

Sailboat Bend Historic District

Architectural Resource Survey Update



City of Fort Lauderdale
Department of Sustainable Development
Urban Design and Planning

2018 - 2020

#21-0432

Exhibit 3

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I. ACKNOWLEDGEMENTS, OVERVIEW, AND BACKGROUND

Acknowledgements

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The updated Architectural Resource Survey of the Sailboat Bend Historic District (SBHD) was conducted to record current conditions of the SBHD. An in-the-field survey of the SBHD was performed between January and March of 2018 by Trisha Logan, Historic Preservation Planner, with the assistance of Luke Rinkus, Planning Intern. As data was reviewed and analyzed, with the assistance of Christian Cervantes, Urban Planner I, additional site visits were conducted. Current information and updates were then made to the initial in-the-field survey. This updated Architectural Resource Survey Report was compiled, written, and edited by Trisha Logan, Historic Preservation Planner with the City of Fort Lauderdale and Ellen Uguccioni, Historic Preservation Consultant with History Fort Lauderdale, both of whom meet the Secretary of the Interior's qualifications for professionals in historic preservation.

Background

On July 10, 2018, the City Commission asked for recommendations regarding potential amendments to the City's historic preservation ordinance. In response, staff outlined a three-phased approach to amend the historic preservation ordinance and identify potential incentives to enhance historic preservation efforts.

For Phase One, staff focused on key amendments to the Unified Land Development Regulations (ULDR) in order to streamline the historic application review and approval process. The amendments have a substantial positive impact on the overall historic preservation program by allowing staff to process certain applications administratively. These changes to the ordinance resulted in efficiencies, and now provide applicants with a greater level of clarity regarding individually designated properties, or those within a designated historic district. The amendments were approved by the City Commission on September 12, 2019.

For Phase Two, staff developed several recommendations for new historic preservation incentives. The first of these incentives, the use of parking reductions and exemptions for historic resources undergoing adaptive reuse, were approved at the October 2, 2019, City Commission Meeting. Two additional incentives including a waiver to promote and encourage preservation of historic resources as well as a tax exemption for commercial properties were approved at the March 3, 2020, City Commission Meeting.

As part of Phase Three, staff conducted an updated Architectural Resource Survey of the SBHD to identify any changes that have occurred within the district since the previous survey was performed in 2009. As part of this survey, a total of 458 properties were surveyed with 175 identified as contributing, 275 identified as non-contributing, 35 as either vacant lots or parking lots, and 16 identified as park parcels. It is typical to reassess historic districts periodically, usually every ten years, to maintain an inventory of designated historic resources. That reassessment is a requirement through the designation of the City as a Certified Local Government (CLG) by the State of Florida.

II. OBJECTIVES AND DEFINITIONS

Objectives

To implement the findings of this resurvey, the following objectives were set forth:

- Assign a "Contributing" or "Non-Contributing" status to all structures within the SBHD; and
- Amend Section 47-17, SBHD, of the ULDR so that it is consistent with the changes to the "Administrative Certificate of Appropriateness" review process set forth in Section 47-24.11, of the ULDR; and
- To update the "Material and design guidelines" in Section 47-17, SBHD, of the ULDR.

The ability to classify buildings within the SBHD as either "Contributing" or "Non-Contributing", is a critical component in this current survey. The goal of a historic district is to recognize the remaining resources that convey the evolution of the city, and which are now so scarce that special protections are warranted. By recognizing the SBHD, the City Commission finds it a public purpose to assist in the protection of those properties deemed "Contributing."

Properties located within the boundary of the SBHD are subject to an administrative process to monitor conditions in the district and to review requests for building permits. This administrative process includes a professional review to determine whether or not any alterations proposed to the structures or sites in a building permit are sensitive to, and consistent with the standards set forth in the SBHD Ordinance and in the City of Fort Lauderdale's Historic Preservation Design Guidelines.

When a building with the SBHD has been deemed "Contributing" additional weight of the review is placed on retaining its architectural integrity in style, scale, and materials. Because "Contributing" buildings have been determined to evidence original characteristics of design, the objective in the review process is to decide whether the actions requested will or will not destroy, or irretrievably alter, important original features. If a proposed alteration to the structure is not visible from the right-of-way and agrees with the Historic Preservation Design Guidelines as well as the SBHD Ordinance, the Historic Preservation Planner may be able to review and approve the request at an administrative level. If the request is visible from the right-of-way or may have a substantial impact on the architectural features of the structure, the request will require the review by the Historic Preservation Board (HPB).

When a building within the SBHD has been deemed "Non-Contributing" it suggests that either the building is of a more recent construction date, or that the qualities of the original architecture have over time, been so altered to have caused a loss in the building's ability to convey its original historic design. The administrative review for "Non-Contributing" buildings is therefore scrutinized much less with allowances outlined in the SBHD Ordinance for material changes. Similar to the process outlined above for "Contributing" properties, if a proposed alteration to a "Non-Contributing" property agrees with the Historic Preservation Design Guidelines as well as the SBHD Ordinance the Historic Preservation Planner may be able to review and approve the request at an administrative level. For requests that are visible from the right-of-way, an administrative level review may require an application with a 15-day call-up period. If the request is visible from the right-of-way and may have a substantial impact on the structure such as a large addition, the request will require review by the HPB. Requests for complete demolition and new construction of "Non-Contributing" properties always require review by the HPB.

Definitions

The following definitions for a Contributing Property and a Non-Contributing Property are taken from Section 47-24.11 "Historic designation of landmarks, landmark site or buildings and certificate of appropriateness" of the Unified Land Development Regulations. Other words defined below are specific to the practice of historic preservation and are contained within the Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.), as amended, and shall be applied within this report. Any other words not defined shall be interpreted by their common and ordinary meaning.

Contributing Property. A building, site, structure, or object which adds to the historical architectural qualities, historic associations, or archaeological values for which a landmark, landmark site, or district is significant due to any of the following reasons: it was present during the period of significance of the district and possesses historic integrity reflecting its character at that time; or it is capable of yielding important information about the period.

Non-contributing Property. A building, site, structure, or object that does not add to the historical architectural qualities, historic associations, or archaeological values for which a landmark, landmark site, or district and is not significant for any of the following reasons: it was not present during the period of significance of the district; or through alterations and/or additions has lost its physical integrity; or it is not capable of yielding important information about the period.

Period of Significance. The length of time when a property was associated with important events, activities, person, or its physical characteristics. The period of significance usually begins with a date when significant activities or events took place thereby giving the property its historic significance. This is frequently the actual construction date of the historic resource.

Vacant lots were identified by their present use: Park; Parking Lot; and Vacant Lot.

III. SAILBOAT BEND HISTORIC DISTRICT BACKGROUND

The SBHD was created in 1988 by action of the City Commission with boundaries that encompassed the lower Southeast corner of the current district. These original boundaries included the New River boundary to the south, SW 2nd Street to the north, SW 11th Avenue to the west, and SW 7th Avenue to the east.

The 1985 Survey

This original 1988 designation was sought by the "Historic Committee" of the Sailboat Bend Civic Association that was formed in 1986 in response to an Architectural and Historical Survey of Fort Lauderdale: Original Town Limits that was compiled by Historic Property Associates in 1985. Within the acknowledgements of this survey report, the author credits "the persistence and hard work of residents and organization of that [Fort Lauderdale's] community..."¹



Figure 1: Original Historic District Boundaries (1988)²

As part of the 1985 survey, the original Sailboat Bend Historic District was identified as an area eligible for local designation, providing the following description:

Bryan Subdivision Area located immediately to the west of the current historic district, this section of Fort Lauderdale, in addition to the New River Inn area, is one of the most historically and architecturally significant early twentieth century mixed use neighborhoods within the original city limits. Not only was it one of the first to develop, it also contains the best and most extensive collection of Boom-period Mediterranean Revival architecture in the survey area. Bryan Subdivision area is roughly bounded by West Broward Boulevard, the New River, Southwest 5th Avenue, and Southwest 9th Avenue.

The 1991 Survey

Between 1989 through 1991, a study of Sailboat Bend was conducted through a Neighborhood Master Plan program by planning consultant Duany Plater-Zyberk (DPZ) who were hired by the Sailboat Bend Civic Association. This study covered a larger area using the New River boundary to the west and to the south, West Broward Boulevard to the north and Southwest 7th Avenue to the East with the intent to "analyze the district and recommend new zoning which would address the needs of the community."³ A summary report of this study was prepared in 1991 by the Historic District Committee and Land Use/Zoning Subcommittee of the Neighborhood Master Plan Committee of the Sailboat Bend Civic Association entitled the "Sailboat Bend Historic District Study" (SBHD Study).

¹ Historic Property Associates. "Architectural and Historical Survey of Fort Lauderdale: Original Town Limits." St. Augustine, Florida. 1985.

² Sheridan, Terry. "Sailboat Bend Fort Lauderdale Birthplace Reborn." *The Miami Herald*. Miami, Florida. January 13, 1991. Section J, Page 1.

³ "Sailboat Bend Historic District Study." Historic District Committee and Land Use/Zoning Subcommittee of the Neighborhood Master Plan Committee of the Sailboat Bend Civic Association. 1991.

