

CENTRAL BROWARD EAST-WEST TRANSIT STUDY

Historic Resources Reconnaissance Survey and Archaeological Resources Desktop Analysis Technical Memorandum



March 2012



JACOBS

CENTRAL BROWARD



TRANSIT STUDY



This page intentionally left blank.

Table of Contents

Executive Summary.....	i
1.0 Introduction.....	1
2.0 Study Description.....	2
2.1 Alternatives.....	3
3.0 Area of Potential Effect.....	7
4.0 Historical Overview.....	21
4.1 European Contact and Colonial Period (ca. 1513–1821).....	21
4.2 The Territorial and Statehood Period (1821–1860).....	23
4.3 Civil War and Post War Period (1860–1898).....	24
4.4 Spanish-American War Period/Turn-of-the-Century (1898–1916).....	26
4.5 World War I and Aftermath Period (1917–1920).....	28
4.6 Florida Boom Period (1920–1930).....	29
4.7 Depression and New Deal Period (1930–1940).....	30
4.8 World War II and the Post War Period (1940–1950).....	31
4.9 Modern Period (1950–Present).....	33
5.0 Florida Master Site File Search and Literature Review.....	35
6.0 Methods.....	43
6.1 Archaeological Field Methods.....	43
6.2 Historic Resources Methods.....	43
7.0 Results.....	44
7.1 Archaeological Resources Results.....	44
7.1.1 Griffin Road (from US 1 to Florida’s Turnpike).....	44
7.1.2 Downtown (from Broward Boulevard at I-95/Tri-Rail to Andrews Avenue at 17 th Street).....	44
7.1.3 SR 7/Broward Boulevard West (SR 7 from I-595 to Broward Boulevard at I-95/Tri-Rail).....	48
7.2 Historic Resources Reconnaissance Survey Results.....	48
7.2.1 National Register–Listed.....	53
7.2.2 Determined National Register-Eligible by SHPO.....	53
7.2.3 Considered National Register-Eligible Based on the Evaluation of the Surveyor.....	56
7.2.4 Locally Designated by the City of Fort Lauderdale.....	64
8.0 Conclusions.....	65
9.0 References.....	67

List of Exhibits

Exhibit 1: Study Area	2
Exhibit 2: Griffin Road Alternative Using University Drive.....	4
Exhibit 3: Griffin Road Alternative Using Davie Road.....	4
Exhibit 4: SR 7/Broward Boulevard Alternative	5
Exhibit 5: Historical APE (Overview Map).....	8
Exhibit 6: Historic APE (Map 1 of 12).....	9
Exhibit 7: Historic APE (Map 2 of 12).....	10
Exhibit 8: Historic APE (Map 3 of 12).....	11
Exhibit 9: Historic APE (Map 4 of 12).....	12
Exhibit 10: Historic APE (Map 5 of 12).....	13
Exhibit 11: Historic APE (Map 6 of 12).....	14
Exhibit 12: Historic APE (Map 7 of 12).....	15
Exhibit 13: Historic APE (Map 8 of 12).....	16
Exhibit 14: Historic APE (Map 9 of 12).....	17
Exhibit 15: Historic APE (Map 10 of 12).....	18
Exhibit 16: Historic APE (Map 11 of 12).....	19
Exhibit 17: Historic APE (Map 12 of 12).....	20
Exhibit 18: Previous Surveys Conducted within the Study APE.....	35
Exhibit 19: Previously Recorded Archaeological Sites within 150 feet of the Study Corridor Centerline.....	39
Exhibit 20: Previously Recorded Historic Resources within 350 feet of the Study Corridor Centerline	40
Exhibit 21: Locations of Significant Historic Resources and Archaeological Sites	47
Exhibit 22: Identified Significant Historic Resources within the APE for the Sunrise Segment (from Sawgrass Mills/BB&T Center to I-595)	49
Exhibit 23: Identified Significant Historic Resources within the APE for the I-595 West Segment (from NW 136th Avenue to University Drive at Nova Drive).....	49
Exhibit 24: Identified Significant Historic Resources within the APE for the SR 7/Broward Boulevard West Segment (SR 7 from I-595 to Broward Boulevard at I-95/Tri-Rail)	49
Exhibit 25: Identified Significant Historic Resources within the APE for the Downtown (from Broward Boulevard at I-95/Tri-Rail to Andrews Avenue at 17th Street) Segment	50
Exhibit 26: Identified Significant Historic Resources within the APE for the Griffin Road (From US 1 to Florida's Turnpike) Segment	50
Exhibit 27: Identified Significant Historic Resources within the APE for the NW 4th Avenue/Perimeter Road (from 17th Street at Andrews Avenue to NW 4th Avenue to Perimeter Road at Griffin Road) Segment.....	51
Exhibit 28: Identified Significant Historic Resources within the APE for the Andrews Avenue/US 1 (from Andrews Avenue at 17th Street to US 1 at Griffin Road Segment	51

Exhibit 29: Identified Significant Historic Resources within the APE for the Griffin Road (from University Drive to Florida's Turnpike) Segment.....	51
Exhibit 30: Identified Significant Historic Resources within the APE for the University Drive (from Nova Drive to Griffin Road) Segment	52
Exhibit 31: Identified Significant Historic Resources within the APE for the Davie Road South (from Nova Drive to Griffin Road) Segment	52
Exhibit 32: Identified Significant Historic Resources within the APE for the Davie Road North (from Nova Drive to I-595) Segment	52
Exhibit 33: Identified Significant Historic Resources within the APE for the I-595 East (from Davie Road to SR 7) Segment	52
Exhibit 34: Old Davie School/6650 Griffin Road (8BD1438), Facing Southwest	53
Exhibit 35: Dixie Water Plant/1500 S SR 7 (8BD166), Facing Southeast	53
Exhibit 36: Representative Streetscape View within the Fort Lauderdale Historic District (8BD181), Facing Southwest at Himmarshee Street	54
Exhibit 37: North New River Canal (8BD3279), Facing West	54
Exhibit 38: South New River Canal (8BD4153), Facing Southwest to the West of Florida's Turnpike	55
Exhibit 39: Fort Lauderdale Armory/400 SW 24th Street (8BD4180), Facing South	55
Exhibit 40: Ocean Waterway Mobile Home Park/1500 Old Griffin Road (8BD148), Facing Southeast at the Corner of Eleuthera Drive and Highborne Lane	56
Exhibit 41: 500 NW 2nd Street (8BD1396), Facing Southwest	56
Exhibit 42: Seaboard Air Line Railroad Station/200 SW 21st Terrace (8BD1452), Facing Southeast	57
Exhibit 43: Bob Roth's New River Groves/5660 Griffin Road (8BD3992), Facing Southeast	57
Exhibit 44: FEC Railway (8BD4087), Facing South at Broward Boulevard	58
Exhibit 45: Representative Streetscape View within the Sailboat Bend Historic District (8BD4428)	58
Exhibit 46: Dr. Kennedy Homes/1004 West Broward Boulevard (8BD4458), Facing Northeast from Palm Avenue	59
Exhibit 47: Fort Lauderdale Police, Jail, and Court Building/1300 West Broward Boulevard (8BD4550), Facing Southeast	59
Exhibit 48: Seaboard Air Line (CSX) Railroad (8BD4649), Facing Southwest at Oakland Park Boulevard	60
Exhibit 49: 3501 W Broward Boulevard, Facing North	60
Exhibit 50: Representative Streetscape View within Melrose Park Historic District	61
Exhibit 51: Wells Fargo Bank/1710 S Andrews Avenue, Facing Southeast	61
Exhibit 52: Davie Woman's Club, Facing North	62
Exhibit 53: 4533 SW 65th Avenue, Facing Southwest	62
Exhibit 54: Spyke's Grove/7250 Griffin Road, Facing Southeast	63
Exhibit 55: Davie Water Plant/3790 Davie Road, Facing Southeast	63
Exhibit 56: William Taylor Home/1401 SW 1st Street, Facing North	64



Appendices

Appendix A: Survey Log

Appendix B: Location of Study Corridor Centerline Relative to the City of Fort Lauderdale Archaeologically Significant Zones and Locally Designated Historic Properties

Appendix C: Location of Study Corridor Centerline Relative to the Broward County Archaeological Zones

This page intentionally left blank.

Executive Summary

This historic resources reconnaissance survey and archaeological resources desktop analysis of the proposed alternatives for the Central Broward East-West Transit Study (CBEWTS) in Broward County, Florida was undertaken at the request of the Florida Department of Transportation (FDOT), District 4, by Janus Research. This assessment was designed and implemented to comply with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective January 2001); Chapter 267, *Florida Statutes*; Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Historic Preservation Compliance Review Program* (November 1990), *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 12 (*Archaeological and Historical Resources*) of the FDOT *Project Development and Environment Manual* (revised, January 1999). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

This study was performed to provide preliminary cultural resource information to assist in the avoidance of resources listed in, determined eligible, or considered eligible for the National Register. This document includes the results of the reconnaissance survey and background research, and identifies the cultural resources within the study area of potential effect (APE) that have been listed in the National Register or are considered eligible for the National Register, according to the criteria set forth in 36 CFR Section 60.4.

The historic resources reconnaissance survey resulted in the identification of 23 significant historic resources. These include one National Register-listed historic resource, Old Davie School/6650 Griffin Road (8BD1438); five resources which have been determined eligible by the State Historic Preservation Officer (SHPO) for listing in the National Register (8BD166, 8BD181, 8BD3279, 8BD4153, and 8BD4180); and 16 resources which are considered National Register-eligible, eight of which are previously recorded (8BD148, 8BD1452, 8BD3992, 8BD4087, 8BD4428, 8BD4458, 8BD4550, and 8BD4649) and eight of which have not been recorded; and one City of Fort Lauderdale locally designated resource which does not appear eligible for listing in the National Register.

The National Register-listed resource is:

- Old Davie School/6650 Griffin Road (8BD1438)

The resources which have been determined National Register-eligible by SHPO are:

- Dixie Water Plant/1500 S SR 7 (8BD166)
- Fort Lauderdale Historic District (8BD181)
- North New River Canal (8BD3279)
- South New River Canal (8BD4153)
- Fort Lauderdale Armory/400 SW 24th Street (8BD4180)

The resources which are considered National Register-eligible based on the evaluation of the surveyor are:

- Ocean Waterway Mobile Home Park/1500 Old Griffin Road (8BD148)
- 500 NW 2nd Street (8BD1396)
- Seaboard Air Line Railroad Station/200 SW 21st Terrace (8BD1452)
- Bob Roth's New River Groves/5660 Griffin Road (8BD3992)
- Florida East Coast (FEC) Railway (8BD4087)
- Sailboat Bend Historic District (8BD4428)
- Dr. Kennedy Homes/1004 W Broward Boulevard (8BD4458)
- Fort Lauderdale Police, Jail, and Court Building/1300 W Broward Boulevard (8BD4550)
- Seaboard Air Line (CSX) Railroad (8BD4649)
- 3501 W Broward Boulevard
- Melrose Park Historic District
- Wells Fargo Bank/1710 S Andrews Avenue
- Davie Woman's Club
- 4533 SW 65th Avenue
- Spyke's Grove/7250 Griffin Road
- Davie Water Plant/3790 Davie Road

The resource which is locally designated, but not considered eligible for listing in the National Register is:

- William Taylor Home/1401 SW 1st Street

A search of FMSF and Broward County data identified four archaeological sites (8BD2905, 8BD2906, 8BD2915, 8BD3208) located within or directly adjacent to the segments. The proposed alternatives also intersect four Broward County Archaeological Zones.

Once a Preferred Alternative is selected, a comprehensive Cultural Resource Assessment Survey (CRAS), which will identify and document historic and archaeological resources located within the APE, will be necessary. Further documentation of National Register-eligible resources may be necessary at this time as well.

1.0 Introduction

This historic resources reconnaissance survey and archaeological resources desktop analysis for the Central Broward East-West Transit Study (CBEWTS) in Broward County, Florida was undertaken at the request of the Florida Department of Transportation (FDOT) District Four, by Janus Research. This assessment was designed and implemented to comply with Section 106 of the *NHPA of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective January 2001); Chapter 267, *Florida Statutes*; Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); and the minimum field methods, data analysis, and reporting standards embodied in the FDHR's *Historic Preservation Compliance Review Program* (November 1990), *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 12 (*Archaeological and Historical Resources*) of the *FDOT Project Development and Environment Manual* (revised, January 1999). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

The FDOT District Four, in partnership with the Broward Metropolitan Planning Organization (MPO), Broward County Transit (BCT) and the South Florida Regional Transportation Authority (SFRTA), is conducting the CBEWTS. The CBEWTS includes an analysis of premium transit (bus rapid transit or rail) alternatives that improve east-west mobility in the central Broward County study area. The proposed alternatives would provide bus rapid transit or rail service from the Sawgrass Mills Mall/BB&T Center (formerly the Bank Atlantic Center) in the City of Sunrise to the Fort Lauderdale-Hollywood International Airport, providing connections along the way to major activity centers, as well as two connections to Tri-Rail at the Fort Lauderdale (Broward Boulevard) and the Fort Lauderdale-Hollywood International Airport (Griffin Road) stations. The Study is also considering connections to proposed passenger service on the South Florida East Coast Corridor and the Downtown Fort Lauderdale Wave circulator.

This Study was performed to provide preliminary cultural resource information to assist in the avoidance of resources listed in, determined eligible, or considered eligible for the National Register. This document includes the results of the reconnaissance survey and background research, and identifies the cultural resources within the study APE that have been listed in the National Register or are considered eligible for the National Register, according to the criteria set forth in 36 CFR Section 60.4.

Principal investigators meet the minimum qualifications for archaeology, history, architecture, architectural history, or historic architecture contained in 36 CFR 61 (*Procedures for Approved State and Local Historic Preservation Programs*, Appendix A, Professional Qualifications Standards). Archaeological investigations were conducted under the direction of Kathleen Hoffman, Ph.D. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

2.0 Study Description

The Florida Department of Transportation, District Four, in partnership with the Broward MPO, BCT, and the SFRTA, is conducting the Central Broward East-West Transit Study. The scope of this Study is to complete an analysis of premium transit (bus rapid transit or rail) alternatives that improve east-west mobility in the study area. The study area, in central Broward County, extends from Oakland Park Boulevard to the north, the Sawgrass Expressway/I-75 to the west, Stirling Road and Griffin Road to the south and the Intracoastal Waterway/Port Everglades to the east, as illustrated in Exhibit 1.

Exhibit 1: Study Area



The alternatives to be analyzed would provide premium transit (bus rapid transit or rail) service from the Sawgrass Mills Mall/BB&T Center in the City of Sunrise to the Fort Lauderdale-Hollywood International Airport, providing connections along the way to major activity centers including the Sawgrass International Business Park, Plantation Midtown, the South Florida Education Center, and Downtown Fort Lauderdale, as well as two connections to Tri-Rail at the Fort Lauderdale (Broward Boulevard) and the Fort Lauderdale-Hollywood International Airport (Griffin Road) stations. The Study is also considering connections to proposed passenger service on the South Florida East Coast Corridor and the downtown Fort Lauderdale Wave circulator. The length of the corridor is approximately 21 miles.

The central Broward corridor has many transportation challenges and opportunities. The following is a sampling of the corridor issues that are considered by this Study:

- Recurring congestion on segments of I-595, reaching level of service (LOS) F conditions much sooner than originally anticipated;
- Recurring congestion on segments of I-95 and Florida's Turnpike;
- For many trips within the corridor, there are few viable alternatives to the private automobile;
- High capacity transit service is predominately north-south and does not adequately address east-west travel nor adequately serve suburban employment centers;
- Lack of access and mobility within the corridor constrains economic development and redevelopment.
- Anticipated population and employment growth is expected to exacerbate the problems described above.

2.1 Alternatives

The Build Alternatives have proposed alignments beginning at the Sawgrass Mills Mall/BB&T Center, to the west, then travel south to I-595 through the Sawgrass International Corporate Park. Once through the Sawgrass International Corporate Park, the alignments run east, following the I-595 corridor to University Drive. For each Build Alternative, this portion is proposed to be rapid bus/Bus Rapid Transit (BRT).

In the eastern portion of the study area all the Build Alternatives will have the same alignment. From the Fort Lauderdale Tri-Rail Station to downtown Fort Lauderdale the alignment is on Broward Boulevard. The alignment heads south on Andrews Avenue to SW 2nd Street where it travels east to NE 3rd Avenue. The alignment uses the bridge on NE 3rd Avenue to cross the New River and continues south to SE 7th Street providing service to the Broward County Judicial Center. The alignment travels west on SE 7th Street to Andrews Avenue where it travels south to provide service to the Broward General Medical Center and then uses SE 30th Street to access Federal Highway. At Griffin Road the alignment turns west and travels to the Fort Lauderdale-Hollywood International Airport Tri-Rail Station. This eastern portion of the alignment will utilize Broward Boulevard, Andrews Avenue, SW 2nd Street, NE 3rd Avenue, SE 7th Street, SE 30th Street, and Federal Highway. An option is being considered that would utilize Perimeter Road, NW 4th Avenue, and SE 17th Street instead of Federal Highway and SE 30th Street to connect to Andrews Avenue from the south. For this eastern portion of the corridor, modern streetcar will be considered. The Build Alternatives have different options in the middle section of the alignment between University Drive and I-95 detailed below.

There are three Build Alternatives that diverge at University Drive and converge at the Tri-Rail Stations, near I-95. These different alignments are described as follows and shown in Exhibits 2, 3, and 4:

- One alternative, as shown in Exhibit 2, continues south from the I-595 corridor to Griffin Road, using University Drive. This alternative continues east on Griffin Road to the Fort Lauderdale-Hollywood International Airport Tri-Rail Station where it meets the eastern portion of the alignment. For this alignment, both rapid bus/BRT and modern streetcar will be considered.
- The second alternative, as shown in Exhibit 3, leaves the I-595 corridor at University Drive where it travels south to Nova Drive then turns east to Davie Road. At Davie Road the alignment turns south and travels to Griffin road where it turns east and continues to the Fort Lauderdale-Hollywood International Airport Tri-Rail Station where it meets the eastern portion of the alignment. For this alternative, both rapid bus/BRT and modern streetcar will be considered.
- The third alternative, as shown in Exhibit 4, leaves the I-595 corridor, heading south on University Drive to Nova Drive where it turns east and travels to Davie Road. At Davie Road, the alignment turns north and re-enters the I-595 corridor and continues east to SR 7. At SR 7, the alignment travels north to Broward Boulevard then continues east to the Fort Lauderdale Tri-Rail Station on Broward Boulevard, where it meets the eastern portion of the alignment. For this alternative, only rapid bus/BRT will be considered.

Exhibit 2: Griffin Road Alternative Using University Drive



Exhibit 3: Griffin Road Alternative Using Davie Road



Exhibit 4: SR 7/Broward Boulevard Alternative



This page intentionally left blank.

3.0 Area of Potential Effect

For this reconnaissance survey and desktop analysis, an APE was determined by evaluating the type of improvements under consideration and the possible effects these improvements could have on historic resources. The APE determination also considered the character of the study area. The potential effects from this proposed project may include visual, noise, traffic, light, and vibration. Previous cultural resource assessment studies have shown that potential visual effects are the most far-reaching of the effects mentioned. However, for this Study, the extent of the noise effects are also considered. The APE for this Study was defined as the area within which potential visual and/or noise effects for the improvement could be assessed.

The APE for historic resources was variable dependent upon the type of transit proposed. The APE included 350 feet from the centerline of the proposed improvements in areas where rail transit alternatives are proposed, and 150 feet from the centerline of the proposed improvements in areas where premium alternatives are proposed. A larger APE was chosen for areas where rail transit alternatives are proposed in order to account for potential noise, vibration, and any potentially necessary right-of-way acquisition. The APE premium bus alternatives were limited to the area immediately adjacent to the proposed alignments, as the anticipated impacts are primarily visual. The proposed alignments have been divided into 13 segments which are illustrated on Exhibit 5, the APE overview map. Exhibits 6 through 17 show a more detailed view of the APE.

