tune with contemporary national trends. It is a good regional adaptation of an architectural vocabulary removed

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from its original environment by hundreds of years and thousands of miles. But most important it is playful, tossing aside strict adherence to academic dictates, truly meant for "the good life" of a tropical playground...16

Widely divergent building types utilized elements of the Mediterranean Revival style. Perhaps the city's most well-known example is the Miami Daily News Tower (Freedom Tower), designed by Schultz and Weaver in 1925 to replicate the Giralda Tower in Spain. Churches such as Gesu and Central Baptist; theaters such as the Olympia; apartment buildings such as the Pricilla and Martina; and small commercial structures such as the Hahn Building made Miami look as if the Spanish had settled the area after all. The application of Mediterranean Revival elements to utilitarian buildings such as Fire Stations No. 2 and 4 further attests to the broad popularity of this locally important style.

While the Mediterranean Revival was the most popular style during the Boom, some developers sought other means of providing a distinctive image. Some young architects sought a design identity through the use of accepted and nationally recognized architectural styles. The Neo-Classical style was typically used on institutional buildings (Miramar Public School), banks (Citizens Bank and City National Bank Building), and churches (First Church of Christ Scientist).

High-rise buildings in the downtown area adopted variations of the Commercial style. The Ingraham Building was influenced by the Renaissance Revival, while the Security Building adopted the mansard roof of the Second Empire style.

By 1925, Miami really did look like a Magic City, even though it had serious problems. New construction and Miami's love affair with the automobile turned downtown streets into living nightmares. With real estate exchange a way of life, the Dade County Courthouse was woefully inadequate for the volume of business, so a new skyscraper was planned. Speculators, locally known as "Binder Boys," were artificially inflating property values as banks pushed to lend more and more money to less and less stable enterprises.

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The Boom reached its peak in the fall of 1925, but it had done so on too many empty promises. After a railroad embargo in late 1925 and an accident in the harbor in early 1926, real estate prices began to sink and the Boom was cooled considerably. It was not until the killer hurricane of 17 September 1926, however, that the Boom was dealt its final blow.

### 6. The Bust and the Great Depression - 1927-1942

During the early months following the hurricane, building activity continued as Miami cleaned up after the storm. Some projects like the Olympia Theater and Office Building and the Ingraham Building were completed, but others were stopped half finished and remained as skeletons. The Meyer-Kiser Building, which had been severely damaged, was rebuilt without its upper 10 stories.

Within a year it was clear that Miami was in the midst of a serious depression. Fair weather friends left as quickly as they arrived, causing Miami's population to actually decrease for the first time since its founding, 30 years earlier.

The only bright spot in Miami's economy in the late 1920s was the development of Biscayne Boulevard north of 13th Street into the city's newest shopping area. This type of intensive development, whose goal was to create the "Fifth Avenue of the South," was unparalleled in the city's history. Plans for the Boulevard called for a complete shopping center, carefully designed for beauty and comfort, away from the downtown. The Boulevard thus became the forerunner of the modern shopping center, with developers recognizing the increasing importance of the automobile and planning for it.

The new development on Biscayne Boulevard introduced an impressive new architectural style to Miami--Art Deco. The Sears Roebuck and Co. building of 1929 is the earliest known Art Deco style building in Dade County. Burdine's (now a part of the Sears building) and the Shrine Building, an elegant local interpretation of Art Deco architecture, appeared one year later.

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Miami had two other transfusions of capital during the Depression. The Federal government built a beautiful new U. S. Post Office and Courthouse in 1931 in a local adaptation of the Neo-Classical style. The duPont interests (Florida National Bank) purchased the old Halcyon Hotel, tore it down, and built the Moderne style Alfred I. duPont Building. Other Moderne style buildings followed, including the Walgreens Drug Store and the Burdine's Department Store remodeling and addition.

Overtown's commercial district also experienced a resurgence during the 1930s and 1940s. Although much of the area's population lived in substandard housing, the nightclubs and theaters were booming, attracting such entertainers as Billie Holiday, Lena Horne, Louis Armstrong, Marion Anderson, and Nat "King" Cole. N. W. 2nd Avenue became known as "Little Broadway," and earned a growing national reputation. Most of Overtown's religious congregations began the construction of impressive new churches during this period to replace the more modest structures that had been built earlier.

By the late 1930s Miami was beginning to awaken again, ahead of most of the rest of the nation. But by the time the next round of building began, World War II stopped development, and Miami once again awaited the next Miami to emerge.

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# 9. Major Bibliographical References

Please See Continuation Sheet

# 10. Geographical Data

Acreege of nominated property Various-Please See Individual Forms

Quadrangle name Miami

Quadrangle scale 1:24000

UTM References See Individual Forms

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Verbal boundary description and justification

Please See Individual Forms

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

# 11. Form Prepared By

name/title Sarah Eaton/Vicki Welcher - Historic Sites Specialist

organization Bureau of Historic Preservation

date October, 1988

street & number 500 S. Bronough Street

telephone (904) 487-2333

city or town Tallahassee

state Florida 32399-0250

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

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 State Historic Preservation Officer

date October 17, 1988

For NPS use only

I hereby certify that this property is included in the National Register



date 12/28/88

Keeper of the National Register

Attest:

date

Chief of Registration

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14. Ibid., p. 12-13
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