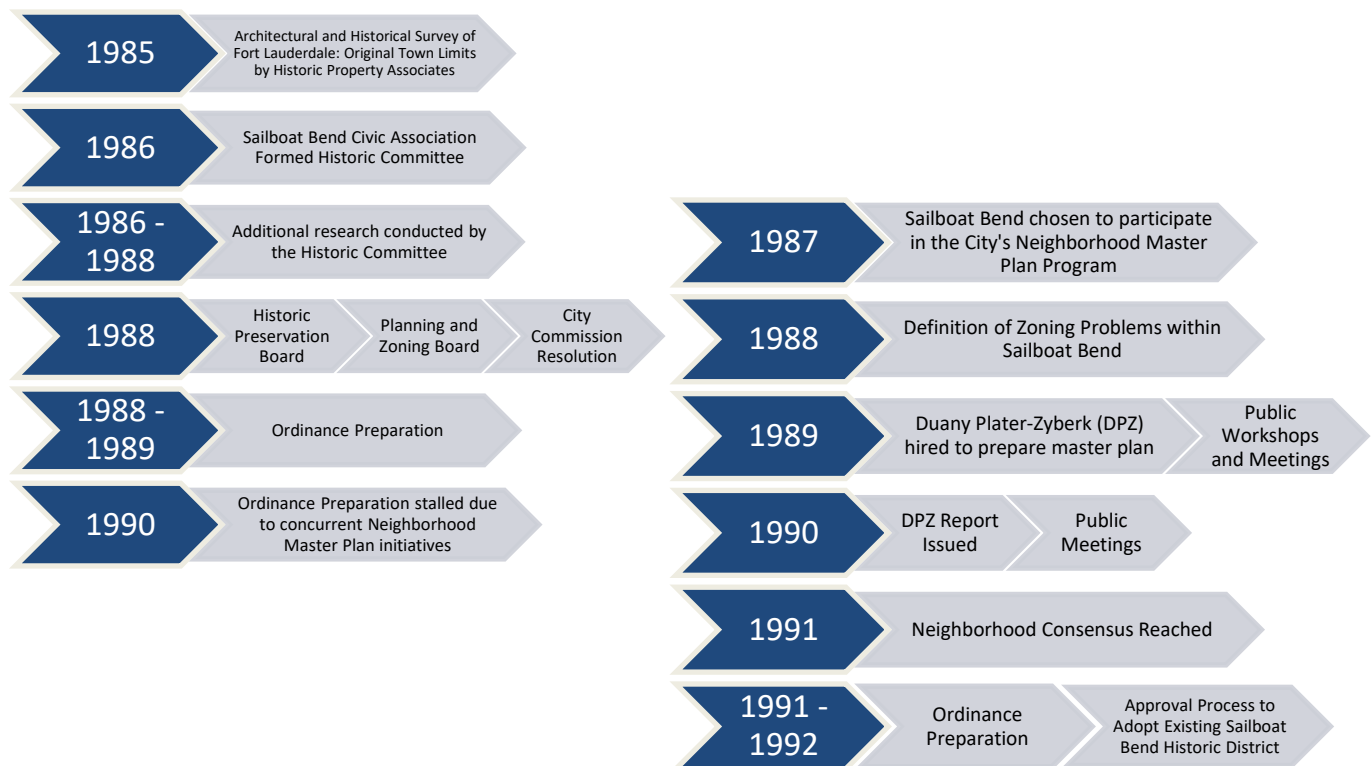
Within the SBHD Study, structures built prior to 1940 were identified as the most significant to the district. A caveat was included stating that if a structure was built later, (specifically in the 1940s-1950s) it could be considered "significant" if it had "appearance" of those in the previous decade. The SBHD Study states: "we have chosen the date of 1940 because the Second World War interrupted development, and structures built during the post-war development boom are markedly different from those of the pre-war years." The 1940 date also marked a period of time for properties that were 50-years and older, a common method of defining a historic context and establishing a period of significance.



Figure 2: Current Sailboat Bend Historic District Boundary

The study's Statement of Significance was, in part, that, "Sailboat Bend is the oldest extant working-class community in Fort Lauderdale, perhaps in South Florida, with the majority of pre-1940 residences dating from 1900-1925..." The SBHD and its now current boundaries were approved by the City Commission in 1992 under Ordinance No. C-92-49. In approving the SBHD, the City Commission found that the application and documentation submitted, which included the SBHD Study, met the criteria for its designation as a historic district.

TIMELINE FOR ADOPTION OF THE SAILBOAT BEND HISTORIC DISTRICT



The 2009 Survey

In 2009, an Architectural Resource Survey of the SBHD⁴ was initiated to identify contributing and non-contributing structures and went further to identify structures that were classified as “key contributing” and “compatible.” This survey applied the “50-years and older” guideline as a benchmark in identifying contributing structures. However, even if a building met the age requirement, the study failed to evaluate their architectural integrity. Architectural integrity means whether or not the property retains its original character-defining design features that have not been obscured by later alterations or additions.

Present Conditions—The 2018-2020 Survey

In 2018, another Architectural Resource Survey of the SBHD began to review present conditions. Through this survey effort, the basis of the historic significance of the designated historic district remains the same as originally intended i.e. that the neighborhood is a surviving example of the early community development of Fort Lauderdale. Buildings within the SBHD were evaluated not only as representative of a particular style, but also as they established the overall context as a pioneering, working class neighborhood. These standards were applied *in addition to* the customary “gauge” which is that: properties must be at least fifty years old or older in order to begin their evaluation as historic buildings. The 2009 study typically chose to catalog the significant structures as those constructed before 1959; correspondingly in 2020 the benchmark year moves forward to 1970.

Thus, by establishing a threshold for the date of construction and by evaluating the building's physical condition as well as by applying the contextual significance established for this district, properties were identified as either “Contributing” or “Non-Contributing.” Those properties meeting the established criteria were classified as “Contributing” (to the character of the district); and those that could not, were classified as “Non-Contributing.”

In the 1991 survey, buildings dating from 1940 or older met the cutoff established by the fifty-year guideline. As the City of Fort Lauderdale has continued to grow and reflect now current trends in the 21st century, the fifty-year guideline move forward, so that buildings constructed from 1970 or earlier were evaluated for their ability to convey their architectural style and the then current trends. With the addition of these buildings, and taking into consideration their ability to convey the historic context of the SBHD, the overall Period of Significance has now been identified in this updated survey to be the period between 1910 to 1961.

⁴ Architectural Resources Survey, Sailboat Bend Historic District, City of Fort Lauderdale, Planning and Zoning Department, May 2009 (Revised September 2010). Compiled by Patricia Garbe-Morillo, Marilyn Rathbun, Delvis D. Anes, Donald D. Johnson, and Rollin Maycumber.

IV. METHODOLOGY AND CRITERIA FOR EVALUATION

Methodology

Between January and March of 2018 an in-the-field survey was conducted to review the current conditions of the SBHD and to identify contributing and non-contributing structures. As data has been reviewed and analyzed additional site visits were conducted to collect additional information and updates were then made to the initial in-the-field survey.

The existing boundaries of the SBHD were re-surveyed. In setting up the in-the-field survey, maps were prepared to provide each parcel a number so that information collected in the field could be tracked. If a parcel contained more than one primary structure, they were typically sub-labeled (i.e. 3A, 3B, etc.). Within the Village of Sailboat Bend, groupings of structures containing multiple folios were labeled with one number.

After maps were prepared, surveyors photographed each structure to record existing conditions. These photographs were organized and labeled to coordinate with their address and assigned numbers for the purpose of this survey. Dates, addresses, and folios were taken from the Broward County Property Appraiser unless otherwise noted.

To collect data in the field, a digital survey was created using ArcGIS Survey 123. Fields included information about existing conditions, alterations, building materials, design features, and site features. Forms were initiated in the office to input a preliminary set of information based on photographs taken in the field and conditions visible through Google maps. Surveyors then visited the SBHD to record current conditions and verify information that was initially collected.

Data collected is stored within an ArcGIS Web Application, as well as through ArcGIS Survey 123. The ArcGIS Web Application provides an ability to show the survey locations spatially on maps. Data stored in ArcGIS Survey 123 allows for the analysis of various data collected through the use of charts and graphs.

The type of data that was collected as part of the Architectural Resource Survey includes:

<i>Building Number</i>	<i>Number of Residential Units</i>
<i>Folio Number</i>	<i>Number of Commercial Tenant Spaces</i>
<i>Year Built</i>	<i>Building Use</i>
<i>Address</i>	<i>Building Materials</i>
<i>Architect</i>	<i>Building Configuration</i>
<i>Architectural Style</i>	<i>Building Design Features</i>
<i>Building Square Feet</i>	<i>Site Features</i>
<i>Building Name (if applicable)</i>	<i>Fence Material</i>
<i>Existing Condition of Structure</i>	<i>Fence Height</i>
<i>Noticeable Alterations</i>	<i>Paving Material</i>
<i>Has the original building been demolished?</i>	<i>Roof Type and Material</i>
<i>Number of Stories</i>	<i>Window Type (With/Without Muntins)</i>

Criteria for Evaluation

Historic districts typically contain both contributing and non-contributing resources. Evaluations of significance for each property are conducted using data gathered through field observations of existing conditions; data such as folio numbers, parcel IDs, and dates of construction that are in the City's GIS system; original permits (when available); and past permits as well as consideration of the architectural integrity that is assessed for each structure. The evaluation of each structure was based on the overall analysis that combines the date of construction; the physical integrity of the structure; and the ability of the resource to convey the overall historic context of the setting. Each of these evaluation types are described further below:

Historic Context

Each property is evaluated for its relationship to the historic context established for this Architectural Resource Survey of the SBHD as described in Section VI below.