Exhibit 5: Historical APE (Overview Map)

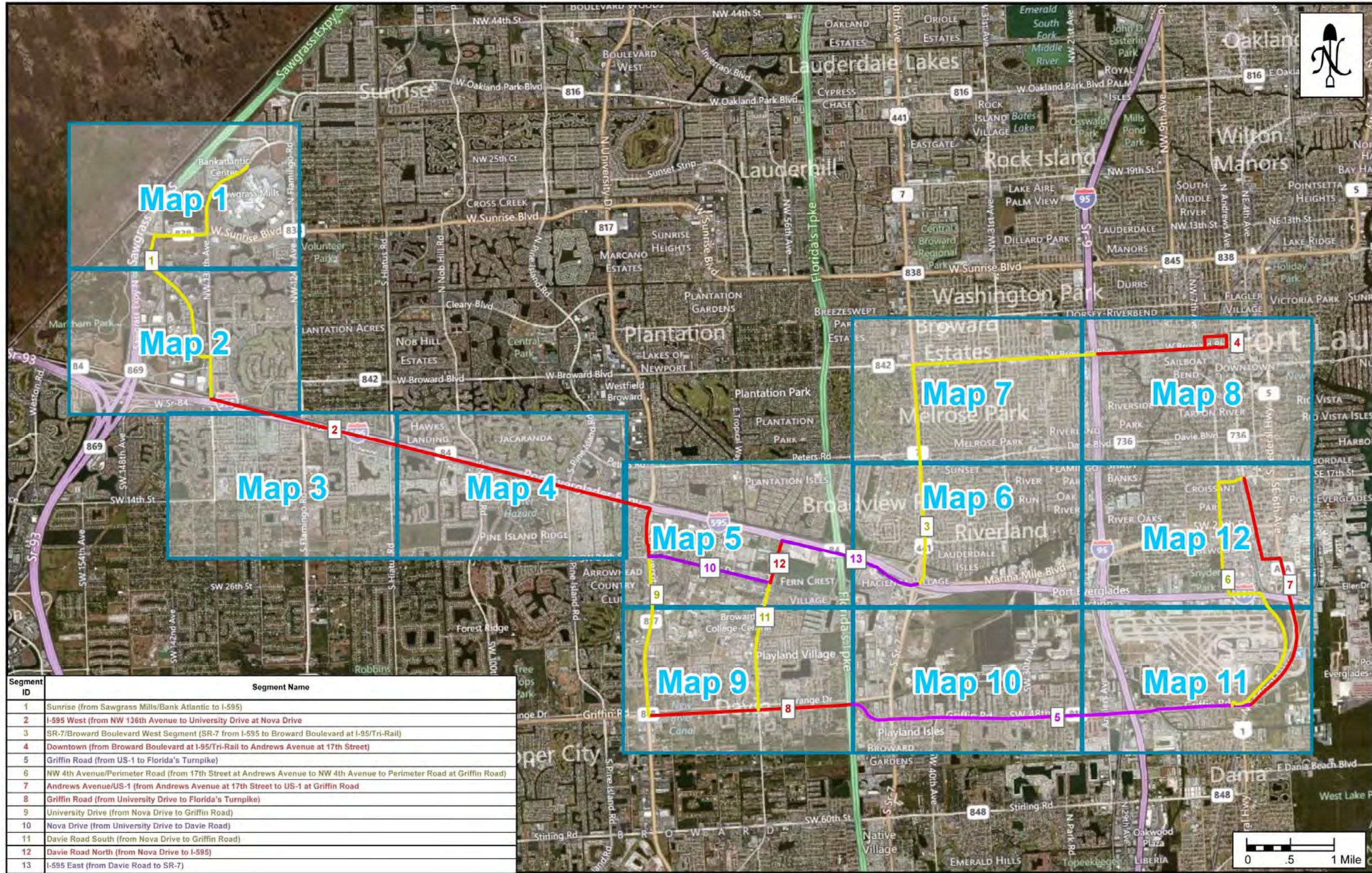


Exhibit 6: Historic APE (Map 1 of 12)

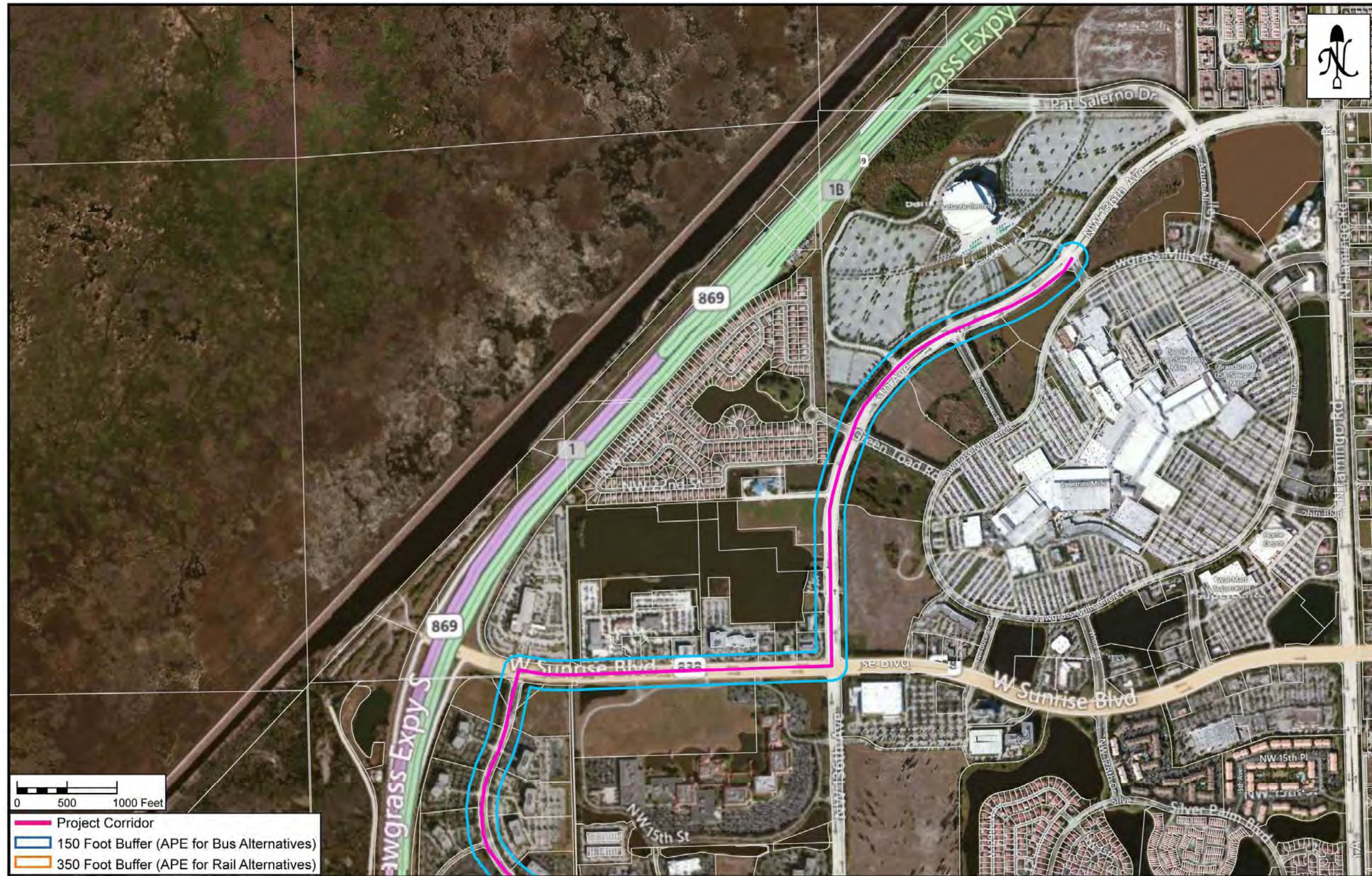


Exhibit 7: Historic APE (Map 2 of 12)

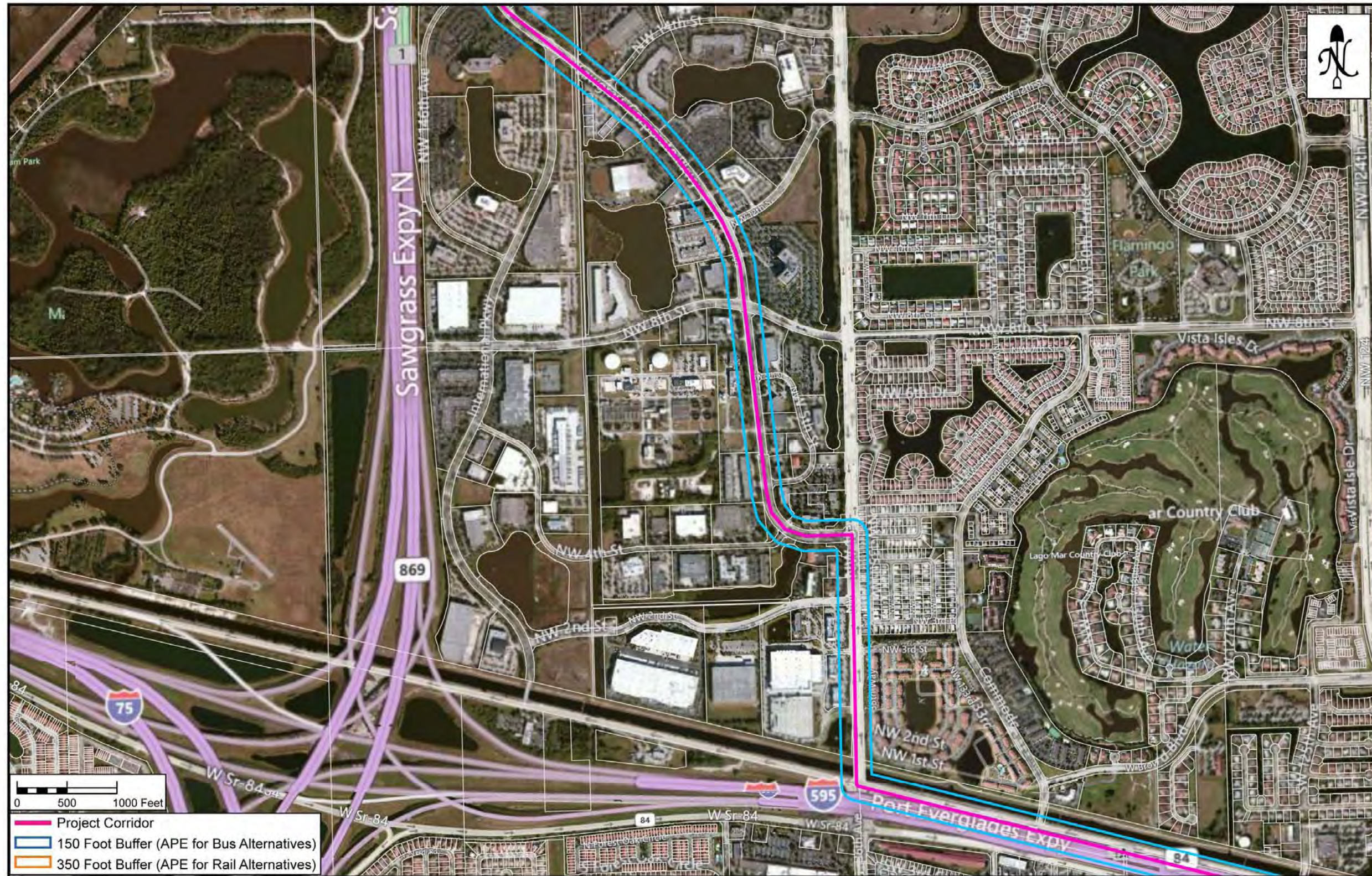


Exhibit 8: Historic APE (Map 3 of 12)

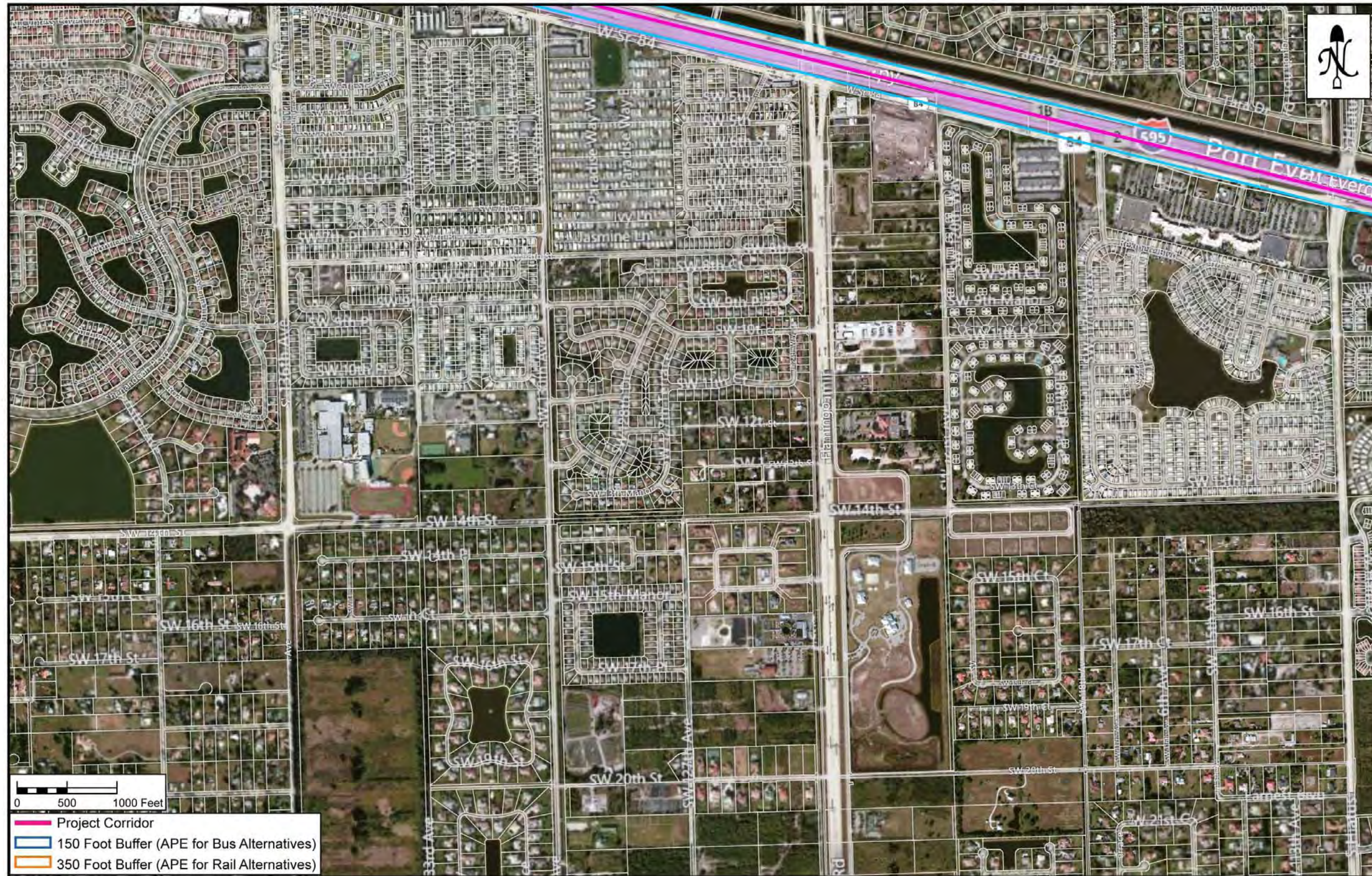


Exhibit 9: Historic APE (Map 4 of 12)

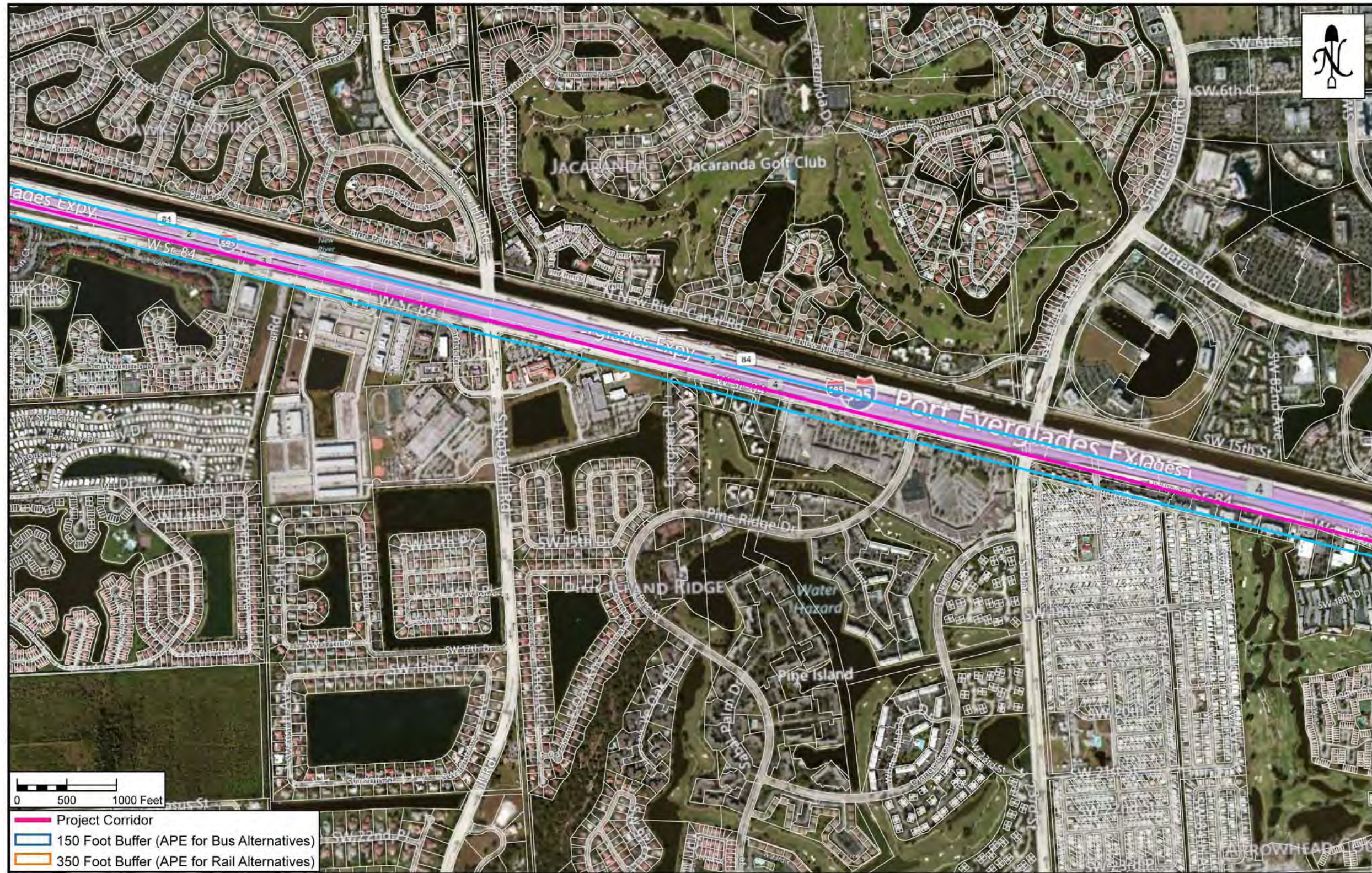


Exhibit 10: Historic APE (Map 5 of 12)



Exhibit 12: Historic APE (Map 7 of 12)