Dates of Construction

A majority of the dates of construction were determined utilizing data included within the Broward County Property Appraiser (BCPA) website. In select instances, further research was conducted utilizing Sanborn Maps as well as past building permits to determine whether the property was constructed at an earlier date.

Property Types

The survey revealed that during the period of significance, the area was comprised primarily of residential properties (either single-family or multi-family) as well as select civic and commercial properties that provided service to the residents of the neighborhood or the immediately surrounding community.

Integrity

"Integrity" as used in the context of historic preservation refers to the physical character of a property. If the original characteristics of a building have been compromised (by additions or alterations) to the degree that the original design is no longer present, the building is deemed to have lost its integrity. National Register Bulletin #15, published by the National Park Service, which describes the "Seven Aspects of Integrity" was used to judge the level integrity for buildings. The "Seven Aspects of Integrity" are: Location; Design; Setting; Material; Workmanship; Feeling; and Association.

V. ARCHITECTURAL RESOURCE SURVEY MAP AND GENERAL BOUNDARY DESCRIPTION

General Boundary Description

The boundaries of the SBHD follow the New River to the west and south, and along with the major arterial corridors West Broward Boulevard to the north, and Southwest 7th Avenue to the east.

Architectural Resource Survey Map



Figure 3: Map of Architectural Resource Survey Area

VI. HISTORIC CONTEXT AND STATEMENT OF SIGNIFICANCE

Historic Context

Guidelines provided by the National Park Service within National Register Bulletin 16A provides a definition:

Historic context is information about historic trends and properties grouped by an important theme in pre-history or history of a community, state, or the nation during a particular period of time. Because historic contexts are organized by theme, place, and time, they link historic properties to important historic trends. In this way, they provide a framework for determining the significance of a property.

Built resources are connected to the historic context by their shared physical or associative characteristics. According to National Register Bulletin 15, in order to decide whether a property is significant within its historic context, the following must be determined:

- That facet of prehistory or history of the local area, State, or the nation that the property represents.
- Whether that facet of prehistory or history is significant.
- Whether it is a type of property that has relevance and importance in illustrating the historic context.
- How the property illustrates that history.
- Whether the property possesses the physical features necessary to convey the aspect of prehistory or history with which it is associated.

Within the original designation of the SBHD (1991), the following trends and patterns were noted:

- That the structures built prior to 1940 were the most significant to the district as their numbers have vastly declined and they represent the City's earliest pioneering families.
- That if a structure was built in the decades after the Period of Significance (specifically the 1940s and 1950s); and had the appearance of the earlier period of significance, it could be considered significant (i.e. Contributing).
- That the district illustrated the evolution of the City, beginning from its early 1920s examples through to the Mid-Century Modernisms of the 1950s and 1960s.

In the current Architectural Resource Survey of the SBHD (2018-2020), the historic context was extended to capture structures that were constructed during the 1940s and 1950s. The decision to include them was a result of the basis of original designation 'the known dates of construction and the physical integrity of the structure.

The SBHD has significance in its association with early community planning and development, its social history, and its relationship to the founding and development of the City of Fort Lauderdale.

Statement of Significance

The Sailboat Bend Historic District is the largest surviving district to reflect the evolving history of the City of Fort Lauderdale. From its earliest development characterized by a pioneering group who, through their contributions to social and economic trends, provided a foundation for subsequent settlement; to a community who through their tenacity and ambition further added to the community's prosperity. The SHBD not only evidences a growth in the success and desirability of the neighborhood but also the evolution in building types. The smaller scale of the homes indicates they were built for working class families. From the more common vernacular designs of the 1920s and 1930s, to the change in building types and their availability after World War II through to the Modern Age when designs for neighborhoods took into account the now ubiquitous automobile and rapidly increasing availability of new technologies. The SBHD is a microcosm that witnesses the growth of a small town on the river, to a major city in southeast Florida now with millions of citizens in the region.

In 1993 during a Sailboat Bend Historic Homes Tour a resident remarked: "Sailboat Bend has been an ordinary neighborhood, a polyglot where working people in the early 1900s could buy a piece of land and build an unassuming home themselves, or at most with the help of a master builder/carpenter." Though almost 20 years have passed since his statement about Sailboat Bend, the neighborhoods maintain the smaller houses and architectural traditions of the region.

Sailboat Bend is a uniquely situated neighborhood that is bordered on two sides by the New River. The SBHD is comprised of multiple subdivision plats, including Bryan Place, Bryan Subdivision, River Highlands, and Waverly Place, the largest original plat. These plats were the earliest in the formation of the City of Fort Lauderdale, even prior to the formation of the City itself. Evident in the existing street patterns are those that were originally platted and many use their original street names such as Palm Avenue, Himmarsee Street, and Middle Street.

Three Periods of Significance are represented by architecture and physical features in the district are:

Pre-Development (Prior to the 19th Century)

Minimal physical evidence of this area prior to development exists, however it can be seen through divisions of the streets created by early plats. This area is also an Archaeologically Significant Zone and through prior Archaeological Surveys there is evidence of pre-historic periods.

Pioneer Settlement (1910-1944)

Records indicate the earliest structure in the district, the property located at 409 SW 9th Avenue, was constructed in 1910. Within this period of significance, architecture style represented include Bungalow, Frame Vernacular, Masonry Vernacular, Mediterranean Revival, Minimal Traditional and Mission Revival.

Post War (1945-1961)

Within this Period of Significance, architectural styles represented include Minimal Traditional, Ranch, and Mid-Century Modern.

Developmental History of Sailboat Bend--Prehistory

Typically Native American settlements in Florida developed along waterways for ease of transportation and access to food sources. The Tequesta Indian tribe settled along the banks of the New River in what was to become Fort Lauderdale. The tribe is known to have lived during the Glades Period, an archaeological culture in South Florida that describes the period between c. 750 BC until 1750 AD. The period ends when Europeans began to settle in the region and started to displace the Tequesta tribe.

Several archaeological sites within the SBHD have been recorded. The most significant site is "Rivermont" located along the banks of the New River. Archaeological sites are evident through the rise in elevation where an archaeological midden creates a ridge.⁵ One such change in elevation was noted on early maps including the original plat map of the Town of Fort Lauderdale surveyed by A.L. Knowlton in 1895. This map indicates an area referred to as "Indian Field" on the banks of the New River and shows the location of an "Old Redoubt Ditch" referring to a fortification of the area that was most likely constructed in the 1830s by Major William Lauderdale during the Second Seminole War.

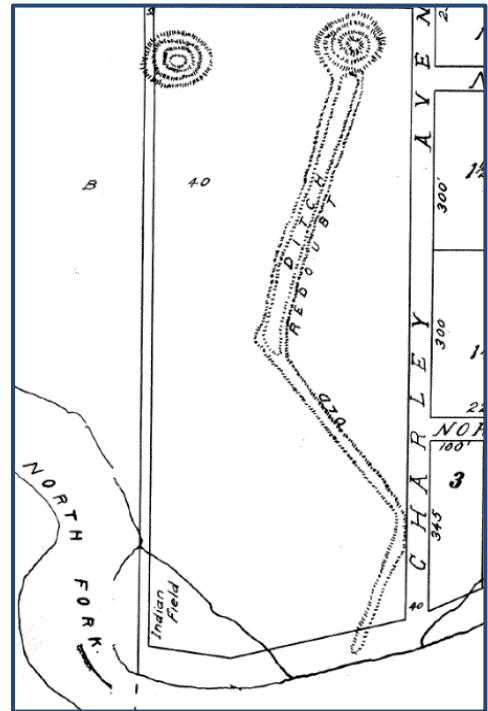


Figure 4: Original Town of Ft Lauderdale Survey⁶

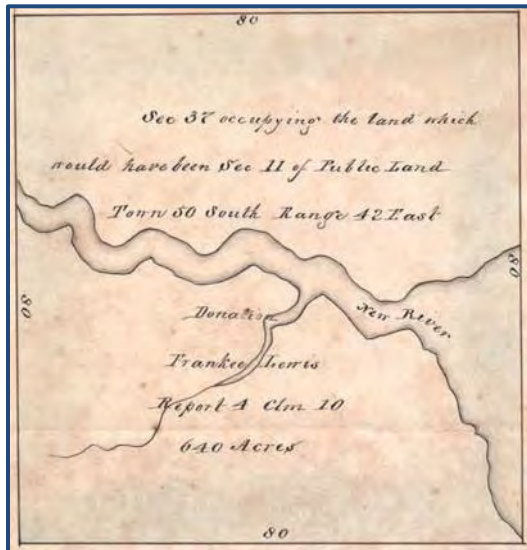


Figure 5: Frankee Lewis Donation⁹

Territorial Florida

The earliest documentation of non-native settlers is in 1788 within the vicinity of the New River. Here there is evidence of two Bahamian families of British decent – the Lewis Family and the Robbins Family. Located closest to the SBHD were the Lewis Family whose plantation was thought to be located on the opposite side of the New River on the south bank – in the vicinity of what is now known as Lewis Landing Park. The Lewis Family's home was located further east. As part of the Donation Act of 1824, Frankee Lewis received full title to 640 acres which encompassed present day Colee Hammock.^{7 8} In 1830, Richard Fitzpatrick of Key West purchased Frankee Lewis' Donation and established a plantation, primarily growing tropical plants. William and Mary Brickell then purchased the land in 1873, and later subdivided the parcels.