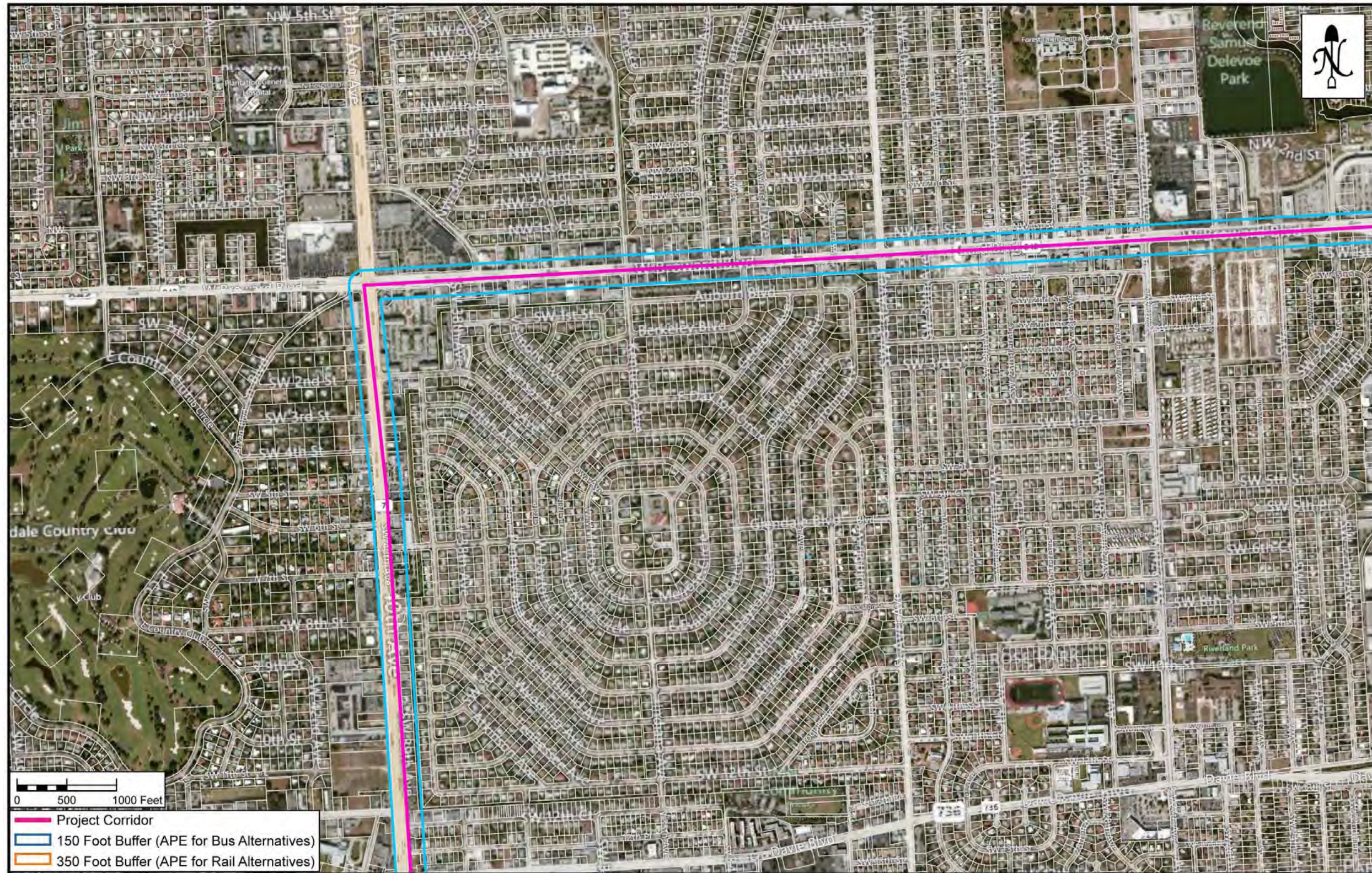


Exhibit 14: Historic APE (Map 9 of 12)

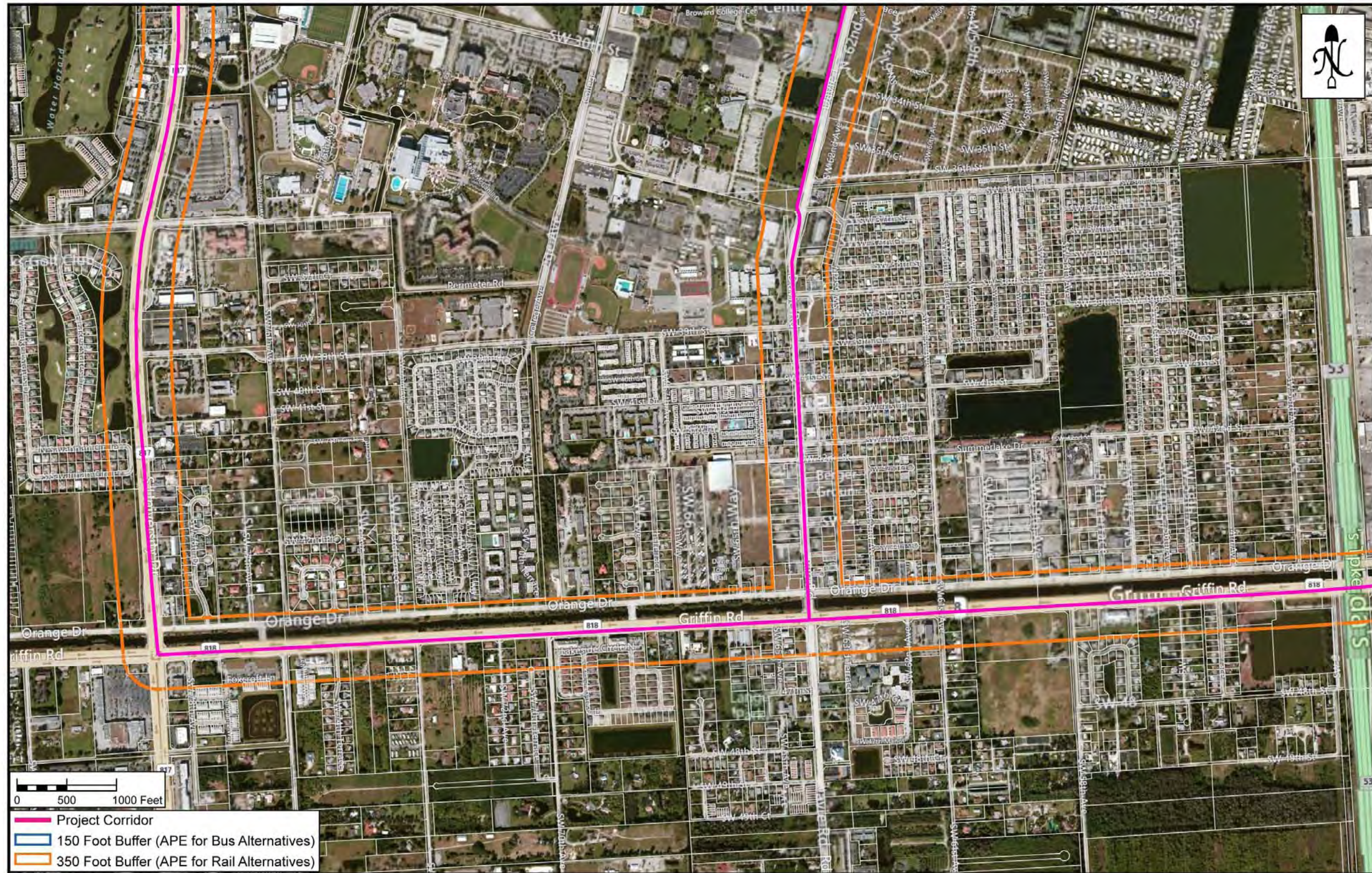


Exhibit 15: Historic APE (Map 10 of 12)

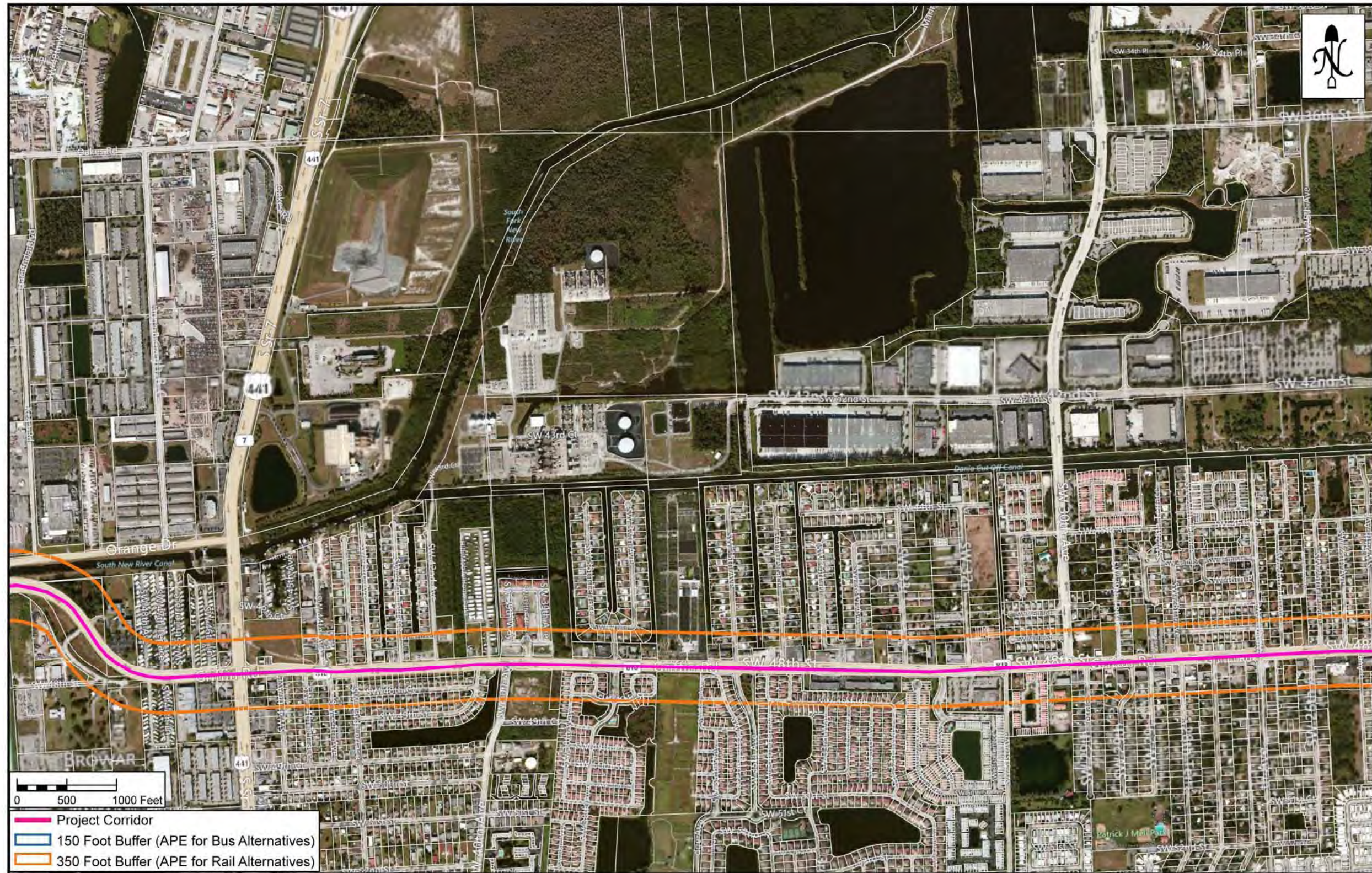


Exhibit 16: Historic APE (Map 11 of 12)

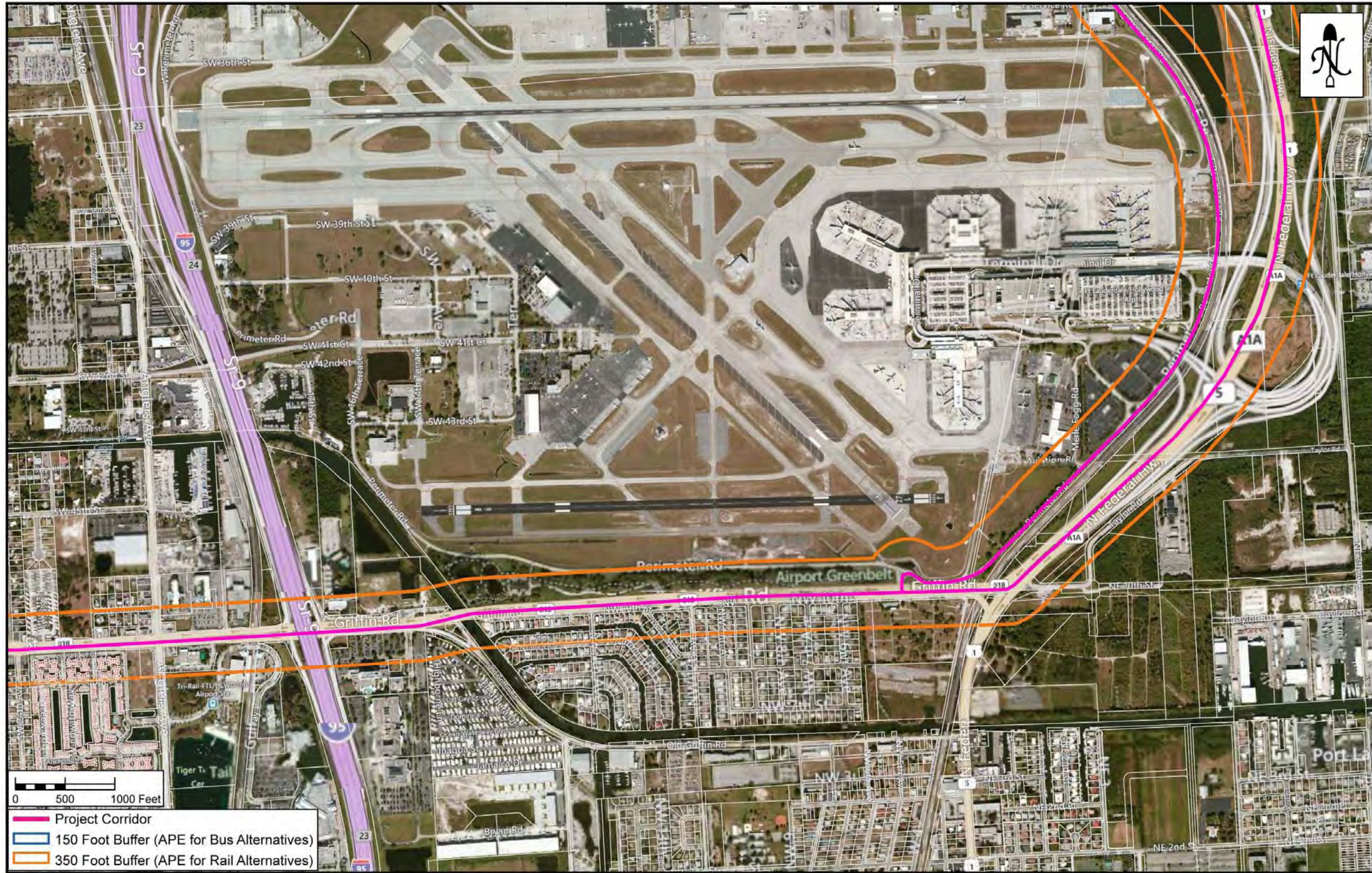
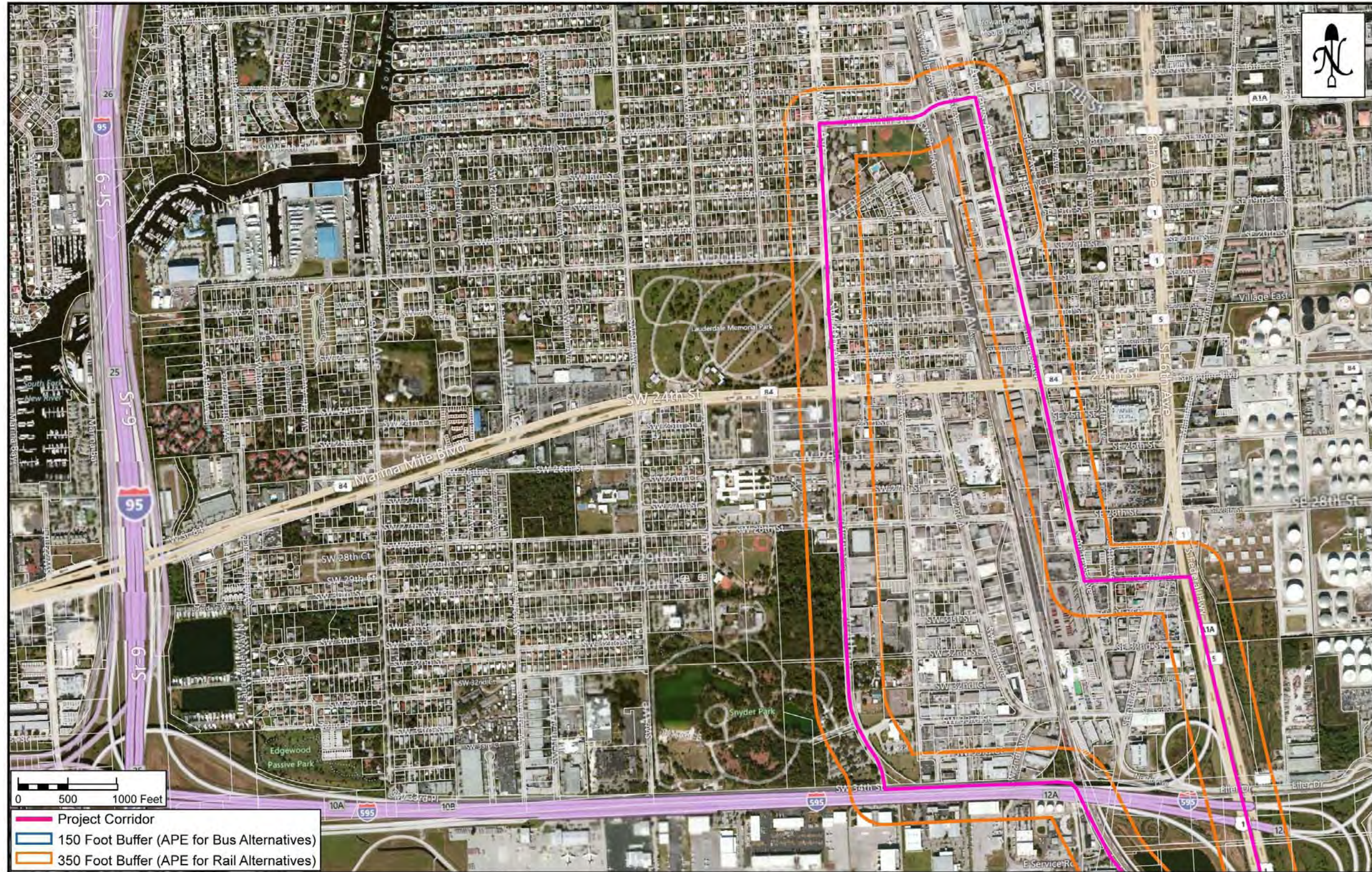


Exhibit 17: Historic APE (Map 12 of 12)



4.0 Historical Overview

The following overview traces the historical development of the general study area from the European settlement through the twentieth century. The intent of this historical overview is to serve as a guide to field investigations by identifying the possible locations of any resources within the study APE and to provide expectations regarding the potential historic significance of any such resources.

4.1 European Contact and Colonial Period (ca. 1513–1821)

The earliest contact between the native populations and the Europeans occurred through slave hunting expeditions. “Slaving expeditions,” which provided workers for the mines of Hispaniola and Cuba, were not recorded in official documents as the Spanish Crown prohibited the enslavement of Caribbean natives. Evidence of these slave raids comes from the familiarity with the Florida coast stated by navigators of the earliest official coastal reconnaissance surveys (Cabeza de Vaca 1542: Chapter 4). The hostile response of the native population to expeditions during the 1520s may confirm this hypothesis.

Official credit for the European discovery of Florida belongs to Juan Ponce de León, whose voyage of 1513 took him along the eastern coast of the peninsula (Tebeau 1971:21). He is believed to have sailed as far north as the mouth of the St. Johns River before turning south, stopping in the Cape Canaveral area and possibly at Biscayne Bay. The expedition then continued southward; following the Florida Keys, making contact with the local Tequesta people en route before turning to the northwest, where they encountered the Calusa along the southwestern Gulf Coast. Other Spanish explorers followed Juan Ponce de León, and over the next 50 years the Spanish government and private individuals financed expeditions hoping to establish a colony in “La Florida.” In 1565, King Philip II of Spain licensed Pedro Menéndez de Avilés to establish a settlement in St. Augustine, Florida. Between 1565 and 1566, Menéndez sailed along the Florida coast placing crosses at various locations and leaving Spaniards “of marked religious zeal” to introduce Christianity to the Native American people (Gannon 1965:29). Settlements with associated missions were established at St. Augustine, San Mateo (Ft. Caroline) and Santa Elena, and smaller outposts and missions were located in Ais, Tequesta, Calusa, and Tocobaga territory (Gannon 1965:29).

Jesuit missions were established in what are now referred to as the Central Peninsular Gulf Coast and Glades archaeological regions, including the mission of Carlos at Charlotte Harbor, the mission of Tocobaga at Tampa Bay, and a mission at a Tequesta village at the mouth of the Miami River. In March of 1567, Menéndez sailed into the Bay of Tocobaga (now Old Tampa Bay) with a group of 30 soldiers, Captain Martinez de Coz, and Fray Rogel. The mission was established at the village of the cacique known as Tocobaga and consisted of 24 houses (Velasco 1571:161). It was abandoned in January of 1568 due to the hostility of the Native Americans (Solis de Meras 1964:223–230). This Jesuit mission represented the final Spanish attempt to colonize the region.

In 1567, Brother Francisco Villareal was sent to one of the large Tequesta villages located on Biscayne Bay. In 1568, a skirmish between the Spanish soldiers and the Tequesta Indians temporarily closed the mission. By the end of 1568, the Tequesta were willing to reopen the mission, largely due to the work of Don Diego, a Tequesta who had visited Spain. Despite zealous attempts, the native groups in Florida continued to resist conversion, and in 1572 Jesuit authorities decided to abandon their missionary efforts in Florida.

Undaunted, Menéndez turned his attention to another order, the Franciscans, and entreated them to send priests. The Franciscan mission effort was most successful in the northern areas of Florida. One possible reason may have been differences in Native American settlement patterns and economies. According to Milanich (1978:68), the failure of the Spanish missions among the southern Florida native populations was due partially to the groups' subsistence pattern, which required seasonal movement for maximum resource exploitation. Consequently, for the remainder of the First Spanish period (1565–1763), southern Florida was virtually ignored as the Spanish concentrated their efforts in the northern half of the peninsula.

Another attempt to build a mission in southeastern Florida took place nearly 150 years after the establishment of St. Augustine. Because it was in Spain's best interest to maintain control along the Florida coastline and alliances with the native groups inhabiting the coast, a missionary effort was supported in the Biscayne Bay area (Parks 1982:55–65). Father Joseph María Monaco and Joseph Xavier Alaña were sent from Cuba in 1743, and arrived at a Native American village located at the mouth of the Miami River. The village did not appear any more receptive towards accepting Christianity than before. After Joseph Xavier Alaña conveyed this to the Governor of Cuba, the mission was closed, and the fort they had erected was destroyed to prevent its fall into hostile hands (Parks 1982:55–65). Although the Spanish were resigned to the fact that missionization and settlement of South Florida came at too high a price, they did strive to maintain good relations with the various native people who lived in the area.

By the beginning of the eighteenth century, the Native American population of South Florida had declined considerably as a result of disease, slave raids, intertribal warfare, and attacks from a new group of Native Americans, the Seminoles. The Seminoles, descendants of Creek Indians, moved into Florida during the early eighteenth century to escape the political and population pressures of the expanding American colonies to the north (Wright 1986:218).

During the eighteenth century, Cuban fishermen had established seasonal fishing camps or ranchos along the Gulf coast. These fishermen were engaged in catching mullet and drying them for sale in the Havana markets. By the early nineteenth century, Native Americans were often employed as workers in these "ranchos pescados," which is probably why they were called "Spanish Indians" in Anglo-American documents (Wright 1986:219).

By the end of the eighteenth century, the Seminoles had become the dominant Native American group in the state. Groups of fugitive African American slaves also had settled among the Seminoles by the early nineteenth century (Brown 1991:5–19). Armed conflict with pioneers, homesteaders, and eventually the United States Army resulted in the removal of most of the Seminoles from Florida. This action forced the withdrawal of the remaining Seminole population to the harsh environment of the Everglades and Big Cypress Swamp by the late nineteenth century.

The first known non-Indian residents of what is now Fort Lauderdale were the Charles Lewis family, who arrived from the Bahamas with the British adventurer William Augustus Bowles in the late eighteenth century. Bowles tried to establish a sovereign nation of the native Creek Indians, and Lewis established a plantation along the New River. In 1810, the Spanish government awarded nobleman Juan Arrambide a huge land grant extending from New River south to Biscayne Bay. Arrambide developed

this land as a lumber source and, in the process, introduced black slaves to the region (Historic Property Associates 1995:28–29).

4.2 The Territorial and Statehood Period (1821–1860)

In 1821, after several years of negotiations with Spain, the U.S. acquired Florida as a territory. The population of the territory at that time was still centered in the northern areas around Pensacola, St. Augustine, and Tallahassee. By 1830, the New River Settlement included approximately 60 to 70 inhabitants. The leader of the settlement was William Cooley. Richard Fitzpatrick established plantation practices on his property (Historic Property Associates 1995:29–30). His assistant was Stephen Russell Mallory, who traveled from Key West to the New River area in 1830 and established a plantation in the Fort Lauderdale vicinity. Only there 12 months, he spent his time fishing, hunting and learning woodcraft from the Seminoles, who fished around the coast (Kemper 1981:4–6). In 1840, a skirmish occurred between the Seminoles and a small command of soldiers near the West Lake tract (Kemper 1981:4). Apparently, the Indians fired on two boats under the command of Lieutenant Rankin. The Indians were pursued inland but were not apprehended.

As more European-American settlers moved into the region, conflicts arose with the Seminole people over available land. Pressure began to bear upon the government to remove the Seminoles from northern Florida and relocate them farther south. The Treaty of Moultrie Creek (1823) restricted the Seminole people to approximately four million acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 1967:Rear foldout map). The Seminoles did not approve of this treaty because they were reluctant to move from their established homes to an area that they felt could not be cultivated. Other treaties soon followed such as Payne’s Landing (1832) and Fort Gibson (1833), which called for Seminole emigration to the western territories (Mahon 1967:75–76, 82–83). These treaties fostered Seminole resentment of settlers that would culminate in the Second Seminole War in 1835.

During the Second Seminole War, the area around Lake Tohopekaliga was a Seminole stronghold. They kept their cattle in the woods around the lake and retreated into the cypress swamp west of the lake at the approach of soldiers (Mahon 1967; Sprague 1964; Moore-Willson 1935). Tohopekaliga means “Fort Site” and the lake was so named because the islands within the lake housed the forts and stockades of the Seminoles (Moore-Willson 1935:29).

In January 1837, General Jesup’s men encountered the Seminoles near the “Great Cypress Swamp.” The soldiers drove the Indians into the swamp, across the “Hatcheelusteell” and into even more dense swamp (Sprague 1964:172). On the 28th of January, the army “moved forward and occupied a strong position on Lake Tohopekaliga, within a few miles of the point at which the Cypress Swamp approaches it, where several hundred head of cattle were taken” (Sprague 1964:172). Hetherington (1980:3), citing Major Edward Keenan, a “noted authority on the Seminole Wars,” believes that General Jesup’s base camp was located in the vicinity of the present-day Kissimmee Airport. The “Great Cypress Swamp” and “Hatcheelusteell Creek” referred to by Sprague (1964) are now called Reedy Creek Swamp and Reedy Creek (MacKay and Blake 1839; Mahon 1967: Rear fold out map; USGS Lake Tohopekaliga Quadrangle Map 1953; Hetherington 1980:3).

At the beginning of the Second Seminole War, the conflict was centered near the Withlacoochee region. In 1838, U.S. troops moved south to pursue the retreating Seminoles into the Lake Okeechobee and Everglades regions. Colonel Zachary Taylor was sent to the area between the Kissimmee River and Peace Creek. Colonel Persifor Smith and his volunteers were dispatched to the Caloosahatchee River, and U.S. Navy Lt. Levi N. Powell was assigned the task of penetrating the Everglades (Mahon 1967:219–220). Powell's detachment had several skirmishes with Seminole people near Jupiter Inlet. Powell established a depot on the Miami River and erected Fort Dallas in the approximate location of present-day downtown Miami. For three months, Fort Dallas was a base of operations as Powell led his men into the Everglades in search of the Seminoles (Gaby 1993:47).

Following the Second Seminole War, the New River settlement was brought to an end. Seminoles massacred Cooley's family in 1836 and the settlers fled to Cape Florida. In March 1838, Major William Lauderdale of the Tennessee Volunteers and his troops constructed an outpost near New River called Fort Lauderdale, which was later replaced by two other forts. The Third Seminole war in 1855 was fought primarily in other parts of the state, but some troops did visit New River (Historic Property Associates 1995:32–35).

The Second Seminole War had a deleterious effect on new settlement in Florida. To encourage settlement in the middle portion of the territory after the war, the Armed Occupation Act of 1842 offered settlers 160 acres of land at no cost, provided they built a house, cleared five acres, planted crops, and resided on the land for five years. Any head of a family or single man over 18 years of age and able to bear arms, was eligible to receive a homestead. This act, plus the end of the Second Seminole War, created a small wave of immigration by Anglo-American pioneers to central Florida. Most of these immigrants were Anglo-American farmers and cattle ranchers, or "crackers," from the southeastern United States (Gaby 1993).

4.3 Civil War and Post War Period (1860–1898)

With the beginning of the Civil War, cattle were needed to help feed the Confederate Army. Herds from as far south as central Florida were driven to railheads near the Georgia border. However, cattle ranchers discovered they could sell their herds in Cuba for a greater profit and began dealing with blockade-runners. The Union attempted to stop all shipping from Florida ports, but blockade-runners were too abundant. Cattle ranchers from all over Florida drove their cattle to Punta Rassa to be shipped to Cuba for payment in Spanish gold. Jacob Summerlin, a successful cattle rancher from the Fort Meade area, gave up his contract with the Confederate government to supply cattle and in 1863 teamed up with James McKay from the Tampa area. McKay, a successful and daring blockade-runner, supplied the schooners and Summerlin the cattle. It is not known how many cattle were shipped from the port during the Civil War. However, after the war as cattle continued to be shipped; it is reported that in the decade between 1870 and 1879, more than 165,000 head were shipped (Grismer 1949).

The New River region was sparsely settled during the Civil War. A Miami Unionist who served as a gunboat pilot, Isaiah Hall, and his family lived there after being driven from the Miami area by Confederate sympathizers (Historic Property Associates 1995:35). In 1868, hog farmer and beachcomber John J. "Pig" Brown settled on New River with his family, as well. Brown was elected to the Florida Legislature in 1876 and never returned from Tallahassee. During the same time, the United States Life Saving Service established 10 Government Houses of Refuge for shipwrecked sailors along the uninhabited eastern coastline, and the first permanent white settler in present day Fort Lauderdale came to the area in 1876 to

occupy one of the cabins (Nance 1962:334). At this time, the population center of present-day Broward County was Pine Island, west of present-day Davie. Approximately 30 Seminole families cultivated gardens and roamed the Everglades in search of game (McGoun n.d.).

Concern for future settlement created survey activity in Broward County. It had already been surveyed in 1845, but in 1870 many more areas were surveyed. The Florida Surveyor General approved a plat map on November 30, 1870 (Kemper 1981:12). Isolated events such as the surveying would lead to increased development of Broward County. Another such event was the purchase of four million acres of Florida's land with a drainage project in mind. The drainage project would turn swampland into agriculture and development lands.

In the 1880s, interest in the resources of South Florida increased due in large part to people like Hamilton Disston and Henry B. Plant. By 1881, the State of Florida faced a financial crisis involving a title to public lands. On the eve of the Civil War, land had been pledged by the Internal Improvement Fund to underwrite railroad bonds. After the War, when the railroads failed, the land reverted to the State. Almost \$1 million was needed by the state to pay off the principal and accumulated interest on the debt, thereby giving clear title.

Hamilton Disston, son of a wealthy Philadelphia industrialist, contracted with the State of Florida in two large land deals: the Disston Drainage Contract and the Disston Land Purchase. The Drainage Contract was an agreement between Disston and the State in which Disston and his associates agreed to drain and reclaim all overflow lands south of present-day Orlando and east of the Peace River in exchange for one-half the acreage that could be reclaimed and made fit for cultivation.

The Disston Land Purchase was an agreement between Disston and the State in which Disston agreed to purchase Internal Improvement Fund Lands at \$0.25 an acre to satisfy the indebtedness of the fund. A contract was signed on June 1, 1881 for the sale of 4,000,000 acres for the sum of \$1 million, the estimated debt owed by the Improvement Fund. Disston was allowed to select tracts of land in lots of 10,000 acres, up to 3,500,000 acres. The remainder was to be selected in tracts of 640 acres (Davis 1938:206–207). Before he could fulfill his obligation, Disston sold half of this contract to a British concern, the Florida Land and Mortgage Company, headed by Sir Edward James Reed (Tischendorf 1954:123).

Disston changed Florida from a wilderness of swamps, heat, and mosquitoes into an area ripe for investment. This enabled Henry B. Plant to move forward with his plans to open the west coast of Florida with a railroad-steamship operation called the Jacksonville, Tampa & Key West Railway. Through the Plant Investment Company, he bought up defunct rail lines such as the Silver Springs, Ocala & Gulf Railroad, Florida Transit and Peninsular Railroad, South Florida Railroad, and Florida Southern Railroad to establish his operation (Mann 1983:68; Harner 1973:18–23). In 1902, Henry Plant sold all of his Florida holdings to the Atlantic Coast Line, which would become the backbone of the southeast (Mann 1983:68).

During 1881 and 1882, channels were dug between the lake systems to the north and the Kissimmee River (Tebeau 1971:288). The Atlantic and Gulf Coast Canal and Okeechobee Land Company was responsible for opening up Lake Okeechobee to the Gulf of Mexico by dredging a channel to the Caloosahatchee River. Disston and his associates received 1,652,711 acres of land under the Drainage Contract, although they probably never permanently drained more than 50,000 acres (Tebeau 1971:280). Drainage operations began and the Florida Land and Improvement Company and Kissimmee Land Company were formed to help fulfill the drainage contract (Hetherington 1980:6).

Private land claims between 1881 and 1883 were probably squatters acquiring the land on which they lived prior to the land transfers under the Disston Land Purchase contract. The flurry of land transfers recorded in the early 1880s was mainly the result of two factors: large influxes of people as a result of the railroads, and the widespread unpopularity of the Disston Land Purchase and Drainage Contracts.

The Disston Land Purchase and Disston Drainage Contract were not very well liked among many of Florida's residents. They resented the \$0.25 per acre price Disston paid under the land contract, as they were required to pay \$1.25 per acre under the terms of the Homestead Act of 1876. Claims also were made that Disston was receiving title to lands that were not swamplands or wetlands (Tebeau 1971:278). Many residents bought up the higher, better-drained parcels of land for speculation, knowing that the surrounding wetlands and flatwoods would be deeded to Disston under the Land Purchase contract. Many hoped that their more desirable land purchases would increase in value.

In August 1881, at the same time Disston's companies were beginning their work, the legislature granted a state charter to the privately owned Florida Coast Line Canal & Transportation Company to construct a continuous waterway from the St. Johns River to Miami; the intracoastal channel would provide a sheltered, inland passage for shallow-draft vessels. The charter granted the company 3,840 acres of land for every mile of canal built. Construction began in 1883 on a 5-foot-deep, 50-foot-wide, intracoastal channel connecting coastal bays, rivers, and lakes (Buker 1975:117). Although the canal company dredged almost continuously from 1883 until the 268-mile channel was completed in 1912, the firm's waterway operations were never successful. While the channel was still under construction, the company faced a formidable challenge from competing transportation interests expanding into South Florida (Buker 1975:120).

Development in Broward County was slow, but sure. By the early 1890s, land was purchased and development was being planned (Kemper 1981:12). For example in Hollywood, located at the southeast of the study APE, tract book records indicate the majority of the township's land, approximately 27 square miles out of the town's total 36 square miles, was purchased by the Florida Coast Line Canal and Transportation Company on September 24, 1890. At this time, the New River area was the site of a ferry and an overnight camp for stage line passengers. Frank Stranahan, who is regarded as the first permanent white settler of what is now Fort Lauderdale, ran both the ferry and the camp (Historic Property Associates 1995:38).

Development and settlement would increase after the freezes of 1894 and 1895 that killed citrus crops, vegetables, and coconut palms north of Broward County. This event in part caused Henry M. Flagler to extend the FEC Railway 70 miles south to Miami, where no damaging frosts had occurred (Shepard Associates 1981:1-10). The completion of the railroad to Miami in 1896 launched the most significant period in the region's development. The railroad brought farmers from the north, agriculture was developed, and other businesses also began to emerge (Historic Property Associates 1995:39-42).

4.4 Spanish-American War Period/Turn-of-the-Century (1898-1916)

At the turn-of-the-century, Florida's history was marked by the outbreak of the Spanish-American War in 1898. As Florida is the closest state to Cuba, American troops were stationed and deployed from the state's coastal cities. Harbors in Tampa, Pensacola, and Key West were improved as more ships were

launched with troops and supplies. “The Splendid Little War” was short in duration, but evidence of the conflict remained in the form of improved harbors, expanded railroads, and military installations (Miller 1990).

Rapid and widespread growth was the theme of this period in Florida history. Thousands of miles of railroad tracks were laid, including the FEC, Atlantic Coast Line, and Seaboard Air Line railroads. The FEC and Seaboard Air Line (CSX) railroads currently cross the study APE. While agriculture, especially the citrus industry, had become the backbone of Florida’s economy, manufacturing and industry began growing during the beginning of the century. Fertilizer production, boat building, and lumber and timber products were strong secondary industries (Weaver et al. 1996:3).

Fort Lauderdale saw growth during this period, despite a yellow fever epidemic in 1899. In the same year, the area’s first schoolhouse was built. The 1900 census reported 52 residents in Fort Lauderdale. The present day Broward County area’s first incorporated communities were Dania in 1904, Pompano in 1908, and Fort Lauderdale in 1911; these communities predate the formal incorporation of Broward County (McGoun 1978:19). Fort Lauderdale’s downtown, at the northeast of the study APE, began to develop, and the commercial area centered on the intersection of the FEC Railway and the New River. Unfortunately, a fire in June of 1912 destroyed most of the business district, but the disaster did little to impair Fort Lauderdale’s growth (Historic Property Associates 1995:42–47). Residential development in Fort Lauderdale’s Sailboat Bend neighborhood, a portion of which is located within the study APE, also began during this period.