⁵ A mound or deposit containing shells, animal bones and other refuse that evidences human occupation.

⁶ Portion of original Town of Fort Lauderdale survey by A.L. Knowlton in 1895.

⁷ Section 11, Township 50 South, Range 42 East.

⁸ Passed when Florida was still a territory, allowed "squatters" who settled the land to be given full title, thus increasing the white presence in a time of hostility with the Native American population.

⁹ https://en.wikipedia.org/wiki/File:Frankee_Lewis_Lands_New_River_FL.PNG. Accessed March 26, 2020.

In 1821, the United States obtained Florida from Spain and in 1825 the first known government survey of what is now Broward County was completed by Colonel James Gadsen. As part of this survey, two other settlers were identified as occupying land in the vicinity of the New River - William Cooley and David Williams. Little is known of David Williams, other than he was a neighbor of William Cooley. He was from Knoxville, Tennessee was married, and at the time had one child.^{10 11} In addition, and not documented as part of the survey, another family – the Rigsby's – were also living nearby. Mary Rigsby, a widow, had one son and two daughters, and lived on the south bank of the New River.

William Cooley, originally from Maryland, was a farmer who primarily ran an arrowroot (aka coontie) starch mill and whose property was located on the north bank of the New River near the present day 7th Avenue/4th Avenue Bridge.^{12 13} Cooley's home "was of cypress logs, sealed and floored, and he had cleared and planted 20 acres in sugar cane, arrowroot, corn, potatoes and pumpkins, had many chickens, 80 hogs and five sheep."¹⁴ Cooley also had several other endeavors including a ship salvager, a wilderness guide, and a justice of the peace.¹⁵



Figure 6: Present day SW 7th Avenue/SW 4th Avenue Bridge (Photos by Trisha Logan)

¹⁰ Stout, Wesley. "The Beachcomber." *Fort Lauderdale News*. Fort Lauderdale, Florida. 12 Aug 1962, Sun. Page 12.

¹¹ Stout, Wesley. "The Beachcomber... Juno's First Resident." *Fort Lauderdale News*. Fort Lauderdale, Florida. 25 Nov 1966, Fri. Page 10

¹² The Coontie plant is native to Florida and its stems were used as food, often times pounded out into a powder, formed into a paste and then dried to be used as a flour-like substance.

¹³ Stout, Wesley. "Cooley Family Massacre Recreated By Columnist." *Fort Lauderdale News*. Fort Lauderdale, Florida. 19 Dec 1971. Page 135.

¹⁴ Ibid.

¹⁵ Dillon, Jr., Rodney E. "Legend's of Early Broward." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 10, No. 1-2 (1987).

The Seminole Wars

On January 6, 1836, Seminole Indians attacked William Cooley's family, killing his wife, three children, and the children's tutor – Joseph Flint. Cooley was not at home at the time as he was salvaging a Spanish shipwreck, the "Gil Blas", in Indian Key. Following the massacre of his family, Cooley became a temporary keeper at the Cape Florida Lighthouse (Dade County) and in March of the same year was named Justice of the Peace and Auctioneer (for shipwrecks) for then Dade County.¹⁷ Dade County was named for Major Francis Dade who fought and was killed in the Second Seminole War. In 1997 voters renamed the county "Miami-Dade" so as to acknowledge the prominence of the City of Miami.

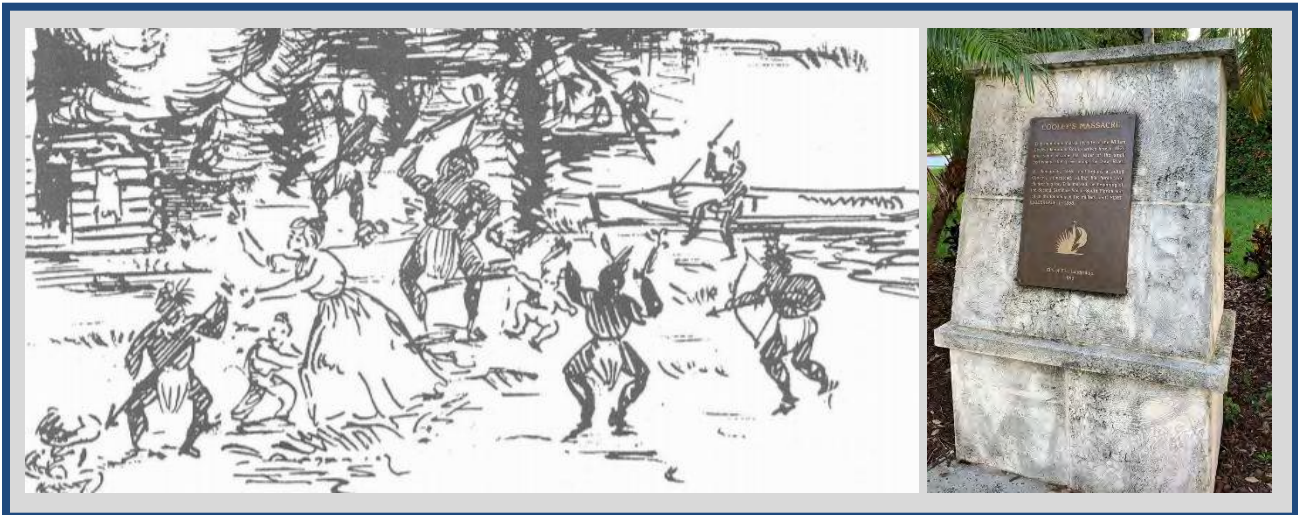


Figure 7: An early depiction of the Cooley Family massacre reflecting the animus between the settlers and the Native Americans at the time¹⁸

Figure 8: Cooley Massacre Plaque at Cooley's Landing Marina located at the North Bank of the New River, to the north of the SW 7th Avenue/SW4th Avenue Bridge (Photo by Trisha Logan)

During the Second Seminole War, Major William Lauderdale of the U.S. Army commanded the Tennessee Volunteers and Battery D., 3d U.S. Artillery and established a fort on the north bank of the New River on March 6, 1838.¹⁹ This fort was located at what is now SW 8th Terrace and Bryan Place in the SBHD. Lauderdale erected fortifications and built "a blockhouse 3-feet square, with a double tier for firing" and later in April "commenced building the pickets of Fort Lauderdale – 60 by 50 feet – Pickets 7 feet long – sunk 1 ½ foot..."²⁰

¹⁶ McGoun, Bill. "A History of Broward County." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 2, No. 3-4 (1978). P. 15-22.

¹⁷ Stout, Wesley. "Cooley Family Massacre Recreated By Columnist." *Fort Lauderdale News*. Fort Lauderdale, Florida. 19 Dec 1971. Page 135.

¹⁸ Dillon, Jr., Rodney E. "Legends of Early Broward." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 10, No. 1-2 (1987).

¹⁹ Welsh, Agnew. "Tabloid Florida History." *The Miami News*. Miami, Florida. May 2, 1922. P. 4.

²⁰ Burghard and Weidling. *Checkered Sunshine*. 1974. P. 5-6.

William Lauderdale, the namesake of Fort Lauderdale, was born in southwestern Virginia and lived in Sumner County, Tennessee where he was known as "one of the great plantation operators of Middle Tennessee and a notable warrior of his day."²¹ He served in the War of 1812, and both the Creek and Seminole Wars. Following his service in the Second Seminole War, Lauderdale died in Baton Rouge on his return from Florida.²²

In 1876, following the Second Seminole War, the first known post war settlers came to Fort Lauderdale. These settlers included Washington Jenkins, the Keeper of the House of Refuge for Shipwrecked Sailors located on Fort Lauderdale Beach (near present day Bonnet House) and John J. Brown, a pig farmer who later was elected to office in Tallahassee, the state's capitol.