In 1904, Governor Napoleon Bonaparte Broward initiated significant reforms in Florida’s politics. Several of Broward’s major issues included the Everglades drainage project, railroad regulation, and the construction of roads. The draining of the Everglades resulted in the construction of canals, an increase in land available for agriculture, and the fueling of Fort Lauderdale’s growth. One of the first elements of the project was the dredging of the North New River Canal, a portion of which is located within the study APE. By 1912, the New River Canal extended all the way to Lake Okeechobee, and shipping of agricultural products along the water route was immediately the preferred method of transportation (Historic Property Associates 1995:44). The dredging of the South New River Canal, a portion of which is also located within the study APE, began in 1907 and the canal was completed by 1915.

As early as 1906, 10 acre parcels were being sold in what would become Davie (in which a portion of the study APE is located), and the area was advertised as, “the first improved town in the Everglades” (Wagner 1982). The first permanent settlers arrived in the area in 1909. Robert Parcel (R.P.) Davie, a developer working for the Everglades Sugar and Land Company, bought about 27,000 acres (109 km²) in the area and assisted then Governor Broward with the large-scale reclamation project that involved the construction of irrigation and drainage canals, making large portions of the Everglades habitable (Wagner 1982). Workers building the Panama Canal were approached by salesman from the Everglades Sugar and Land Company, and bought land in the area sight unseen (Wagner 1982). They organized the Zona Glades Company, and the new settlement that would become Davie was called Zona. Circa-1918, the community was renamed after R.P. Davie, after he and the Everglades Sugar Land Company built the first school. The school (Old Davie School/6650 Griffin Road) is currently located within the study APE.

One of the early settlers in the Zona area was William David Griffin, for whom Griffin Road would later be named, who moved from Kentucky. He farmed and his sons started a boat hauling business (Wagner

1982). The area remained primarily agricultural and residential during this period with farms producing a variety of crops and much cattle farming and citrus production.

The community that would become Dania, in which a portion of the study APE is located, began developing when much of the FEC Railway line was laid through the area. In recognition of this transportation advantage, a pioneer and developer named W. C. Valentine planned a settlement called Modello, and 12 Danish families moved from Chicago to settle there in 1898-1899. Three years later, 30 Danes were recruited from Oconto, Wisconsin to colonize the settlement, and the first home was built by A.C. Fros. When Dania was incorporated in November 1904, its 35 residents, most of whom were Danes, changed the name from Modello to Dania. By 1912, Dania was a thriving community of almost 1200 people and continued to grow through the 1920's when the City suffered tremendous setbacks.

Broward County incorporated in 1915 with a population of 8,000 (Wells et al.:8-12), and Fort Lauderdale was named county seat (Historic Property Associates 1995:50). The county was named after the former Governor Broward. As recently as 1910, the County had been a wilderness of pine trees and swampland and had few homesteaders. Agriculture was still the main economy (Wells et al.:8-12). Before 1915, Broward County had at times been part of St. Johns, Monroe, Mosquito, Dade, St. Lucie, Brevard, and Palm Beach counties. By the time of the County's incorporation, most citizens were living in the eastern areas along the coast such as Dania, Pompano, Fort Lauderdale, Deerfield, Hallandale, Davie, Colohatchee, and Progresso (Shepard Associates 1981:I-10).

The area's tourist trade began to emerge around the time of incorporation. Development of the Fort Lauderdale beach area (to the east outside of the study APE) began in 1914 when D. C. Alexander purchased 32 acres of beachfront property. In July 1915, the Dixie Highway, the first major highway linking Fort Lauderdale with the rest of the nation, was completed. This highway and other new Broward County roads would play a significant role in Florida's growing tourist trade (Historic Property Associates 1995:50-51).

4.5 World War I and Aftermath Period (1917-1920)

The World War I and Aftermath period of Florida's history begins with the United States' entry into World War I in 1917. Wartime activity required the development of several training facilities in the state, and protecting the coastlines was a priority at this time. Although the conflict only lasted until November 1918, the economy was boosted greatly by the war. For example, the war brought industrialization to port cities such as Tampa and Jacksonville, where shipbuilding accelerated. These cities also functioned as supply depots and embarkation points. An indirect economic benefit of the war was an increase in agricultural production, as beef, vegetables, and cotton were in great demand (Miller 1990).

Area development was halted temporarily during World War I, although the construction of bridges from the mainland over to the beaches at Pompano, Hallandale, and Fort Lauderdale were completed in 1917 (Historic Property Associates 1995:51). Truck farming still dominated Broward County's economy before the 1920s Boom Times development began in earnest. Higher areas in the county were preferred for planting crops like beans, squash, cabbage, tomatoes, pineapples, and turpentine mangoes (Shepard Associates 1981:I-11-13, 34).

While Florida industrialization and agriculture flourished, immigration and housing development slowed during the war. Tourism increased as a result of the war in Europe, which forced Americans to

vacation domestically. Tycoons such as Henry Flagler and Henry Plant were building the hotels and railroads for people desiring winter vacations in sunny Florida. These magnates took an interest in the improvements and promotion of Florida in an effort to bring in more tourist dollars. The end of the war marked a slight increase in population, and Flagler and Okeechobee counties were created at this time. Little construction took place within the study APE during this period.

4.6 Florida Boom Period (1920–1930)

After World War I, Florida experienced unprecedented growth. Many people relocated to Florida during the war to work in wartime industries or were stationed in the state as soldiers. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Road building became a statewide concern as it shifted from a local to a state function. These roads made even remote areas of the state accessible and allowed the boom to spread. On a daily basis up to 20,000 people were arriving in the state. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state.

Earlier land reclamation projects created thousands of new acres of land to be developed. Real estate activity increased steadily after the war's end and drove up property values. Prices on lots were inflated to appear more enticing to out-of-state buyers. Every city and town in Florida had new subdivisions platted and lots were selling and reselling for quick profits. Southeastern Florida experienced the most activity, although the boom affected most communities in central and South Florida (Weaver et al. 1996:3).

In the late 1910s and early 1920s Fort Lauderdale was used as a setting for movies. Real estate sales increased as swamps were dredged and "finger islands," narrow strips of fill alternating with channels of water, were developed. Building included exclusive and moderately priced homes, as well as hotels and commercial structures downtown. These activities in Florida's southeastern "Gold Coast" represented the highest intensity of Florida's land boom. By 1925, Fort Lauderdale's population reached 16,000 people (Historic Property Associates 1995:51–54). The Dixie Water Plant was constructed within the study APE at 1500 S SR 7 in 1926, in order to meet the needs of the growing City of Fort Lauderdale. Other cities in Broward County were incorporated during the Land Boom period including Hollywood, Deerfield, and Floranada (McGoun 1978:20).

In 1918, George Henry came to Fort Lauderdale to build the Broward Hotel. The city financed the development in part in hopes of bringing an economic boom similar to those that occurred in Palm Beach and St. Augustine. After the hotel's opening in 1919, tourists flocked to the area. In 1921, Joseph Young bought land that would transform the area of Hollywood from truck farming agricultural fields into a city. Development began full-scale in the summer of 1921; the town was based on the design for Indianapolis, Indiana where Young had lived. By 1925, the town would have neighborhoods, a country club and golf course, and the famous Hollywood Beach Hotel (Shepard Associates 1981:I-11–13, 34).

An important development in Fort Lauderdale during the late 1920s was the division of the city into quadrants, which not only assisted tourists in finding their destinations, but also solidified racial segregation. African Americans arrived as laborers on the railroad and remained as farmers, settling in the northwestern section of the town. Following the adoption of the grid system, the city officially restricted African American homes to the northwest quadrant, a portion of which is located within the

study APE (Historic Property Associates 1995:56–58). One building within the APE which is associated with the early African-American community is 500 NW 2nd Street, which was constructed circa-1928 and served as C. Cooper and Sons grocery store during the 1930s.

The Boom period began to decline in August 1925, when the FEC Railway placed an embargo on freight shipments to South Florida. Ports and rail terminals were overflowing with unused building materials. In addition, northern newspapers published reports of fraudulent land deals in Florida. In 1926 and 1928, two hurricanes hit southeastern Florida, killing hundreds of people and destroying thousands of buildings. The 1926 hurricane hit Hollywood, killing 37 people there and 15 in Fort Lauderdale. The collapse of the real estate market and the subsequent hurricane damage effectively ended the boom. The 1929 Mediterranean fruit fly infestation that devastated citrus groves throughout the state only worsened the recession (Weaver et al. 1996:4).

In 1925, the Dania Hotel caught on fire, and the Bank of Dania failed due to embezzlers in the Bank's Atlanta home office. The 1926 hurricane with its 200 mile-per-hour winds devastated the Town, destroying the first church building completely, and subsequent damage prompted residents to vote for annexation to the neighboring City of Hollywood (de-annexation came in 1927.) The town of Davie was officially incorporated for the first time on June 15, 1926, though the municipality was dissolved soon thereafter (Wagner 1982).

By the time the stock market collapsed in 1929, Florida was suffering from an economic depression. Construction activity had halted and industry dramatically declined. Subdivisions platted several years earlier remained empty and buildings stood on lots partially-finished and vacant (Weaver et al. 1996).

Despite the economic hardships of the Depression era, local financiers began a project to create a port in the Fort Lauderdale area, to the east of the study APE. One of the greatest supporters of the port was the developer of the city of Hollywood, J. W. Young. Throughout the early 1920s, Young worked towards the creation of a deepwater harbor from a body of water originally known as Lake Mabel, but various circumstances including the bust of the real estate market, initially prevented its construction. A special act of the Florida Legislature established the Broward County Port Authority in 1927, and construction of the port was soon underway (Broward County Board of County Commissioners 2001). After several years of financial difficulties, the port was opened in 1929 for use by cargo ships and military vessels. The name "Port Everglades" was chosen, as it represented the port as the "gateway to the rich agricultural area" of Florida (Broward County Board of County Commissioners 2001). In July 1929, the construction of a railroad to the port was underway, and several months later it was decided that storage warehouses were needed on the port property (Eller 1971:17).

Another event that took place during 1929 was the opening of the Merle Fogg Airport in Fort Lauderdale, a portion of which is located within the APE (known today as the Fort Lauderdale-Hollywood International Airport). Named after the city's renowned aviator, the Merle Fogg Airport opened in May 1929 with a ceremony attended by over 5,000 people (Nelson 1963:22).

4.7 Depression and New Deal Period (1930–1940)

As previously discussed, there were several causes for the economic depression in Florida, including the grossly inflated real estate market, the hurricanes, and fruit fly infestation. During the Great Depression, Florida suffered significantly. Between 1929 and 1933, 148 state and national banks collapsed, more than

half of the state's teachers were owed back pay, and a quarter of the residents were receiving public relief (Miller 1990).

Employment in Hollywood was difficult, if not impossible, to find. Many property owners requested of the City of Hollywood that their labor be accepted in lieu of their property taxes, and in August of 1932, the City manager had compiled a list of 73 unemployed men in the city, and arranged for two days of work for each every week (TenEick 1989:327).

As a result of hard economic times, President Franklin D. Roosevelt initiated several national relief programs. Important New Deal-era programs in Florida were the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC). The WPA provided jobs for professional workers and laborers, who constructed or improved many roads, public buildings, parks, and airports in Florida. The CCC improved and preserved forests, parks, and agricultural lands (Miller 1990).

The Depression affected most areas of the state's economy. Beef and citrus production declined, manufacturing slowed, and development projects were stopped. Even the railroad industry felt the pressures of the 1930s, and had to downsize. In addition, the increasing use of the automobile lessened the demand for travel by rail. Despite the Depression, tourism remained an integral part of the Florida economy during this period. New highways made automobile travel to Florida easy and affordable and more middle-class families were able to vacation in the "Sunshine State" (Miller 1990). Still, some communities in Broward County were largely unaffected by the Depression. Davie's agricultural community remained largely untouched.

A slow recovery began as the thirties progressed in Broward County (Historic Property Associates 1995:58). In the mid-1930s, Federal loans were secured for several projects in Broward County, including the construction of US 1, from south Dania to the Dade/Broward County line, and the construction of a water softening system at the municipal water plant in 1935 (Kemper 1981:49). Tourism and the hotel business were making a comeback. Additionally, Port Everglades was evolving into one of Florida's premier ports; it was ranked seventh in the state in imports and exports. At the end of 1934, the port's export commerce increased from 1,850 tons to 10,859 tons in one year (Burghard 1982:74).

4.8 World War II and the Post War Period (1940–1950)

From the end of the Great Depression until after the close of the post-war era, Florida's history was inextricably bound with World War II and its aftermath. It became one of the nation's major training grounds for the various military branches including the Army, Navy, and Air Force. Prior to this time, tourism had been the state's major industry and it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service. The influx of thousands of servicemen and their families increased industrial and agricultural production in Florida, and also introduced these new residents to the warm weather and tropical beauty of Florida.

Wartime activities brought an economic boom to Broward County (Shepard Associates 1981:I-51). Fort Lauderdale felt the conflict in December 1939 when the British cruiser *Orion* drove the German freighter *Arauca* into Port Everglades, which opened in 1928. The *Arauca* remained there for over a year. The 1942 attack of Allied shipping by German U-boats was visible from the shoreline. The area lent itself to military training, and the influx of military personnel brought business to Broward County (Historic Property Associates 1995:58-60). Two military training centers were opened in Hollywood, the United

States Naval Air Gunners School and the United States Naval Indoctrination and Training School. Soldiers trained in the schools and on Hollywood's beaches.

Port Everglades was used extensively for military operations. The port possessed numerous tanks for petroleum storage and modern equipment used for loading and unloading. Fuel reserved for the defense of the Caribbean Islands and molasses, which would be used later in the production of explosives for the Navy, also were stored at the port. The seaport accommodated an undersea warfare experimental station and a Navy boat service used in the recovery of torpedoes dropped by planes at the Fort Lauderdale Naval Air Station during training (George 1991:6).

During World War II, Hamilton Forman sold a portion of his cattle farm to the U.S. Government for an auxiliary air field in Davie, a portion of which is within the study APE. This air field was utilized during the war, and also served as a place of refuge after the hurricane of 1947 devastated the Davie area (Wagner 1982).

The wartime activities of Port Everglades were inextricably connected to those at the Fort Lauderdale Naval Air Station, the area's largest military installation. Fort Lauderdale was considered an ideal location for an air station due to its moderate climate, which allowed for year-round training, and its proximity to the Atlantic Ocean and the Everglades, that provided open areas for training, bombing targets, and ranges. Construction of the more than 1,000-acre naval air station began in 1942; the facility absorbed the City's Merle Fogg Airport. The facility, which could accommodate 3,000 people, included more than 4,000 feet of runways and 217 buildings. By late 1942, the base was complete. During the war, the Fort Lauderdale Naval Air Station was one of two facilities from Illinois to Florida equipped to combat train Navy pilots and crewmen in torpedo bomber planes (George 1991:7, 9). At the conclusion of the war, the facility was abandoned by the military and remained unused for several years.

During this time, railroads profited, since servicemen, military goods and materials needed to be transported. However, airplanes were now becoming the new form of transportation, and Florida became a major airline destination. The highway system was also being expanded at this time. The State Road Department constructed 1,560 miles of highway during the war era (Miller 1990).

While most development slowed during the war, the Dr. Kennedy Homes public housing complex was completed in 1941, at 1004 W Broward Boulevard within the study APE. It was part of an effort to create low cost housing to alleviate poor housing conditions within the City. Dr. Kennedy Homes was constructed during a period of segregation, and was originally restricted to white residents. The complex was designed by prominent South Florida architects Harold Drake Steward and Robert Jahelka, and consisted of 44 one and two-story multi-family residential buildings and one administration building.

A Woman's Club had been active in Davie since the community's early days. They initially met in homes, schools, and churches and were undertaking the construction of their own building when the hurricane of 1947 hit. Following the hurricane construction resumed, with labor and materials largely donated by community members such that the Woman's Club incurred no debt during the project (Wagner 1982). The Woman's Club building is located within the study APE, on Orange Drive.

The area that would become the City of Plantation, a portion of which is in the study APE, also began its development during this period, as Frederick C. Peters purchased 10,000 acres of the area's land for

\$250,000 (City of Plantation 2009). At this time, the land was undeveloped and partially drained. The area was nicknamed Plantation because many large tracts of land were purchased by city dwellers, who called them "plantations" (City of Plantation 2009). During the mid-1940s Peters hired architect Russell T. Pancoast to develop a master plan for the community, and hired an engineer to drain the western portion of the land (City of Plantation 2009). Land was selling for \$200 per acre, and although there was some damage due to the hurricane of 1947, there were 40 homes in the community by 1949 (City of Plantation 2009).

Growth in Broward County continued to increase after the end of World War II, as a result of the leftover benefits of a wartime economy and the renewed availability of construction materials and durable goods (Kemper 1981:50, TenEick 1989:407). Servicemen stationed in the area returned to live, often convincing family and friends to return as well. Between 1940 and 1950, Fort Lauderdale's population more than doubled to 36,328.

4.9 Modern Period (1950–Present)

The area's population expansion following World War II fueled an increase in construction into the 1950s. Broward County's greatest area of growth in the Modern period took place in the newly incorporated communities outside Fort Lauderdale and other Broward County cities including Davie, Plantation, and Sunrise through which the proposed alignments pass (Historic Property Associates 1995:61–62). Lauderdale-by-the-Sea was established in 1951; Plantation and Lazy Lake in 1953; Margate and Miramar in 1955; Lighthouse Point in 1956; Sunrise, Davie, and Lauderdale Lakes in 1961; and Coconut Creek in 1967 (Broward County Board of County Commissioners 2001).

Hollywood's population, which had stagnated after the 1926 bust, now exploded. Hollywood's population went from 6,239 in 1940, to 14,351 in 1950, and it was up by more than 10,000 people over that figure in 1955. By 1955, the yearly influx of tourists also added more than 10,000 more temporary residents to the base population (Kemper 1981:50, TenEick 1989:407). During this period, development moved west in Hollywood, closer to the portion within the study APE.

The City of Plantation was incorporated in 1953, with a population of less than 500 and a budget of \$1,288 (City of Plantation 2009). The community continued to gradually develop and add municipal services in the following years. In order to promote good aesthetics, an ordinance was passed during the 1950s which did not allow identical homes to be constructed within 600 feet of each other (City of Plantation 2009). Growth boomed in the area in the 1980s and 1990s, with the population increasing from 50,000 in 1982 to 83,000 by the 1990s (City of Plantation 2009).

Following World War II, the Davie auxiliary air field was given back to the community for educational use (Wagner 1982). This site, a portion of which is located within the study APE, would become the South Florida Education Center during the mid-1950s. The South Florida Education Center is composed of Broward Community College, Nova University, Nova Public High School and Middle School, Eisenhower Elementary School, Blanche Forman Elementary School, and supplements the Davie Elementary School on Griffin Road. Davie's agricultural production also grew at the start of the 1950s. The cattle industry peaked as more land was reclaimed from the Everglades following the hurricane of 1947, and the citrus industry grew to 5000 acres bearing groves by 1959 (Wagner 1982).

Davie was officially re-incorporated in 1960. While Davie remained a primarily agricultural community prior to this time, it did not escape the widespread growth of Broward County following World War II, reaching a population of 2,000 by the time of its reincorporation and 20,000 by 1980 (Wagner 1982). The rapid increase in land values led to much of the community's agricultural land being sold for development during the 1980s and later. In order to retain the rural feel of the community, many of the businesses have added western theme elements to their exteriors. Today, two orange groves/markets associated with the community's agricultural history remain within the study APE: Bob Roth's New River Groves/5660 Griffin Road and Spyke's Grove/7250 Griffin Road.

The City of Sunrise, a portion of which is located within the study APE, was incorporated in 1961 by Norman Johnson, an "innovative developer whose model homes attracted buyers to what was then the remote western edge of Broward County in southeast Florida" (City of Sunrise 2012). The community was originally known as Sunrise Golf Village, and had a population of 4,300 in 1967. It experienced great expansion during the 1970s as the development of Broward County continued westward from Fort Lauderdale, expanding its boundaries and reaching an estimated population of 50,000 by 1984 (City of Sunrise 2012). Much of the community's development within the study APE is non-historic having been completed from the 1980s through the present.