Pioneer Settlement

In 1891 the first post office was established in Fort Lauderdale at the House of Refuge, naming Captain William C. Valentine its first postmaster. Valentine was a confederate veteran who was a Civil Engineer and had experience in land surveying. In 1887 while in Hypoluxo (the Seminole word for Lake Worth), Valentine had written to the Commissioner of State Lands in Tallahassee inquiring about lands along the New River.²³

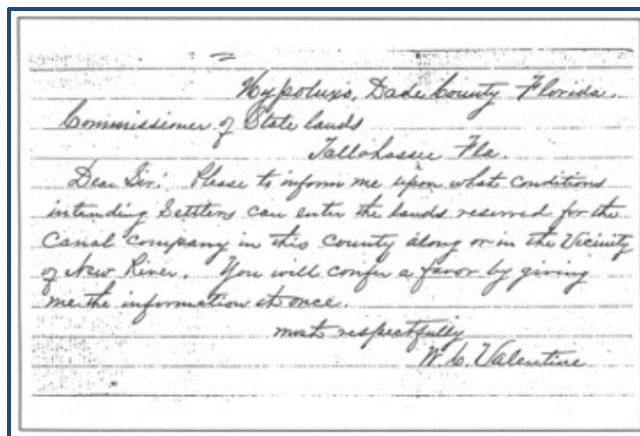


Figure 9: Early Correspondence from W.C. Valentine²⁴

While Valentine was serving as postmaster, mail was delivered between Lake Worth (Palm Beach County) and Lemon City (Miami) on foot by "Barefoot Postmen" who traveled along the coastline and walked in the sand. Oftentimes, the Barefoot Postmen would allow others to walk alongside them (many of them prominent early settlers) for \$5 each as a secure means to travel between Palm Beach and Miami.²⁵ Valentine would establish connections with those traveling along the beach including Mary Brickell. Mary and her husband William ran a trading post in Miami and were an early force in the development of South Florida.

During this same time period several projects were underway or initiated to connect the South Florida region with counties to the north. An early initiative in 1881 involved the Florida Coast Loan Canal and Transportation Company (FCLC&TC) The canal builders connected waterways between St. Augustine and Lake Worth, and would eventually extend farther south through to Biscayne Bay. The canals built by the FCLC&TC have now become the Atlantic Intracoastal Waterway.

²¹ Dillon, Jr., Rodney E. "Legends of Early Broward." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 10, No. 1-2 (1987).

²² Ibid.

²³ Dillon, Jr., Rodney E. and Joe Knetsch. "Forgotten Pioneer: Legacy of Captain William C. Valentine." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 17, No. 1-2 (Winter/Spring 1994). P.39-45.

²⁴ Ibid.

²⁵ Ibid.

Frank Stranahan, a notable figure, moved to Fort Lauderdale in 1892 to operate a ferry crossing and trading post on the New River that intersected with the new Biscayne Bay Stage Line. The Biscayne Bay Stage Line was a shell rock road connecting Hypoluxo Road, just south of Lake Worth, to Lemon City (an early neighborhood north of the City of Miami which was incorporated into the larger City of Miami in 1925). Travels between the two points took two days and Stranahan's trading post became an overnight camp.²⁶ In 1895, a mail carrier coach line, which accommodated passengers, called the "Star Route" ran between the two points on the Biscayne Bay Stage Line. A 1910 newspaper article described this early scene in the development of Fort Lauderdale:

*"Fort Lauderdale at that time [1895] was a camp and the houses were made of thick red paper nailed to framing. The camp was used of the lay-over between Lemon City and West Palm Beach, and aside from Frank Stranahan, the postmaster, and the drivers of the coaches, **the residents and only people around, were the Seminole Indians.**"²⁷*

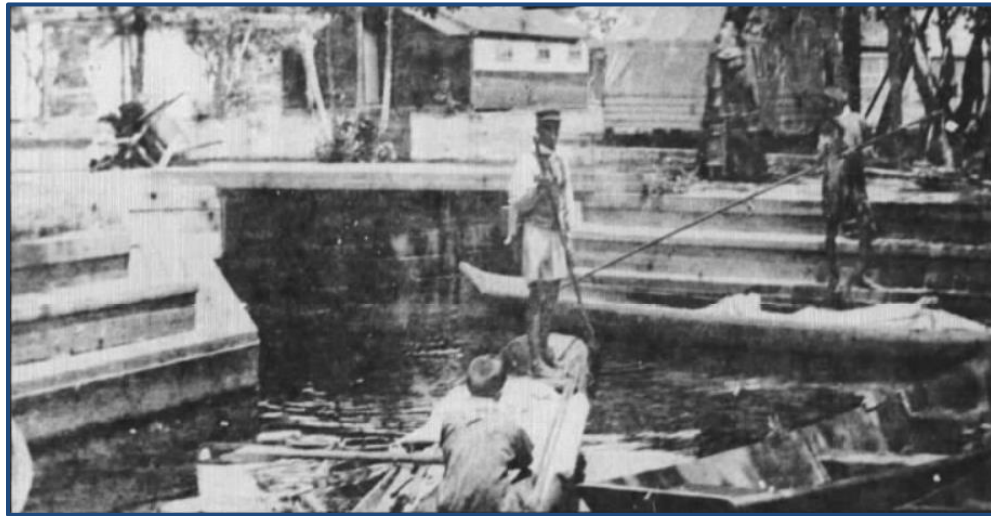


Figure 10: Stranahan's Trading Post – Trading with the Seminole Tribe, Circa 1895 ²⁸

The Railroad Arrives

With the extension of the Florida East Coast Railway in 1896, the accommodations for overnight guests included the magnificent Breakers Hotel in Palm Beach and the equally luxurious Royal Palm Hotel in Miami. Both were the creations of industrialist and founder of Standard Oil, Henry Flagler, who turned into real estate developer. Flagler also founded the Florida East Coast Railway. Prior to the extension through Fort Lauderdale, Flagler hired Civil Engineer, Alfred L. Knowlton to survey and plat the Town of Fort Lauderdale. Knowlton provided the names for streets throughout the town that recognized early settlers including Valentine Avenue (present day NE/SE 3rd Avenue) after the first postmaster for Fort Lauderdale, William Valentine. Included in this original plat was the eastern portion of the SBHD with the western boundary line at SW 9th Avenue, that

²⁶ McGoun, Bill. "A History of Broward County." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 2, No. 3-4 (1978). P. 15-22.

²⁷ Brossier, George Duncan. "Fort Lauderdale becomes shipping center for Everglades products." *The Miami News*. Miami, Florida. September 3, 1910. P.9.

²⁸ McIver, Stuart. "Poling to Frank's: A Cultural Exchange." *Fort Lauderdale News*. Fort Lauderdale, Florida. May 13, 1984. P. 490.

was later re-platted as Bryan Subdivision. At this same time, Mary Brickell, who had accumulated parcels of land along the New River and the Miami River in Dade County, gave Flagler “hundreds of acres for resale to future townspeople” as well as the right-of-way in the center of the town to accommodate the new rail line.²⁹

In 1898, Mary Brickell hired William C. Valentine to survey land along the New River.³⁰ During this time, there was a significant number of plats filed in Dade County coinciding with the railroad extension that was underway. A short list of surveyors, including Valentine, were frequently utilized to provide plats – others included A.L. Knowlton, Franklin Sheene, and George O. Butler.³¹ The area that was surveyed for Mary Brickell was “Sub-divisions of Section 9, Township 50 South of Range 42 East.” This area included the remainder of the present day SBHD that was not part of the original Town of Fort Lauderdale. In later maps showing area subdivisions of the SBHD, remaining areas that were yet to be sub-divided were referred to as “Valentine Survey.”

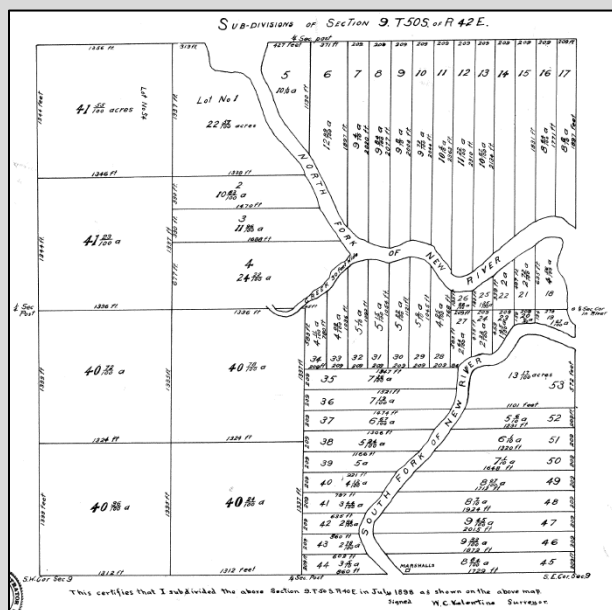


Figure 11: 1898 Valentine Survey³²

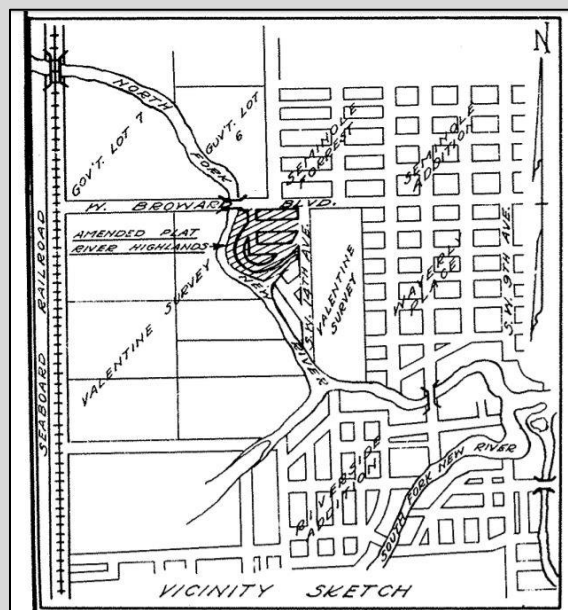


Figure 12: Vicinity Sketch for River Highlands Subdivision

Captain William C. Valentine was also one of the earliest owners of land within the Riverside Park and Sailboat Bend areas. Valentine cleared 15 acres of land within this area for farming purposes (although the exact location is unknown), where he thought to have farmed a tomato crop. Along the New River, farming was plentiful and with the addition of the Florida East Coast (FEC) railway into Fort Lauderdale, it became possible to transport produce out of Fort Lauderdale. The ability to move the crops out of the area, attracted more settlers and farmers to the area.

²⁹ Scott, Patrick. “Early History of Fort Lauderdale.” Fort Lauderdale Historical Society Archives. 2018.

³⁰ Herriott Landers, Helen. “West Side School: 86 Years of Serving Broward County.” *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 29, No. 1 (2009). P. 38-41.

³¹ Dillon, Jr., Rodney E. and Joe Knetsch. “Forgotten Pioneer: Legacy of Captain William C. Valentine.” *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 17, No. 1-2 (Winter/Spring 1994). P.39-45.

³² 1898 William C. Valentine plat of Sub-divisions of Section 9, Township 50 South of Range 42 East.

Valentine was an active community member, serving as the clerk of the election board for District 6, the New River Precinct, for the Dade County Commission.³³ Acting as Justice of the Peace, he also officiated at the first recorded wedding in the Town of Fort Lauderdale, marrying Frank R. Oliver and Eva Bryan. On March 28, 1903, in an unfortunate accident, Valentine fell from his boat and drowned in the New River.³⁴

In 1911, a portion of the area in the "Valentine Survey" was re-subdivided into Waverly Place. Waverly Place is the large cohesive subdivision within the SBHD which was developed by Fort Lauderdale Land and Development Company. The Fort Lauderdale Land and Development Company was "organized in 1910 by Henry R. Brown and James M. Morey of Greensville, Tenn.; Don Farnsworth of Chicago; Cyrus Bradley of Spokane; H.L. March of Knoxville and A.M. Mitchen of Cornelia, Ga."³⁵ As part of their development, lands were re-subdivided from the earlier "Valentine Survey" for smaller lots. The Fort Lauderdale Land and Development Company donated a triangular lot to the City of Fort Lauderdale for use as a park – now called Major William Lauderdale Park.

One of the members of the Fort Lauderdale Land and Development Company, Don Farnsworth, (who was involved with other area developments) constructed several of the first houses in Waverly Place to initiate interest in the new subdivision.

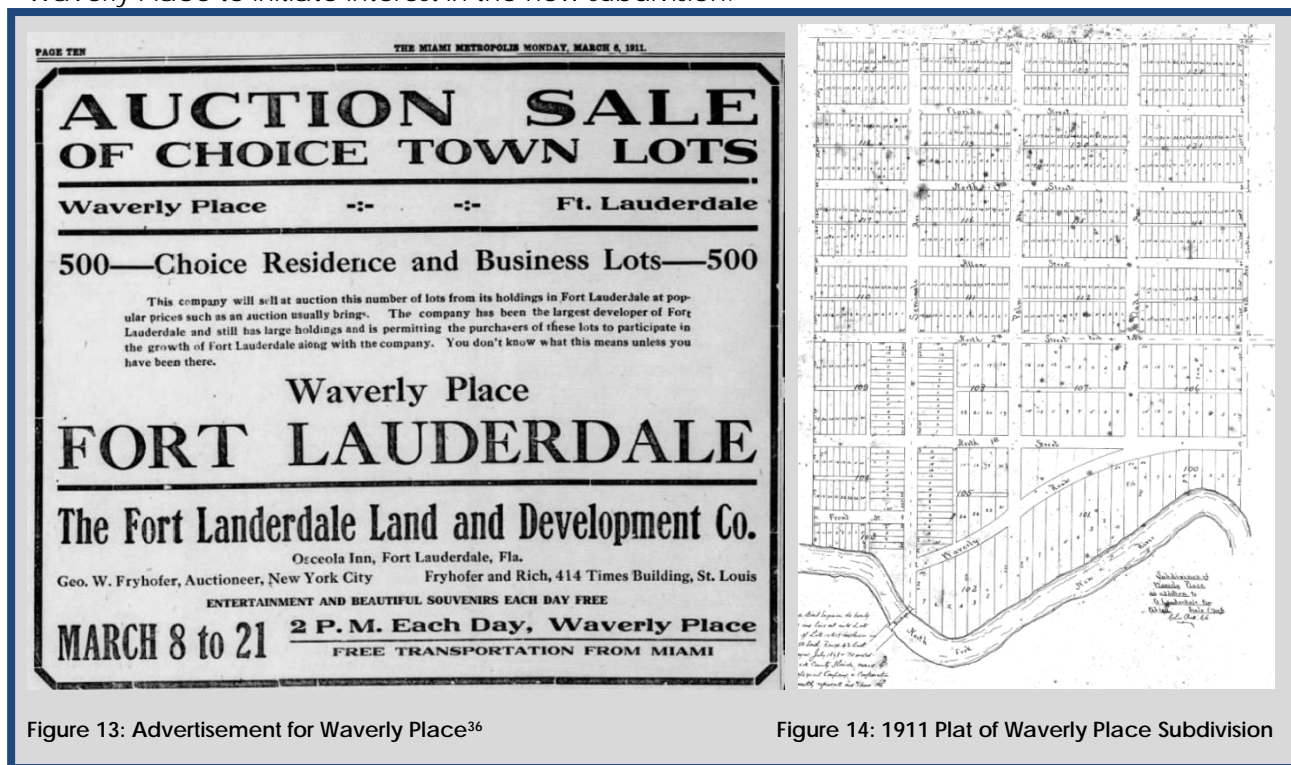


Figure 13: Advertisement for Waverly Place³⁶

Figure 14: 1911 Plat of Waverly Place Subdivision

³³ Dillon, Jr., Rodney E. and Joe Knetsch. "Forgotten Pioneer: Legacy of Captain William C. Valentine." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 17, No. 1-2 (Winter/Spring 1994). P.39-45.

³⁴ Ibid.

³⁵ Stout, Wesley. "The Beachcomber – Back Where it All Started." *Fort Lauderdale News*. Fort Lauderdale, Florida. 2 Sep 1955. Page 6.

³⁶ "Auction Sale of Choice Town Lots." *The Miami Metropolis*. Miami, Florida. March 6, 1911. Page 10.

Within the SBHD there are two primary plats, Bryan Subdivision in 1910 and Bryan Place in 1911 that were included in the original boundaries of the Town of Fort Lauderdale. The Bryan family were early settlers in the Town of Fort Lauderdale. In 1895, Flagler hired Philomen Nathaniel Bryan, a citrus grower, and his two sons Thomas and Reed to oversee the construction of the Florida East Coast Railway extension. The Bryans were involved with real estate and development in the area, and it can be presumed, (partially due to many of the early land transactions for these properties listing Tom Bryan as the seller), that the Bryan family is connected to these early subdivisions.

Early Residents

Both Bryan subdivisions attracted a number of well-known settlers to the area including Commodore Auylan Harcourt (A.H.) Brook and his sister Lady Clare Alice Fursman who arrived in 1921. Located at 409 SW 9th Avenue, the house of Commodore Brook is two-stories with a clipped gable roof. Immediately next door to his house at 401 SW 9th Avenue is a one-story Mediterranean Revival that was built for Lady Claire Fursman. [Figure 15]



Figure 15: Lady Clare Fursman's House at 401 SW 9th Avenue (Photo by Trisha Logan)

Both Brook and Fursman grew up in Sheffield, England. Prior to leaving England, Brook worked for the Manchester Guardian and studied art under the prominent English art critic John Ruskin. He moved to New York City and was an executive with a large outdoor advertising agency, the Cusack Advertising Agency.³⁷ He is credited with designing and building the first moving illuminated electric sign in 1916 at the age of 50.³⁸ He later formed his own advertising firm – Brook of Brooklyn, Inc. It was in New York that he received his title of Commodore for his service as chief of the Jamaica Bay Yacht Club in Long Island.

Fursman left England in 1899 to work as a nurse in the Boer War in South Africa. Following her service in South Africa, she married and lived in various places in Asia but returned to England as a widow. Stories describe her as adventurous. In looking for a new adventure she moved to New York City to make contact with her brother Auylan whom she had not seen for many years. In 1919, following the turbulent era of World War I, Brook bought a car and drove with Lady Clare to Miami. "As they passed through Fort Lauderdale enroute to Miami, they stopped for gas at the old Swaggerty garage on the New River downtown, and as they waited a fish leaped with a splash of water."³⁹ After visiting Miami and the west coast of Florida, the pair returned to Fort Lauderdale because of the jumping fish they spotted earlier in their trip.

³⁷ Weidling, Philip. "Brook Liked What He Saw – And Stayed." *The Miami Herald*. Miami, Florida. 29 Sep 1963. P. 182.