As Broward County's population soared toward one million, several developers became overextended or came under criticism because of the close ties between their firms and the cities which they had created. Also, a growing number of newcomers feared that too-rapid growth would create problems. At the beginning of the 1970s, residents began demanding that cities aim for slower growth and lower limits on the number of residences per acre. Gradually, governments began to respond (McGoun n.d.).

Growth decreased in 1974, but not as a result of municipal actions. South Florida was hit by the recession sweeping the nation. Unsold properties were a major problem at this time, and at one point, there were an estimated 50,000 unsold condominium apartments in the area (McGoun n.d.). By 1976, the building industry witnessed a revival. However, there were still concerns that the uncontrolled growth of the past would be repeated. A new county charter gave Broward's government broad powers to monitor and improve the quality of life and the environment. The passage of the 1977 Land Use Plan was a major step toward limiting urban sprawl and ensuring that the area's natural, economic, and social resources would be put to their best use (McGoun n.d.)

5.0 Florida Master Site File Search and Literature Review

Evaluations of archaeological or historic resources' significance cannot be made without proper attention to the resources' placement within the context of other resources in the area. The work of previous investigators was reviewed in order to gather information about types of precontact, early historic archaeological sites, and historic resources that could be expected to occur within the study corridor. In addition Geographic Information Systems (GIS) data, local property appraiser's data, and information from the in-house Janus Research library were consulted during the background research. The search revealed that previous work has been performed in the vicinity and a number of cultural resources exist in and surrounding the APE. Exhibit 18 lists the 57 surveys that have been conducted within the study APE.

Exhibit 18: Previous Surveys Conducted within the Study APE

Survey Number	Title	Date	Author
3612	Historic Building Survey of the West Side Area of Fort Lauderdale, Florida	1993	Adams, William R. and Historic Property Associates
2933	An Archaeological Survey of Broward County, Florida: Phase I	1991	Carr, Robert S., Amy Felmley and Richard Ferrer
766	Archaeological Survey of Pipeline Routes in Fort Lauderdale Central Region Wastewater Effluent System	1977	Sears, William H.
857	Fort Lauderdale Neighborhood Survey	1980	Carr, Robert S.
1032	Phase I - archaeological survey of the proposed Sawgrass Deerfield Expressway, Broward County, Florida.	1985	Houston, R.J., and B.A. Mitchum
1191	Architectural and Historical Survey of Fort Lauderdale: Original Town Limits	1985	Historic Property Associates
1440	Proposed re-alignment of SR A1A, from SR 5/US 1 to SE 17th St., in Broward County, Florida.	1987	Browning, William D. and Melissa G. Wiedenfeld
2531	Archaeological Survey of the S.W. 100 Avenue Corridor, Broward County	1989	Carr, Robert S.
1848	Proposed improvements to the US 1/SR 84 intersection and the SE 17th Street/Eisenhower Boulevard intersection in Broward County, Florida	1988	Browning, William D. and Melissa G. Wiedenfeld
2125	Historic properties survey of Fort Lauderdale, Florida.	1989	Adams, William R., Sidney Johnston and Stephan A. Olausen
2400	An Archaeological Survey of the Trafalgar Property Broward County, Florida	1989	Carr, Robert S.

Survey Number	Title	Date	Author
2602	Archaeological resource assessment of a portion of SR 823/Flamingo Road in Broward County, Florida.	1990	Browning, William D.
2710	Cultural Resource Assessment Survey of SR 7 (US 441) in Broward County, Florida	1991	McMurray, Carl
3532	City of Dania Historical Survey	1993	Bueno, Juan A., Karen E. Cheney and Paula Crouthamel
3633	An Archaeological Survey of Broward County, Florida: Phase II	1993	Carr, Robert S., Kim Heinz, and Don Mattucci
5872	An Archaeological and Historic Assessment of the Ft Lauderdale Airport SEIR Roadway Expansion, Broward County Florida	1999	Carr, Robert S. and Jorge Zamanillo
4075	An Archaeological Survey of Southeast Broward County, Florida: Phase 3	1995	Carr, Robert S., Willard S. Steele and Jorge Zamanillo
5331	Cultural Resource Assessment, Griffin Road between Pine Island Road and Florida's Turnpike, Broward County, Florida	1997	Webster, Karen
5368	An Archaeological Survey of the Oakridge West Parcel, Broward County, Florida	1998	Eck, Christopher R.
5844	Tri-County Commuter Rail Authority Double Track Corridor Improvement Program for Segment 5	1999	Janus Research, Inc.
5911	Cultural Resource Assessment NW 7th/9th Avenue Connector Broward Boulevard to Northwest 13th Street	2000	Lewis, Scott P., Janet Murphy and Karen Webster
6253	A Cultural Resource Assessment of the Proposed Grade Separation Along Eller Drive Over the Florida East Coast Railroad Tracks from US 1 to McIntosh Road, Broward County, Florida	2001	Batategas, Juliet, and Richard W. Estabrook
6679	Resource Report 4, Cultural Resources for Calypso Pipeline, LLC, Calypso Natural Gas Pipeline Project	2001	Janus Research
7283	An Archaeological and Historical Survey of the Proposed AT&T Tarmac Tower Location in Broward County, Florida	2002	Sims, Cynthia L.
7477	An Archaeological and Historical Survey of the Proposed Snyder Park Tower Location in Broward County, Florida	2001	Jones, Paul L., Audrey R. Kennedy and Patricia Hemeter Spriggs
7612	An Archaeological and Historical Survey of the Proposed Snyder Park Tower Location in Broward County, Florida	2003	Jones, Lucy D., Paul L. Jones, and Patricia H. Spriggs

Survey Number	Title	Date	Author
8028	Cultural Resources Reconnaissance Survey, Crown Castle Proposed Wireless Site DEYN (AMF Bowling Alley)	2000	Luxon, Tiffany L.
8198	New River Cultural and Environmental Survey	2002	Work, Deborah
8849	Addendum to the Cultural Resource Assessment NW 7th/9th Avenue Connector South of Broward Boulevard to Northwest 13th Street Broward County, Florida	2003	Jones, Lucy D. and Patricia H. Spriggs
8906	The Tractebel Calypso Natural Gas Pipeline, Supplemental Report # 1	2003a	Janus Research
8953	An Archaeological and Historical Survey of the Proposed MNTA Tower Location in Broward County, Florida	2003	Driscoll, Kelly A.
9022	Cultural Resource Assessment of the EXYN Tower Location in Broward County, Florida	2003	Hughes, Skye W.
9518	Cultural Resource Assessment Survey of the Widening of Florida's Turnpike Mainline PD&E Study From Griffin Road to Sunrise Boulevard, Broward County	2003b	Janus Research
10299	An Archaeological and Historical Assessment for the Existing NW 8th Street Cellular Tower, Broward County, Florida	2004a	Groff, Amanda T. and Jennifer L.F. Nash
11530	Final Cultural Resource Assessment Survey Report, Widening of Florida's Turnpike from North of Johnson Street to Griffin Road, Broward County, Florida	2005	Archaeological Consultants
10428	An Archaeological and Historical Assessment for the Existing 45th Street Cellular Tower, Broward County, Florida	2004b	Groff, Amanda T. and Jennifer L.F. Nash
10432	An Archaeological and Historical Assessment for the Existing SE 14th Avenue Cellular Tower, Broward County, Florida	2004c	Groff, Amanda T. and Jennifer L.F. Nash
10446	An Archaeological and Historical Assessment for the Existing NW 25th Terrace Cellular Tower, Broward County, Florida	2004d	Groff, Amanda T. and Jennifer L.F. Nash
12075	Archaeological Monitoring of Geotechnical Test Bore Program and Subsurface Archaeological Testing of Taylor Road Area for Onshore Segment of Proposed AES Ocean Express Pipeline, Southern Broward County, Florida	2003	Gifford, John A

Survey Number	Title	Date	Author
12076	An Inventory and Evaluation of the CSM Thomas 'Jeff' Mayo (Ft Lauderdale), National Guard Armory, Broward County, Florida	2005	Stokes, Anne V.
12275	Cultural Resource Assessment Survey and Desktop Analysis for the Fort Lauderdale-Hollywood International Airport, Broward County	2005a	Janus Research
12945	Cultural Resource Assessment Survey I-595 (SR 862) Project Development & Environment Study FM No. 409354-1-22-01 FAP No. 5951 539 I From the I-75 Interchange West of 136 Avenue to the I-95 Interchange Broward County, Florida	2005b	Janus Research
13095	Cultural Resource Assessment Survey of the SR91 Florida's Turnpike Widening - Griffin Road to HEFT (SR 821) and Atlantic Boulevard to West Hillsboro Boulevard Broward County, Florida	2006a	Janus Research
14000	Cultural Resources Reconnaissance Study South Florida East Coast Corridor Transit Analysis Miami-Dade, Broward and Palm Beach Counties	2006b	Janus Research
14244	Cultural Resource Reconnaissance Study of the Fort Lauderdale Downtown Transit Circulator, Broward County, Florida	2006c	Janus Research
14306	Cultural Resource Assessment Survey SR 817 from Pines Boulevard to Griffin Road, Broward County, Florida	2006	Chambless, Elizabeth, Eleanor Laughlin and Nick Linville
14376	Historic Resources Reconnaissance Survey and Archaeological Desktop Analysis I-95 Managed Lanes Pilot Project: 95 Express from: I-395 (Miami-Dade County) To: I-595 (Broward County)	2007a	Janus Research
14770	A Cultural Resources Assessment for Florida's Turnpike SunNav Southern Arterial Dynamic Sign Message (DMS) Project. Broward, Dade and Palm Beach Counties, Florida	2007	Keel, Frank
15037	A Cultural Resource Assessment Survey of the Trotters Chase Tract, Broward County, Florida	2008	Arbuthnot, Michael A., Thomas J. Kozma and Brian S. Marks
15713	Cultural Resource Assessment Survey of the SR 93/862 (I-595/I-75) Video Monitoring System Phase II Broward County, Florida	2005	Estabrook, Richard

Survey Number	Title	Date	Author
15810	Cultural Resource Assessment Survey for the Fort Lauderdale Downtown Transit Circulator, Broward County Volume I of III (Not complete, missing change of status forms)	2007b	Janus Research
16006	Downtown Transit Corridor Program Project No. 14688 Cultural Resources Section 106 Determination and Discussion of Effects and Addendum to the CRAS for the Fort Lauderdale Downtown Transit Circulator, Broward County, Florida	2008a	Janus Research
16361	A Phase One Cultural Resource Assessment of Metropica Sunrise Parcel, Broward County, Florida	2009	Berault, John G. and Joseph F. Mankowski
16530	Sailboat Bend Historic District Architectural Resources Survey	2009	Anes, Delvis D., Patricia Garbe-Morillo and Donald D. Johnson
16821	An Archaeological and Historical Survey of the DEYN Davie Tower, Broward County, Florida	2009	Gougeon, Ramie A.
17282	Cultural Resource Assessment Survey of the Dr. Kennedy Homes/1004 W Broward Boulevard, Broward County, Florida	2008b	Janus Research
17658	Report of a Phase I Archaeological Survey of the Proposed (34.61 Acre) Wal-Mart Site, South University Drive and Orange Drive, Davie, Florida	2006	Baer, Robert

A search of the FMSF revealed four previously recorded archaeological sites within 150 feet of the Study alignments centerline. The characteristics of each site are listed in Exhibit 19. Two sites, 8BD2906 and 8BD3208, have reported human remains.

Exhibit 19: Previously Recorded Archaeological Sites within 150 feet of the Study Corridor Centerline

FMSF #	Site Name	Description	National Register Evaluation*
8BD2905	Old Griffin	Prehistoric midden	Not Evaluated by SHPO
8BD2906	Seminole Burial Ground	Early 20 th century Seminole cemetery	Not Evaluated by SHPO
8BD2915	Annie Tommy Camp	Early 20 th century Seminole campsite	Not Evaluated by SHPO
8BD3208	Hacienda	Glades period tree island midden; 19 th century Seminole campsite; 20 th century American homestead	Ineligible

* As recorded in the FMSF; may require re-evaluation

The FMSF search revealed 70 previously recorded historic resources within 350 feet of the study corridor centerline, listed in Exhibit 20. Of these, one resource is National Register-listed, Old Davie School/6650

Griffin Road (8BD1438), and five resources have been determined eligible for listing in the National Register by SHPO (8BD166, 8BD181, 8BD3279, 8BD4153, and 8BD4180). The Dr. Kennedy Homes was listed in the National Register, and has been removed as all but three buildings were demolished.

In addition, a portion of the Fort Lauderdale-Hollywood International Airport is included within the study APE. While there are historic resources including the National Register-listed Link Trainer Building (8BD2562) within the airport property, nothing which appeared to be National Register-eligible was located within the small portion of the airport within the study APE. The Link Trainer Building (8BD2562) is located to the north, outside of the study APE.

Exhibit 20: Previously Recorded Historic Resources within 350 feet of the Study Corridor Centerline

FMSF #	Site Name	Address	Year Built	National Register Evaluation*
8BD148	Ocean Waterway Mobile Home Park	1500 W Griffin Rd	c. 1900	Not Evaluated by SHPO
8BD166	Dixie Water Plant	SR 7	1926	Eligible for National Register
8BD181	Ft Lauderdale Historic District	N/A	Various	Eligible for National Register
8BD218	Kyle, William C Residence	215 SW 3rd Ave	c. 1912	Not Evaluated by SHPO
8BD219	Lockhart, T M Residence	221A SW 3rd Ave	c. 1912	Not Evaluated by SHPO
8BD232	Gulf Service Station	200 SW 5th Ave	1928	Not Evaluated by SHPO
8BD235	Rental Residence	220 SW 3rd Ave	c. 1925	Not Evaluated by SHPO
8BD236	224 SW 3rd Ave	224 SW 3rd Ave	c. 1925	Not Evaluated by SHPO
8BD243	Riverside Apartments	222 SW 5th Ave	1943	Not Evaluated by SHPO
8BD256	Rivan's Motor Company	124 SW 4th Ave	1926	Not Evaluated by SHPO
8BD1079	City Ice House	203 NW 2nd St	c. 1926	Not Evaluated by SHPO
8BD1080	Hill, J A House	121 NW 6th Ave	c. 1927	Not Evaluated by SHPO
8BD1081	Dr. Von D Mizell Building	315 NW 5th Ave	c. 1940	Not Evaluated by SHPO
8BD1090	Gate City Sash and Door Novelty Company	10 SW 4th Ave	c. 1927	Not Evaluated by SHPO
8BD1091	Genagen Residence	104 SW 5th Ave	c. 1913	Not Evaluated by SHPO
8BD1093	Jones House	21 SW 6th Ave	c. 1926	Not Evaluated by SHPO
8BD1100	Benton Funeral Home	220 NW 5th Ave	1926	Not Evaluated by SHPO
8BD1174	10 NW 5th Ave	10 NW 5th Ave	c. 1928	Not Evaluated by SHPO
8BD1175	143 NW 5th Ave	143 NW 5th Ave	c. 1924	Not Evaluated by SHPO
8BD1185	17 SW 5th Ave	17 SW 5th Ave	c. 1928	Not Evaluated by SHPO
8BD1275	21 SW 8th Ave	21 SW 8th Ave	c. 1928	Not Evaluated by SHPO
8BD1304	Packard-Hudson Co.	35 N Andrews Ave	c. 1928	Not Evaluated by SHPO
8BD1341	Church of Christ/St. Vincent Shop	513 W Broward Blvd	c. 1928	Not Evaluated by SHPO

FMSF #	Site Name	Address	Year Built	National Register Evaluation*
8BD1369	McCann Hardware	1 NW 1st Ave	c. 1926	Not Evaluated by SHPO
8BD1370	Colony Uniform	217 NW 1st Ave	c. 1928	Not Evaluated by SHPO
8BD1380	701 SW 1st Ave	701 SW 1st Ave	c. 1924	Not Evaluated by SHPO
8BD1395	422-424 NW 2nd St	422-424 NW 2nd St	c. 1928	Not Evaluated by SHPO
8BD1396	500 NW 2nd St	500 NW 2nd St	c. 1928	Not Evaluated by SHPO
8BD1438	Old Davie School	6650 Griffin Rd	1918	National Register-listed
8BD1452	Seaboard Air Line Railroad Station	200 SW 21st Ter	1926	Eligible for National Register
8BD2053	111-113 SE 19th St	111-113 SE 19th St	c. 1925	Not Evaluated by SHPO
8BD2067	419 SW 19th St	419 SW 19th St	c. 1925	Not Evaluated by SHPO
8BD2068	411 SW 19th St	411 SW 19th St	c. 1925	Not Evaluated by SHPO
8BD2070	1821 SW 4th Ave	1821 SW 4th Ave	c. 1925	Not Evaluated by SHPO
8BD2072	410 SW 18th Court	410 SW 18th Court	c. 1925	Not Evaluated by SHPO
8BD2812	1107 SW 1st Ave	1107 SW 1st Ave	c. 1930	Not Evaluated by SHPO
8BD3154	Viele Groves	6990 Griffin Rd	c. 1948	Not Evaluated by SHPO
8BD3155	Henderson Residence	6590 Griffin Rd	c. 1940	Not Evaluated by SHPO
8BD3156	FDOT Building	6070 Griffin Rd	c. 1943	Not Evaluated by SHPO
8BD3221	Dania Canal	N/A	c. 1913	Ineligible for National Register
8BD3230	15-25 NW 7th Ave	15-25 NW 7th Ave	c. 1947	Ineligible for National Register
8BD3279	North New River Canal	N/A	c. 1906	Eligible for National Register
8BD3921	101 NW 7th Ave	101 NW 7th Ave	c. 1940	Ineligible for National Register
8BD3938	Dry Cleaning Depot	730 W Broward Blvd	c. 1960	Ineligible for National Register
8BD3992	Bob Roth's New River Groves	5660 Griffin Rd	1956	Not Evaluated by SHPO
8BD4048	North Snake Creek Canal North Fork	N/A	c. 1952	Ineligible for National Register
8BD4087	FEC Railway	N/A	c. 1896	Insufficient Information
8BD4153	South New River Canal	N/A	c. 1907	Eligible for National Register
8BD4156	3340 SW 2nd Ave	3340 SW 2nd Ave	1948	Ineligible for National Register
8BD4180	Fort Lauderdale Armory	400 SW 24th St S	c. 1953	Eligible for National Register
8BD4299	205 NW 2nd St	205 NW 2nd St	c. 1948	Ineligible for National Register
8BD4300	Old City Hall and Fire Station	301 N Andrews Ave	c. 1948	Ineligible for National Register
8BD4301	101 N Andrews Ave	101 N Andrews Ave	c. 1954	Ineligible for National Register
8BD4302	18 NW 1st Ave	18 NW 1st Ave	c. 1955	Ineligible for National Register
8BD4373	Federal Highway	N/A	c. 1927	Ineligible for National Register

FMSF #	Site Name	Address	Year Built	National Register Evaluation*
8BD4374	Andrews Avenue	N/A	c. 1895	Ineligible for National Register
8BD4425	Back and Neck Pain Center	1627 S Andrews Ave	c. 1955	Ineligible for National Register
8BD4428	Sailboat Bend Historic District	N/A	Various	Not Evaluated by SHPO
8BD4430	5820 Griffin Rd	5820 Griffin Rd	1958	Ineligible for National Register
8BD4431	SW 58th Avenue Canal	N/A	c. 1908	Ineligible for National Register
8BD4432	Griffin Road	N/A	c. 1913	Insufficient Information
8BD4433	6020 Griffin Rd	6020 Griffin Rd	c. 1954	Ineligible for National Register
8BD4434	6020 Griffin Road Garage	6020 Griffin Rd	c. 1954	Ineligible for National Register
8BD4435	6020 Griffin Road Resource Group	6020 Griffin Rd	c. 1954	Ineligible for National Register
8BD4458	Dr. Kennedy Homes	1004 W Broward Blvd	1941	Complex was formerly National Register-listed, three buildings remain after demolition
8BD4506	Dr. Kennedy Homes Type B Building	1004 W Broward Blvd	1941	Complex was formerly National Register-listed, three buildings remain after demolition
8BD4507	Dr. Kennedy Homes Type C-Unmodified Bldg	1004 W Broward Blvd	1941	Complex was formerly National Register-listed, three buildings remain after demolition
8BD4509	Dr. Kennedy Homes Type D-Unmodified Bldg	1004 W Broward Blvd	1941	Complex was formerly National Register-listed, three buildings remain after demolition
8BD4550	Ft Lauderdale Police, Jail & Court Bldg	1300 W Broward Blvd	1957	Not Evaluated by SHPO
8BD4776	SR A1A	N/A	c. 1925	Ineligible for National Register

* As recorded in the FMSF; may require re-evaluation

6.0 Methods

6.1 Archaeological Field Methods

A desktop analysis was conducted to provide a preliminary assessment of known cultural resources in or adjacent to the study area. To this end, a search of the Florida Master Site File (FMSF) was conducted to identify previously recorded archaeological resources within 150 feet of the study corridor. This research determined the known and recorded cultural resources within the study corridor. Please note that the FMSF listings are current within a three month window and that site location information is often approximate.