³⁸ "Commodore Brook Ranks High Among City's Benefactors." *Fort Lauderdale News*. Fort Lauderdale, Florida. 24 Feb 1956. P. 40.

³⁹ Jones, Duane. "A Fish Brought A.H. Brook To Settle in Lauderdale." *The Miami Herald*. Miami, Florida. 23 Feb 1956. P. 28.

Brook became a prominent early citizen in the City of Fort Lauderdale acting in leadership roles and made significant contributions along the way. Continuing his career in advertising, Brook promoted Fort Lauderdale by coining the slogan “Venice of America.”⁴⁰ He produced painted advertisements including a billboard located near the tracks of the Florida East Coast Railroad in downtown which read, “Get off and Catch One.”⁴¹ [Figure 16]



Figure 16: Commodore Brook and Billboard at the Florida East Coast Railway stop in downtown Fort Lauderdale⁴²

Brook spearheaded other improvements to Fort Lauderdale including the municipal swimming pool and the 10th Street Causeway. He also established Hugh Taylor Birch State Park and Fort Lauderdale's free municipal beach. He served in a number of leadership positions including Chairman of the Florida Inland Navigation Commission; Director and President of the Chamber of Commerce; Chairman of the Planning Board; Chairman of the Board of Adjustment; and the City Publicity Committee. Brook was also known for his purchase of Wyldewood Tropical Nursery in 1920, just south of the current Fort Lauderdale Airport, where the main attraction was a large Banyan tree. His sister ran a tearoom at the nursery with the tree serving as its “centerpiece.”

⁴⁰ Bothel, Todd L. *Legendary Locals of Fort Lauderdale*. Arcadia Publishing. Charleston, South Carolina. 2015. P.50.

⁴¹ Ibid.

⁴² Ibid.

A 1938 article describes Brook's efforts to construct a marina at the 7th Avenue Bridge, now Cooley's Landing Marina.⁴³ His effort coincides with his yachting hobby and his work as one of the founders of the Lauderdale Yacht Club. Following Brook's death in 1946, the Fort Lauderdale Chamber of Commerce issued a resolution in his memory which stated:

"It is the considered judgment of this board that this city has lost its most universally beloved citizen... that this community owes him a great debt of gratitude... that his genial personality and his invaluable counsel and assistance will be sorely missed by this board... that the press of this community be requested to publish this resolution and that a copy be given to Lady Clare Fursman, sister of our departed member, as evidence of our love and respect for him."⁴⁴

Further honoring his memory, a bridge – the Brook Memorial Causeway (connecting Southeast 17th Street to the Barrier Island) was named for Commodore Brook in 1956. This causeway was later replaced by the bridge that is located there today, completed in 2002.



Figure 17: A.H. Brook⁴⁵



Figure 18: Lady Clare Fursman⁴⁶

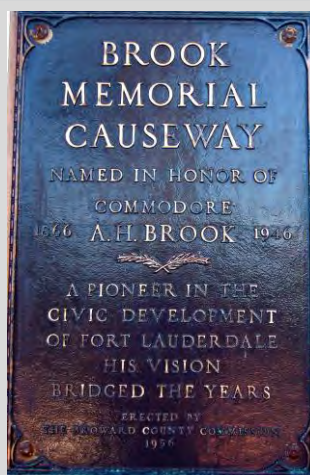


Figure 19: Plaque at Brook Memorial Cswy⁴⁷

Other early notable residents residing in the SBHD include:

J.W. Tidball. Mayor of the City of Fort Lauderdale from 1925 through 1927. Prior to becoming Mayor, he was the President of the Fort Lauderdale Chamber of Commerce and his wife was an active member in the Riverside Garden Club (812 SW 4th Place).

William Kolhausen. Pioneer jeweler of Fort Lauderdale with the first jewelry store – the Jewel Box. Kolhausen came to Fort Lauderdale in 1916 from Mobile Alabama. He lived in a home owned by Lady Clare Fursman for 20 years (address unknown).

⁴³ "Chamber Group To Seek More Dockage Space." *Fort Lauderdale News*. Fort Lauderdale, Florida. 03 Nov 1938. P. 1.

⁴⁴ Montayne, Carlton. "Monty Says." *The Miami News*. Miami Florida. 19 May 1946. P. 6.

⁴⁵ Jones, Duane. "A Fish Brought A.H. Brook To Settle in Lauderdale." *The Miami Herald*. Miami, Florida. 23 Feb 1956. P. 28.

⁴⁶ "Commodore Brook Ranks High Among City's Benefactors." *Fort Lauderdale News*. Fort Lauderdale, Florida. 24 Feb 1956. P. 40.

⁴⁷ <https://images.app.goo.gl/7pkFfNXJhGgYcW3j8>. Accessed March 26, 2020.

Carl P. Weilding. Florida House of Representatives for Broward County in the early 1920s and attorney (716 SW 4th Place, house no longer extant).

Mathew Marshall. Early local real estate developer and local farmer noted as being “one of the most extensive growers of fruits and vegetables in then Dade County.”⁴⁸

Development Boom

The creation of all three of these plats in the SBHD – Waverly Place, Bryan Subdivision, and Bryan Place – coincided with the incorporation of the City of Fort Lauderdale in 1911. Prior to its incorporation, the City of Fort Lauderdale was a part of Dade County (now Miami-Dade County). Shortly after the City's incorporation, Broward County was formed in 1915 and made Fort Lauderdale the county seat. From this early period of development, only six properties remain from the 1910s and fifty-four properties remain from the 1920s. Properties from the 1920s reflect on an era known nationally as “the Boom,” when Americans, now free of the destructive efforts of WWI, enjoyed new consumerism, flappers, jazz, and prosperity.



Figure 20: Harmon Field Monument with West Side School in Background (Photo by Trisha Logan)

As the population grew, the Broward County School District set out to build four schools in the City of Fort Lauderdale, one on each side of the City – North Side, South Side, East Side, and West Side. On the west side, in 1923, a school was constructed in the Waverly Place subdivision cleverly named, West Side School. The building was designed by local architect, John Morris Peterman, the same architect who designed the South Side School. Adjacent to the West Side School was Harmon Field, a two-acre parcel of land that was donated to the City of Fort Lauderdale for uses as a playground by William and Kathleen Harmon. In 1921, Harmon formed the Harmon Foundation to provide funding specifically for playgrounds in smaller communities throughout the United States.

In 1924, a competitive grant was issued for fifty towns to receive two-thousand dollars towards the purchase of a playground. On June 24, 1925, the City of Fort Lauderdale was awarded one of the prizes. To commemorate this award and a relationship between the City and the foundation that extended through the years, a monument, which is a former drinking fountain, was placed in front of the West Side School with a bronze plaque that reads:

“Harmon Field/This Playfield Was Made Ours Through The Assistance Of The Harmon Foundation/1924/Dedicated Forever To The Plays Of Children, The Development Of Youth And The Recreation Of All ‘The Gift Of Land Is The Gift Eternal.’”⁴⁹

⁴⁸ *The Miami News*. Miami, Florida, May 29, 1907. P. 1

⁴⁹ Crawford, William J. “Harmon Field at West Side School: A Forgotten Legacy.” *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 29, No. 1 (2009). P.42-44.

Eventually the Harmon Foundation became a philanthropic organization dedicated to supporting the arts endeavors of African Americans. In 2005, the area surrounding the West Side School was redeveloped into a Planned Unit Development (PUD) called the Village of Sailboat Bend that includes a mixture of townhouses, apartments, and single-family homes. The Sailboat Bend Artists Lofts is built on one portion of this development, in the location of Harmon Field. The Sailboat Bend Artists Lofts is an affordable housing community developed through a partnership between Broward County and ArtSpace, a Minneapolis non-profit organization that specifically provides low cost housing to artists throughout the country.



Figure 21: West Side School in 1923⁵⁰



Further west within the SBHD, the River Highlands Subdivision was platted and advertised lots for sale in 1925 by the Guaranty Realty Corporation. One advertisement made references to the area as belonging to the Dodge Estate between 1899 through 1924; however no records could be located to document this claim. Figure 16 advertises "River Highlands: A Fairyland of Fruits and Flowers," and boasts that Fort Lauderdale is the "World's Fastest Growing City." In 2005, several lots in this area were assembled by the City of Fort Lauderdale to create the Sailboat Bend Preserve which is now a Public Park with a kayak launch.

Figure 22: Advertisement for River Highlands⁵¹

⁵⁰ Herriott Landers, Helen. "West Side School: 86 Years of Serving Broward County." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 29, No. 1 (2009). P. 38-41.

⁵¹ "River Highlands: A Fairyland of Fruits and Flowers." *The Miami News*. Miami, Florida. 27 Sep 1925. Page 32.

In 1925, a swing bridge that had been relocated from Andrews Avenue in 1915 was replaced by the current two-lane swing bridge at the SW 11th Avenue river crossing. It was constructed by the Champion Bridge Company and designed by engineers Powell and H.C. Quinn. The new bridge is the only operable metal pony truss swing bridge in the State of Florida.