6.2 Historic Resources Methods

Multiple historic resources reconnaissance studies have been conducted for the study area in order to identify significant resources as the proposed alternatives have changed. The initial reconnaissance survey was conducted in 2007, and the most recent reconnaissance investigation was conducted in January 2012. This survey included both a “windshield” survey and a detailed background investigation.

An architectural historian and one assistant conducted the historic resources reconnaissance survey in order to ensure that each significant pre-1965 building, structure, object and cemetery within the APE was identified and properly mapped. All resources within the study APE received a preliminary visual reconnaissance. Any property with features indicative of pre-1965 construction materials, building methods, or architectural styles was noted on aerial photographs and a USGS Quadrangle map.

Background research was also conducted to understand the area’s context and history. Each resource’s individual significance was then evaluated for its potential eligibility for listing in the National Register. Concentrations of historic resources within the study APE were noted in terms of their potential for inclusion within current or potential historic districts. Historic physical integrity was determined from site observations, field data, and photographic documentation. The locations of National Register-listed, determined National Register-eligible, or considered National Register-eligible historic resources were marked on aerial photographs showing the proposed alternatives. Photographs were taken with a high-resolution digital camera. A log was kept to record the resource’s physical location and compass direction of each photograph. A Survey Log for the Study is included in Appendix A.

7.0 Results

The proposed alternatives are organized into 13 segments, and the archaeological and historical resources identified within each of these segments are discussed below.

7.1 Archaeological Resources Results

A search of FMSF and Broward County data also identified several potential archaeological issues associated with the 13 proposed segments. This search identified four archaeological sites (8BD2905, 8BD2906, 8BD2915, 8BD3208) located within or adjacent to the segments. Brief descriptions of these sites follow and are organized by segment. Their locations are illustrated on Exhibit 21.

One segment, downtown (from Broward Boulevard at I-95/Tri-Rail to Andrews Avenue at 17th Street), also intersects the North Bank New River Archaeological Zone as delineated on the Fort Lauderdale Planning and Zoning *Official City of Fort Lauderdale Historic Resources Map, as Amended January 2007*. The Griffin Road (from US 1 to Florida's Turnpike) segment intersects or is adjacent to the Ravenswood Archaeological Zone and the Griffin Archaeological Zone (Carr et al 1995). The SR 7/Broward Boulevard West Segment (SR 7 from I-595 to Broward Boulevard at I-95/Tri-Rail) intersects with the I-95 and Broward Boulevard Interchange Archaeological Zone (Matthew DeFelice, personal communication 2012). This later zone is relevant to the area's African-American cultural affiliation, early marine traffic, and Seminole affiliation. Archaeological zones are considered moderate to high sensitivity and the county archaeologist recommends testing at high intervals. The location of these zones relative to the segments are illustrated in Appendix B and Appendix C.

7.1.1 Griffin Road (from US 1 to Florida's Turnpike)

One previously recorded archaeological site, Old Griffin (8BD2905), is intersected by the centerline of the Griffin Road Segment (from US 1 to Florida's Turnpike) and is located adjacent to Old Griffin Road, west of the Dania Cutoff Canal. This site was recorded in 1995 and is a faunal midden located on a relict tree island that has lost integrity as a result of clearing and dredging associated with canal and road construction. The initial surveyor suggested that the site was ineligible for listing in the National Register. However, they suggested that the site be monitored should any further road expansion or canal dredging occur. SHPO has not previously evaluated the National Register eligibility of this site.

7.1.2 Downtown (from Broward Boulevard at I-95/Tri-Rail to Andrews Avenue at 17th Street)

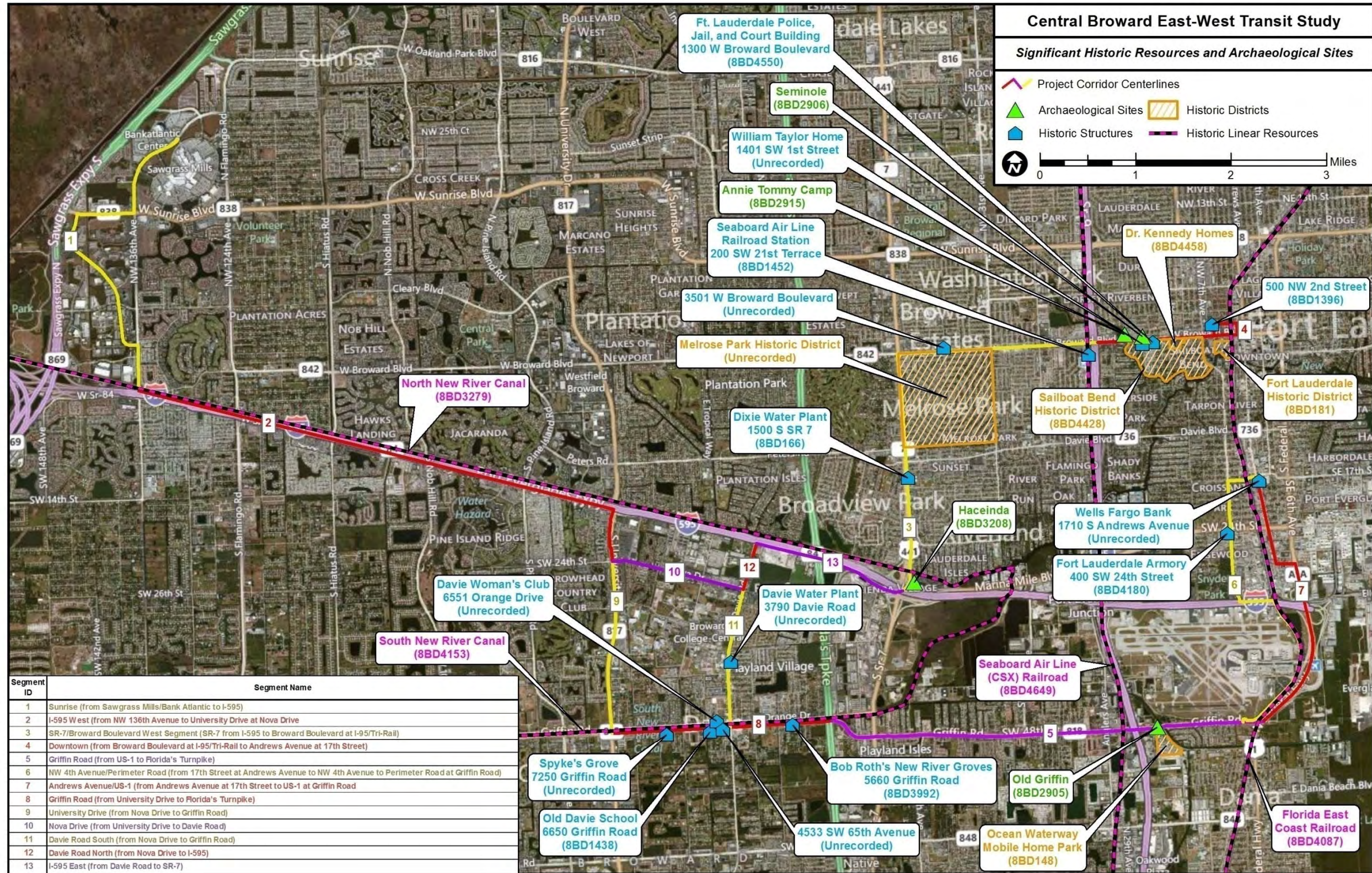
Two previously recorded archaeological sites (8BD2906 and 8BD2915) are located to the north of the existing right-of-way along the Downtown Segment (from Broward Boulevard at I-95/Tri-Rail to Andrews Avenue at 17th Street). Seminole Burial Ground (8BD2906) is located between NW 14th Avenue and NW 15th Avenue, north of the edge of right-of-way. While the exact location of the site is unknown two informants described the site as being located approximately 100 feet north of Broward Boulevard and east of the north fork of the New River. This site was recorded based on an informant report in 1995 during FMSF Survey No. 4075 and is a historic burial ground located on the bank of the north fork the New River. The informant stated that the site was used as a burial ground by Seminoles in the village near Fort Lauderdale. The initial surveyor suggested that this site may be eligible for local listing. However, it is not currently designated by Broward County. SHPO has not evaluated this site for National Register eligibility. However, due to the potential for human remains at this site, it is protected

under Chapter 872, F.S. (Unmarked Burial Law) and avoidance is recommended. It is likely that this site will also be of critical concern to the Seminole Tribe of Florida.

The recorded location of the Annie Tommy Camp (8BD2915) is approximately 150 feet north of the edge of the Broward Boulevard right-of-way on the east side of the north fork of the New River. The site was recorded in 1995 based on an informant report, and is a historic Seminole camp from the early 20th century. At the time of recording, it was noted that the site was located under a schoolyard and covered with fill and test pits excavated on school grounds yielded no cultural material. The initial surveyors did not evaluate local or National Register eligibility, although they did recommend additional testing to establish eligibility. It is likely that this site will also be of critical concern to the Seminole Tribe of Florida.

This page intentionally left blank.

Exhibit 21: Locations of Significant Historic Resources and Archaeological Sites



7.1.3 SR 7/Broward Boulevard West (SR 7 from I-595 to Broward Boulevard at I-95/Tri-Rail)

One previously recorded archaeological site, Hacienda Village (8BD3208), is intersected by the centerline of the SR 7/Broward Boulevard West Segment (SR 7 from I-595 to Broward Boulevard at I-95/Tri-Rail) between the North New River Canal and SR 84. This site is a former tree island with a dense Glades-period black dirt midden with possible Late Archaic components recorded in 1998 during FMSF Survey No. 10627. The site also has evidence of 19th century occupation, possibly by Seminoles, and a 20th century homestead. Phase II excavation of this site was subsequently conducted and encountered human skeletal remains. In 1998, the surveyor suggested that this site may be eligible for listing in the National Register due to the presence of human remains. However, in 2006, this site was determined to be ineligible for listing in the National Register due to the loss of integrity resulting from land clearing and development as the site had been graded and shaped in association with the construction of the Stone Arch Apartments.

It is likely that the portion of the site within the SR 7/Broward Boulevard West Segment has been disturbed by the construction of the apartment complex. But due to the presence of human remains further research and/or testing may be required to confirm that no human remains are located within the portion of the site located within the study segment. Human remains are protected under Chapter 872, F.S. (Unmarked Burial Law).

7.2 Historic Resources Reconnaissance Survey Results

The reconnaissance survey resulted in the identification of 23 significant historic resources within the APE. The identified historic resources include two railroads, two canals, 15 buildings, one mobile home park, and three historic districts. Of the identified historic resources, one is National Register-listed: Old Davie School/6650 Griffin Road (8BD1438). Five resources have been determined eligible for listing in the National Register by SHPO (8BD166, 8BD181, 8BD3279, 8BD4153, and 8BD4180). Sixteen additional resources are considered National Register-eligible based on the evaluation of the surveyor, eight of which are previously recorded (8BD148, 8BD1452, 8BD3992, 8BD4087, 8BD4428, 8BD4458, 8BD4550, and 8BD4649) and eight of which have not been recorded. One additional resource is locally designated by the City of Fort Lauderdale but does not appear eligible for listing in the National Register. It should be noted that while the official SHPO evaluation of the FEC Railway (8BD4087) is insufficient information, portions of the railway outside of the study APE have been determined eligible for listing in the National Register. In addition, while the portion of the Seaboard Air Line (CSX) Railroad (8BD4649), has not been previously evaluated, another portion of the railway within Broward County has been determined eligible for listing in the National Register by SHPO.

Thirteen proposed segments were evaluated during the reconnaissance survey and background research. Of these, there were no significant historic resources identified adjacent to one: Nova Drive (from University Drive to Davie Road). Exhibits 22 through 33 detail the significant historic resources adjacent to each of the twelve remaining segments of the proposed improvements. A map showing the locations of each of the identified resources is included as **Error! Reference source not found.**, and photographs of each of the National Register-eligible resources are included in Exhibits 34 through 56. The locations of the City of Fort Lauderdale's locally designated resources in relation to the proposed alignments are delineated on the Fort Lauderdale Planning and Zoning *Official City of Fort Lauderdale Historic Resources Map, as Amended January 2007* included in Appendix B.

Exhibit 22: Identified Significant Historic Resources within the APE for the Sunrise Segment (from Sawgrass Mills/BB&T Center to I-595)

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD3279	North New River Canal	c. 1906	N/A	Determined National Register-eligible by SHPO

Exhibit 23: Identified Significant Historic Resources within the APE for the I-595 West Segment (from NW 136th Avenue to University Drive at Nova Drive)

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD3279	North New River Canal	c. 1906	N/A	Determined National Register-eligible by SHPO

Exhibit 24: Identified Significant Historic Resources within the APE for the SR 7/Broward Boulevard West Segment (SR 7 from I-595 to Broward Boulevard at I-95/Tri-Rail)

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD166	Dixie Water Plant/1500 S SR 7	1926	Mediterranean Revival	Determined National Register-eligible by SHPO; Locally Designated by the City of Fort Lauderdale and Broward County
8BD1452	Seaboard Air Line Railroad Station/200 SW 21 st Terrace	1926	Mediterranean Revival	Considered National Register-eligible; Locally Designated by the City of Fort Lauderdale and Broward County
8BD3279	North New River Canal	c. 1906	N/A	Determined National Register-eligible by SHPO
8BD4649	Seaboard Air Line (CSX) Railroad	1927	N/A	Considered National Register-eligible
Unrecorded	3501 W Broward Boulevard	c. 1955	Mid-Century Modern	Considered National Register-eligible pending further research
Unrecorded	Melrose Park Historic District	Various	N/A	Considered National Register-eligible pending further research

Exhibit 25: Identified Significant Historic Resources within the APE for the Downtown (from Broward Boulevard at I-95/Tri-Rail to Andrews Avenue at 17th Street) Segment

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD181	Fort Lauderdale Historic District	Various	N/A	Determined National Register-eligible by SHPO
8BD1396	500 NW 2 nd Street	c. 1928	Mediterranean Revival	Considered National Register-eligible pending further research
8BD1452	Seaboard Air Line Railroad Station/200 SW 21 st Terrace	1926	Mediterranean Revival	Considered National Register-eligible; Locally Designated by the City of Fort Lauderdale and Broward County
8BD4087	FEC Railway	c. 1896	N/A	Considered National Register-eligible
8BD4428	Sailboat Bend Historic District	Various	N/A	Considered National Register-eligible pending further research; Locally Designated by the City of Fort Lauderdale
8BD4458	Dr. Kennedy Homes/1004 W Broward Boulevard	1941	Masonry Vernacular	Complex was formerly National Register-listed, three buildings remain after demolition
8BD4550	Fort Lauderdale Police, Jail, and Court Building/1300 W Broward Boulevard	c. 1957	International	Considered National Register-eligible
8BD4649	Seaboard Air Line (CSX) Railroad	1927	N/A	Considered National Register-eligible
Unrecorded	William Taylor Home/1401 SW 1 st Street	1941	Masonry Vernacular	Locally Designated by the City of Fort Lauderdale only

Exhibit 26: Identified Significant Historic Resources within the APE for the Griffin Road (From US 1 to Florida's Turnpike) Segment

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD148	Ocean Waterway Mobile Home Park/1500 Old Griffin Road	c. 1955	N/A	Considered National Register-eligible pending further research; office building is locally designated by Broward County
8BD4087	FEC Railway	c. 1896	N/A	Considered National Register-eligible
8BD4153	South New River Canal	c. 1907	N/A	Determined National Register-eligible by SHPO

Exhibit 27: Identified Significant Historic Resources within the APE for the NW 4th Avenue/Perimeter Road (from 17th Street at Andrews Avenue to NW 4th Avenue to Perimeter Road at Griffin Road) Segment

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD4087	FEC Railway	c. 1896	N/A	Considered National Register-eligible
8BD4180	Fort Lauderdale Armory/400 SW 24th Street	c. 1953	Moderne	Determined National Register-eligible by SHPO
Unrecorded	Wells Fargo Bank/1710 S. Andrews Avenue	c. 1963	Mid-Century Modern	Considered National Register-eligible pending further research

Exhibit 28: Identified Significant Historic Resources within the APE for the Andrews Avenue/US 1 (from Andrews Avenue at 17th Street to US 1 at Griffin Road Segment)

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD4087	FEC Railway	c. 1896	N/A	Considered National Register-eligible
Unrecorded	Wells Fargo Bank/1710 S. Andrews Avenue	c. 1963	Mid-Century Modern	Considered National Register-eligible pending further research

Exhibit 29: Identified Significant Historic Resources within the APE for the Griffin Road (from University Drive to Florida's Turnpike) Segment

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD1438	Old Davie School/6650 Griffin Road	1918	Masonry Vernacular	National Register-Listed
8BD3992	Bob Roth's New River Groves/5660 Griffin Road	c. 1958	Masonry Vernacular	Considered National Register-eligible pending further research
8BD4153	South New River Canal	c. 1907	N/A	Determined National Register-eligible by SHPO
Unrecorded	Davie Woman's Club	c. 1947	Masonry Vernacular	Considered National Register-eligible pending further research
Unrecorded	4533 SW 65 th Avenue	c. 1937	Frame Vernacular	Considered National Register-eligible pending further research
Unrecorded	Spyke's Grove/7250 Griffin Road	c. 1957	Masonry Vernacular	Considered National Register-eligible pending further research

Exhibit 30: Identified Significant Historic Resources within the APE for the University Drive (from Nova Drive to Griffin Road) Segment

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD4153	South New River Canal	c. 1907	N/A	Determined National Register-eligible by SHPO

Exhibit 31: Identified Significant Historic Resources within the APE for the Davie Road South (from Nova Drive to Griffin Road) Segment

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD4153	South New River Canal	c. 1907	N/A	Determined National Register-eligible by SHPO
Unrecorded	Davie Water Plant/3790 Davie Road	c. 1953	Masonry Vernacular	Considered National Register-eligible pending further research

Exhibit 32: Identified Significant Historic Resources within the APE for the Davie Road North (from Nova Drive to I-595) Segment

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD3279	North New River Canal	c. 1906	N/A	Determined National Register-eligible by SHPO

Exhibit 33: Identified Significant Historic Resources within the APE for the I-595 East (from Davie Road to SR 7) Segment

FMSF #	Site Name/Address	Year Built	Style	National Register Status
8BD3279	North New River Canal	c. 1906	N/A	Determined National Register-eligible by SHPO

7.2.1 National Register-Listed

Exhibit 34: Old Davie School/6650 Griffin Road (8BD1438), Facing Southwest



7.2.2 Determined National Register-Eligible by SHPO

Exhibit 35: Dixie Water Plant/1500 S SR 7 (8BD166), Facing Southeast



Exhibit 36: Representative Streetscape View within the Fort Lauderdale Historic District (8BD181), Facing Southwest at Himmarshee Street



Exhibit 37: North New River Canal (8BD3279), Facing West



Exhibit 38: South New River Canal (8BD4153), Facing Southwest to the West of Florida’s Turnpike



Exhibit 39: Fort Lauderdale Armory/400 SW 24th Street (8BD4180), Facing South



7.2.3 Considered National Register-Eligible Based on the Evaluation of the Surveyor

Exhibit 40: Ocean Waterway Mobile Home Park/1500 Old Griffin Road (8BD148), Facing Southeast at the Corner of Eleuthera Drive and Highborne Lane



Exhibit 41: 500 NW 2nd Street (8BD1396), Facing Southwest



Exhibit 42: Seaboard Air Line Railroad Station/200 SW 21st Terrace (8BD1452), Facing Southeast



Exhibit 43: Bob Roth's New River Groves/5660 Griffin Road (8BD3992), Facing Southeast



Exhibit 44: FEC Railway (8BD4087), Facing South at Broward Boulevard



Exhibit 45: Representative Streetscape View within the Sailboat Bend Historic District (8BD4428)



Exhibit 46: Dr. Kennedy Homes/1004 West Broward Boulevard (8BD4458), Facing Northeast from Palm Avenue



Formerly National Register-listed and currently only three buildings remain after demolition.

Exhibit 47: Fort Lauderdale Police, Jail, and Court Building/1300 West Broward Boulevard (8BD4550), Facing Southeast



Exhibit 48: Seaboard Air Line (CSX) Railroad (8BD4649), Facing Southwest at Oakland Park Boulevard



Photo is outside of the study APE

Exhibit 49: 3501 W Broward Boulevard, Facing North



Exhibit 50: Representative Streetscape View within Melrose Park Historic District



Exhibit 51: Wells Fargo Bank/1710 S Andrews Avenue, Facing Southeast



Exhibit 52: Davie Woman's Club, Facing North



Exhibit 53: 4533 SW 65th Avenue, Facing Southwest



Exhibit 54: Spyke's Grove/7250 Griffin Road, Facing Southeast



Exhibit 55: Davie Water Plant/3790 Davie Road, Facing Southeast



7.2.4 Locally Designated by the City of Fort Lauderdale

Exhibit 56: William Taylor Home/1401 SW 1st Street, Facing North



Not Considered Eligible for Listing in the National Register

8.0 Conclusions

This historic resources reconnaissance survey and archaeological resources desktop analysis of the proposed alternatives for the Central Broward East-West Transit Study in Broward County, Florida was undertaken at the request of the FDOT, District Four, by Janus Research. The Study was performed to provide preliminary cultural resource information to assist in the avoidance of resources listed in, determined eligible, or considered eligible for the National Register. This document includes the results of the reconnaissance survey and background research, and identifies the cultural resources within the study APE that have been listed in the National Register or are considered eligible for the National Register, according to the criteria set forth in 36 CFR Section 60.4.

The historic resources reconnaissance survey resulted in the identification of 23 significant historic resources. These include one National Register-listed historic resource, Old Davie School/6650 Griffin Road (8BD1438); five resources which have been determined eligible by SHPO for listing in the National Register (8BD166, 8BD181, 8BD3279, 8BD4153, and 8BD4180); 16 resources which are considered National Register-eligible, eight of which are previously recorded (8BD148, 8BD1452, 8BD3992, 8BD4087, 8BD4428, 8BD4458, 8BD4550, and 8BD4649) and eight of which have not been recorded; and one City of Fort Lauderdale locally designated resource which does not appear eligible for listing in the National Register.

The National Register-listed resource is:

- Old Davie School/6650 Griffin Road (8BD1438)

The resources which have been determined National Register-eligible by SHPO are:

- Dixie Water Plant/1500 S SR 7 (8BD166)
- Fort Lauderdale Historic District (8BD181)
- North New River Canal (8BD3279)
- South New River Canal (8BD4153)
- Fort Lauderdale Armory/400 SW 24th Street (8BD4180)

The resources which are considered National Register-eligible based on the evaluation of the surveyor are:

- Ocean Waterway Mobile Home Park/1500 Old Griffin Road (8BD148)
- 500 NW 2nd Street (8BD1396)
- Seaboard Air Line Railroad Station/200 SW 21st Terrace (8BD1452)
- Bob Roth's New River Groves/5660 Griffin Road (8BD3992)
- FEC Railway (8BD4087)

- Sailboat Bend Historic District (8BD4428)
- Dr. Kennedy Homes/1004 W Broward Boulevard (8BD4458)
- Fort Lauderdale Police, Jail, and Court Building/1300 W Broward Boulevard (8BD4550)
- Seaboard Air Line (CSX) Railroad (8BD4649)
- 3501 W Broward Boulevard
- Melrose Park Historic District
- Wells Fargo Bank/1710 S Andrews Avenue
- Davie Woman's Club
- 4533 SW 65th Avenue
- Spyke's Grove/7250 Griffin Road
- Davie Water Plant/3790 Davie Road

The resource which is locally designated, but not considered eligible for listing in the National Register is:

- William Taylor Home/1401 SW 1st Street

A search of FMSF and Broward County data identified four archaeological sites (8BD2905, 8BD2906, 8BD2915, 8BD3208) located within or directly adjacent to the segments. Each of the proposed alternatives also intersect Broward County Archaeological Zones.

Once a Preferred Alternative is selected, a comprehensive CRAS, which will identify and document historic and archaeological resources located within the APE, will be necessary. Further documentation of National Register-eligible resources may be necessary at this time as well. If resources may be potentially affected by the selected alternative, further Section 106 work will be performed in order to avoid, minimize or mitigate adverse effects.

9.0 References

- Adams, William R., Sidney Johnson, and Stephen A. Olausen
1989 Historic Properties Survey of Fort Lauderdale, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Anes, Delvis D., Patricia Garbe-Morillo and Donald D. Johnson
2009 Sailboat Bend Historic District Architectural Resources Survey. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Arbuthnot, Michael A., Thomas J. Kozma and Brian S. Marks
2008 A Cultural Resource Assessment Survey of the Trotters Chase Tract, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Archaeological Consultants
2005 Final Cultural Resource Assessment Survey Report, Widening of Florida's Turnpike from North of Johnson Street to Griffin Road, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Baer, Robert
2006 Report of a Phase I Archaeological Survey of the Proposed (34.61 Acre) Wal-Mart Site, South University Drive and Orange Drive, Davie, Florida. . On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Batategas, Juliet, and Richard W. Estabrook
2001 A Cultural Resource Assessment of the Proposed Grade Separation Along Eller Drive Over the Florida East Coast Railroad Tracks from US 1 to McIntosh Road, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Beriault, John G. and Joseph F. Mankowski
2009 A Phase One Cultural Resource Assessment of Metropica Sunrise Parcel, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Broward County Board of County Commissioners
2001 Welcome to the Official Site of Broward County, Florida. 13 March 2001. Accessed online at: <http://www.co.broward.fl.us>.
- Brown, Canter, Jr.
1991 *Florida's Peace River Frontier*. University of Central Florida Press, Orlando, Florida.
- Browning, William D.
1990 Archaeological resource assessment of a portion of SR 823/Flamingo Road in Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Browning, William D. and Melissa G. Wiedenfeld

- 1985 Proposed re-alignment of SR A1A, from SR 5/US 1 to SE 17th St., in Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 1988 Proposed improvements to the US 1/SR 84 intersection and the SE 17th Street/Eisenhower Boulevard intersection in Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Bueno, Juan A., Karen E. Cheney and Paula Crouthamel

- 1993 City of Dania Historical Survey. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Buker, George S.

- 1975 *Sun, Sand and Water: A History of the Jacksonville District, U.S. Army Corps of Engineers, 1821-1975*. Found online at: <http://www.saj.usace.army.mil/history/>.

Burghard, August

- 1982 *The Panoramic Half Century in Florida: Land of Matters Unforgot*. Manatee Press, Fort Lauderdale, Florida.

Cabeza de Vaca, Alvar Nuñez

- 1542 *La Relación que dio Alvar Nuñez Cabeza de Vaca de lo Acaescido en las Indias...Zamora, 1542*. Reproduced in *Colección de Libros y documentos referentes a la Historia de America*. Madrid, 1906.

Carr, Robert S.

- 1980 Fort Lauderdale Neighborhood Survey. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 1989a Archaeological Survey of the S.W. 100 Avenue Corridor, Broward County. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 1989b An Archaeological Survey of the Trafalgar Property Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Carr, Robert S., Amy Felmley and Richard Ferrer

- 1991 An Archaeological Survey of Broward County, Florida: Phase I. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Carr, Robert S., Kim Heinz, and Don Mattucci

- 1993 An Archaeological Survey of Broward County, Florida: Phase II. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Carr, Robert S. and Jorge Zamanillo

- 1999 An Archaeological and Historic Assessment of the Ft Lauderdale Airport SEIR Roadway Expansion, Broward County Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Carr, Robert S., Jorge Zamanillo, and Willard S. Steele

- 1995 An Archaeological Survey of Southeast Broward County, Florida: Phase III. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

- Chambless, Elizabeth, Eleanor Laughlin and Nick Linville
2006 Cultural Resource Assessment Survey State Road (SR) 817 from Pines Boulevard to Griffin Road, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- City of Plantation
2009 "History." Accessed online at: <http://www.plantation.org/Plantation/history.html>.
- City of Sunrise
2012 "City History." Accessed online at: <http://www.sunrisefl.gov/index.aspx?page=50>.
- Davis, T. Fredrick
1938 The Disston Land Purchase. *The Florida Historical Quarterly* 17(3):200-210.
- Driscoll, Kelly A.
2003 An Archaeological and Historical Survey of the Proposed MNTA Tower Location in Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Eck, Christopher R.
1998 An Archaeological Survey of the Oakridge West Parcel, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Eller, Warren
1971 *Port Everglades Florida*.
- Estabrook, Richard
2005 Cultural Resource Assessment Survey of the State Road 93/862 (I-595/I-75) Video Monitoring System Phase II Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Gaby, Donald C.
1993 *The Miami River and Its Tributaries*. The Historical Association of South Florida, Miami, Florida.
- Gannon, Michael V.
1965 *The Cross in the Sand: The Early Catholic Church in Florida 1513-1870*. University of Florida Press, Gainesville, Florida.
- George, Paul S.
1991 Submarines and Soldiers: Fort Lauderdale and World War II. *Broward Legacy*, Volume 14, Numbers 1-2.
- Gifford, John A
2003 Archaeological Monitoring of Geotechnical Test Bore Program and Subsurface Archaeological Testing of Taylor Road Area for Onshore Segment of Proposed AES Ocean Express Pipeline, Southern Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Gougeon, Ramie A.
2009 An Archaeological and Historical Survey of the DEYN Davie Tower, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Grismer, Karl

1949 *The Story of Ft. Myers*. St. Petersburg Printing Co., St. Petersburg, Florida.

Groff Amanda T., and Jennifer L.F. Nash

2004a An Archaeological and Historical Assessment for the Existing NW 8th Street Cellular Tower, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

2004b An Archaeological and Historical Assessment for the Existing 45th Street Cellular Tower, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

2004c An Archaeological and Historical Assessment for the Existing SE 14th Avenue Cellular Tower, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

2004d An Archaeological and Historical Assessment for the Existing NW 25th Terrace Cellular Tower, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Harner, Charles E.

1973 *Florida's Promoters: The Men Who Made It Big*. Trend House, Tampa, Florida.

Hetherington, Alma

1980 *The River of the Long Water*. The Mickler House Publishers, Chuluota, Florida.

Historic Property Associates

1985 Architectural and Historical Survey of Fort Lauderdale: Original Town Limits. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

1995 Architectural & Historical Survey of Fort Lauderdale: Original Town Limits. November, 1995. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Houston, R.J., and B.A. Mitchum

1985 Phase I - archaeological survey of the proposed Sawgrass Deerfield Expressway, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Hughes, Skye W.

2003 Cultural Resource Assessment of the EXYN Tower Location in Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Janus Research

1999 Tri-County Commuter Rail Authority Double Track Corridor Improvement Program for Segment 5. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

2001 Resource Report 4, Cultural Resources for Calypso Pipeline, LLC, Calypso Natural Gas Pipeline Project. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

2003a The Tractebel Calypso Natural Gas Pipeline, Supplemental Report # 1. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

2003b Cultural Resource Assessment Survey of the Widening of Florida's Turnpike Mainline PD&E Study From Griffin Road to Sunrise Boulevard, Broward County. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

- 2005a Cultural Resource Assessment Survey and Desktop Analysis for the Fort Lauderdale-Hollywood International Airport, Broward County. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 2005b Cultural Resource Assessment Survey I-595 (SR 862) Project Development & Environment Study FM No. 409354-1-22-01 FAP No. 5951 539 I From the I-75 Interchange West of 136 Avenue to the I-95 Interchange Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 2006a Cultural Resource Assessment Survey of the SR91 Florida's Turnpike Widening - Griffin Road to HEFT (SR 821) and Atlantic Boulevard to West Hillsboro Boulevard Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 2006b Cultural Resources Reconnaissance Study South Florida East Coast Corridor Transit Analysis Miami-Dade, Broward and Palm Beach Counties. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 2006c Cultural Resource Reconnaissance Study of the Fort Lauderdale Downtown Transit Circulator, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 2007a Historic Resources Reconnaissance Survey and Archaeological Desktop Analysis I-95 Managed Lanes Pilot Project: 95 Express from: I-395 (Miami-Dade County) To: I-595 (Broward County). On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 2007b Cultural Resource Assessment Survey for the Fort Lauderdale Downtown Transit Circulator, Broward County Volume I of III (Not complete, missing change of status forms). On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 2008a Downtown Transit Corridor Program Project No. 14688 Cultural Resources Section 106 Determination and Discussion of Effects and Addendum to the CRAS for the Fort Lauderdale Downtown Transit Circulator, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 2008b Cultural Resource Assessment Survey of the Dr. Kennedy Homes/1004 W Broward Boulevard, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Jones, Lucy D. and Patricia H. Spriggs

- 2003 Addendum to the Cultural Resource Assessment NW 7th/9th Avenue Connector South of Broward Boulevard to Northwest 13th Street Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Jones, Lucy D., Paul L. Jones, and Patricia H. Spriggs

- 2003 An Archaeological and Historical Survey of the Proposed Snyder Park Tower Location in Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Jones, Paul L., Audrey R. Kennedy and Patricia Hemeter Spriggs

- 2001 An Archaeological and Historical Survey of the Proposed Snyder Park Tower Location in Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Keel, Frank

- 2007 A Cultural Resources Assessment for Florida's Turnpike SunNav Southern Arterial Dynamic Sign Message (DMS) Project. Broward, Dade and Palm Beach Counties, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

- Kemper, Marilyn
 1981 Broward County Comprehensive Survey: Phase I: Historic Broward County Preservation Board. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Lewis, Scott P., Janet Murphy and Karen Webster
 2000 Cultural Resource Assessment NW 7th/9th Avenue Connector Broward Boulevard to Northwest 13th Street. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Luxon, Tiffany L.
 2000 Cultural Resources Reconnaissance Survey, Crown Castle Proposed Wireless Site DEYN (AMF Bowling Alley). On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- MacKay, Captain John and Lt. J. E. Blake
 1839 Map of the Seat of War in Florida. Compiled by order of Brig. General Zachary Taylor. Captain John MacKay and Lt. J. E. Blake, U.S. Topographical Engineers. Photocopy on file, Janus Research, St. Petersburg, Florida.
- Mahon, John K.
 1967 *History of the Second Seminole War*. University of Florida Press, Gainesville, Florida.
- Mann, R. W.
 1983 *Rails 'Neath the Palms*. Darwin Publications, Burbank, California.
- McMurray, Carl
 1991 Cultural Resource Assessment Survey of SR 7 (US 441) in Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- McGoun, Bill
 1978 A History of Broward County. *Broward Legacy*, Volume 2, Numbers 3-4.
 n.d. "A Short History of Broward County." Accessed online at <http://www.broward.org/history/history.htm> on December 11, 2009.
- Milanich, Jerald T.
 1978 The Western Timucua: Patterns of Acculturation and Change. In *Tacachale: Essays on the Indians of Florida and Southeastern Georgia during the Historic Period*, pp. 59-88. The University Presses of Florida, Gainesville, Florida.
- Miller, James J. (compiler)
 1990 State of Florida Draft Comprehensive Historic Preservation Plan. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Moore-Willson, Minnie
 1935 *History of Osceola County: Florida Frontier Life*. Inland Press, Orlando, Florida.
- Nance, Ellwood C.
 1962 *The East Coast of Florida, A History, Volume I*. The Southern Publishing Company, Delray Beach, Florida.

- Nelson, Martha
 1963 Weed Patch to 161,867 Landings. *Miami Herald*, 27 January 1963.
- Parks, Arva Moore
 1982 Archaeology and History of the Granada Site, Volume II, Where the River Found the Bay: Historical Study of the Granada Site, Miami, Florida. Florida Department of State, Division of Archives, History and Records Management, Tallahassee, Florida.
- Sears, William H.
 1977 Archaeological Survey of Pipeline Routes in Fort Lauderdale Central Region Wastewater Effluent System, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Shepard Associates
 1981 An Architectural Survey of the City of Hollywood, Florida. In Broward County Comprehensive Survey: Phase I pp. II:ii-II:140.
- Sims, Cynthia L.
 2002 An Archaeological and Historical Survey of the Proposed AT&T Tarmac Tower Location in Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Solis de Meras, Gonzalo
 1964 *Pedro Menéndez de Avilés, Adelantado, Governor and Captain-General of Florida*. Translated by Jeannette Thurber Conner (1932), reprint 1964.
- Sprague, John T.
 1964 *The Origin, Progress and Conclusion of the Florida War, 1848*. Edited by John D. Mahon. Floridiana Facsimile and Reprint Series. University of Florida Press, Gainesville, Florida.
- Stokes, Anne V.
 2005 An Inventory and Evaluation of the CSM Thomas 'Jeff' Mayo (Ft Lauderdale), National Guard Armory, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- Tebeau, Charlton W.
 1971 *A History of Florida*. University of Miami Press, Miami, Florida.
- TenEick, Virginia Elliot
 1989 *History of Hollywood (1920 to 1950)*, Reprinted. Published by Patricia M. Smith and Florida Classics Library, Port Solerno, Florida. Originally published in 1966 by the City of Hollywood, Florida.
- Tischendorf, A. P.
 1954 Florida and the British Investor: 1880-1914. *Florida Historical Quarterly* 33(2):120-129.
- Velasco, Juan de
 1571 *Geografía de Las Indias 1571*. Reproduced in Volume II, Appendix Five of *The Spanish Settlements Within the Present Limits of the United States*, by Woodbury Lowry. Russell and Russell, New York, 1959.

Wagner, Victoria

1982 "The Davie Dilemma." Accessed online at:
http://www.davie-fl.gov/Pages/DavieFL_Programms/dilemma#campus.

Weaver, Paul L. III, Historic Property Associates, Inc., and Pappas Associates, Inc.

1996 Model Guidelines for Design Review: A Guide for Developing Standards for Historic Rehabilitation on Florida Communities. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Webster, Karen

1997 Cultural Resource Assessment, Griffin Road between Pine Island Road and Florida's Turnpike, Broward County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Work, Deborah

2002 New River Cultural and Environmental Survey. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Wright, Leitch J.

1986 *Creeks and Seminoles, Destruction and Regeneration of the Muscogulgee People*. University of Nebraska Press, Lincoln, Nebraska.