In 1926, South Florida was hit with a hurricane (later classified as a Class 5) that put a stop to the "boom time" development and caused a property loss that was estimated at eight to ten million dollars. Eight Hundred and sixty-eight homes in Fort Lauderdale were completely destroyed.⁵² This devastation came to South Florida three years prior to the Great Depression, further slowing development for several years to come. Census records show that despite the hardships created by the hurricane and the depression, there was still growth in Fort Lauderdale - the first Federal Census of Fort Lauderdale was taken in 1920 and counted 2,065 inhabitants.⁵³ By 1930 the population totaled 8,666.⁵⁴

In the year following the 1926 hurricane, the West Side Fire Station #3 was constructed in Waverly Place providing another civil service to the early population of the SBHD. Located at 1022 W. Las Olas Boulevard, the fire station was designed by Francis Abreu in the Mediterranean Revival Style and is now used as a fire and safety museum. Following the hurricane and during the Great Depression, development slowed. Within the SBHD, there are 33 properties from the 1930s and as of 1940, the population in the city had increased to 17,996.



Figure 23: Historic Photo of Fire Station #3⁵⁵

Opposite from the West Side Fire Station at 1029 W. Las Olas Boulevard is a former gas station and grocery store. Property records indicate that the structure may have been built in 1949, however a newspaper advertisement shows the property for lease in 1939 as a "Modern Grocery Store and filling station..." The advertisement indicates that the construction was actually earlier. "The one-story masonry vernacular building has a polygonal plan with hipped roof and a cross hip overhang that is supported by one column. It is significant as an important remnant of Pre-World War II commercial history related to increased use of the automobile and tourism to the area."⁵⁶

It is unclear when or how the Sailboat Bend neighborhood officially got its name. A 1945 article describes a new subdivision to be called "Sailboat Bend" on the South bank of the New River. This article states that it [Sailboat Bend] was a "popular title given the curve of the river at the intersection with West Las Olas when a number of large cruising sailboats were moored there in

⁵² Cunningham, Denyse. "The Big Blow: Broward County and the 1926 Hurricane." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 28, No. 1 (2008). P.2-29.

⁵³ Bureau of the Census. Number of Inhabitants, Florida. U.S. Department of Commerce. 1960: 11-9

⁵⁴ Ibid.

⁵⁵ <https://www.fortlauderdale.gov/departments/fire-rescue/about-fire-rescue/fire-and-safety-museum>

⁵⁶ Architectural Resources Survey, Sailboat Bend Historic District, City of Fort Lauderdale, Planning and Zoning Department, May 2009 (Revised September 2010). Compiled by Patricia Garbe-Morillo, Marilyn Rathbun, Delvis D. Anes, Donald D. Johnson, and Rollin Maycumber.

1941 and 1942.”⁵⁷ In 1942, a column entitled “The Palm Leaf Fan” referenced this location by stating “the crowd of young married people living aboard boats at Sailboat Bend have acquired a pet which comes daily for food – a five-foot alligator, too lazy to forage for himself perhaps, or just a saurian with cultivated tastes.”⁵⁸



Figure 24: Photo from Florida Master Site File Historic Structure Form for BD4505 (Building Type A)

In 1941, a low-income housing project called Dr. Kennedy Homes fronting Broward Boulevard was constructed. This development included 45 one and two-story structures in four different building types and an administrative building. The project was named for Dr. Thomas Simpson Kennedy, the City of Fort Lauderdale's first doctor.

In February 2011, this property was listed in the National Register of Historic Places, however the majority of the site was demolished later that year to redevelop the low-income housing project. Subsequently the property was removed from the National Register in January 2012. As part of the mitigation for the loss of the original homes, three of the structures from the original Kennedy Homes remained – each representing a different building type. Throughout the 1940s and 1950s residential development continued throughout the area. Within the SBHD, there are 72 properties from the 1940s and 80 properties from the 1950s.

The end of the war produced another unanticipated consequence – a huge population explosion. America's population jumped from 139 Million in 1945 to almost 192 million by 1964.

*Like a pig passing through a python, the baby boom generation surged through post-war American life and substantially helped to define the needs and values in each era. In the 1950s the baby boom fueled a huge demand for new homes, home based consumer goods and schools.*⁵⁹

When the demand for housing increased almost exponentially, the federal government responded by increasing its investment through the Federal Housing Administration (FHA). The agency insured home mortgages and required relatively small down payments for home loans. First time homeowners fled to new tract developments in the suburbs abandoning the city. Their move led to the impoverishment of inner cities. The government addressed the issue with a program called “Urban Renewal” which led to the decimation of America's downtowns.

⁵⁷ “Zone Change Denied Owner By Plan Unit.” *Fort Lauderdale News*. Fort Lauderdale, Florida. 14 Jul 1945. Page 2.

⁵⁸ “The Palm Leaf Fan.” *Fort Lauderdale News*. Fort Lauderdale, Florida. 30 Sep 1942. Page 5.

⁵⁹ Mark Gelernter, *A History of American Architecture*. (Hanover and London: University Press of New England) 1999. P.262

The FHA created national guidelines and in 1936 published "Planning Small Houses." The guidelines illustrated acceptable floor plans and elevations, suitable for funding. The plans represented the austerity of the designs which eschewed ornament, non-essential places or any other feature that would add to the cost of the housing. The FHA's philosophy was to "provide maximum accommodation within a minimum of means."⁶⁰

As a result of the government's influence as a guarantor of loans, this minimal approach was embraced as a model plan for houses throughout the nation. There are hints of regionalism in the designs, but they are minimal. In architectural parlance, this "stripped down" model became known as "Minimal" and "Minimal Traditional" when there are discernible features of traditional design (e.g. the addition of shutters and strictly symmetrical order of parts, indicative of Colonial Revival styles.)

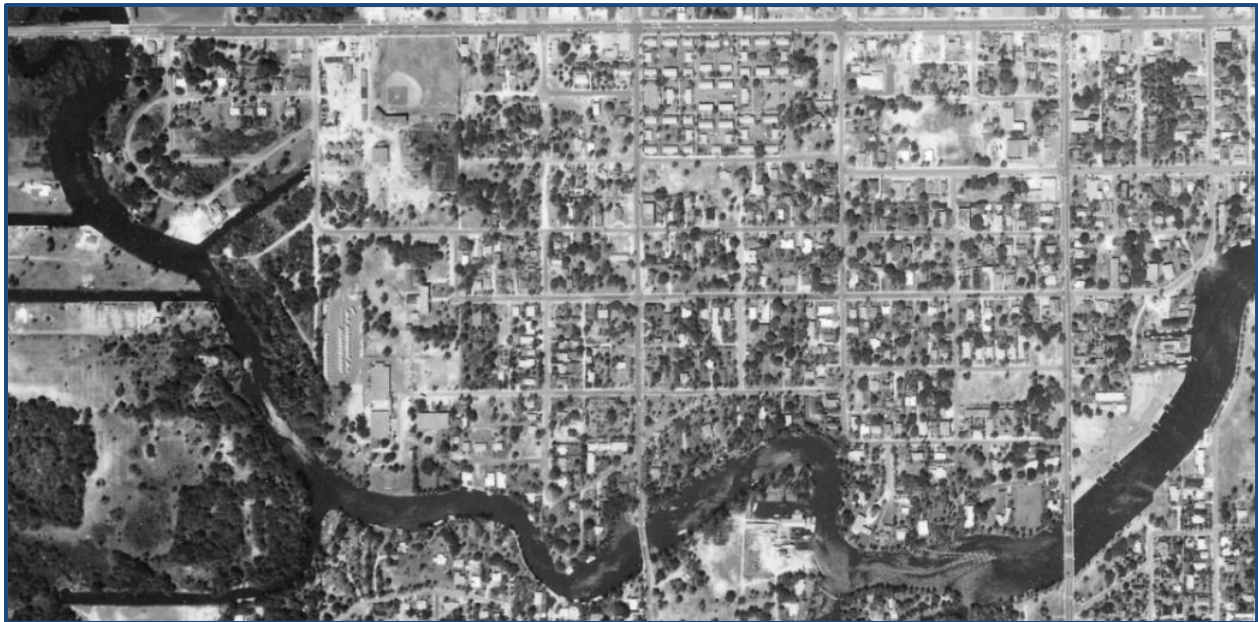


Figure 25: Aerial photograph of Sailboat Bend Historic District in 1957⁶¹

⁶⁰ National Register Bulletin: "Historic Residential Suburbs" National Park Service, National Register of Historic Places, Part 3, "The Design of the Suburban Home" p.11

⁶¹ Aerial photographs of Broward County – Flight 1T (1957). <https://ufdc.ufl.edu/aerials/map> Accessed University of Florida George A. Smathers Library on March 26, 2020.

Designed by noted local architect William F. Bigoney Jr. and John Evans, the City of Fort Lauderdale's Police Station was constructed in 1959 at 1300 W. Broward Boulevard. The police station has evolved over the years to accommodate the growing police force to serve the ever expanding population. Multiple alterations and additions to the original design have impacted its architectural integrity and as a result the structure has lost its significance as a representation of the International Style. An assessment of the integrity of the Police Station has been conducted by City staff and the historic preservation consultant for the Fort Lauderdale Historical Society in March 2018, to provide further information on alterations to the structure and the impact to the architectural integrity of the structure. This assessment is provided as Appendix F.



Figure 26: Current Photo of Police Station (2018)

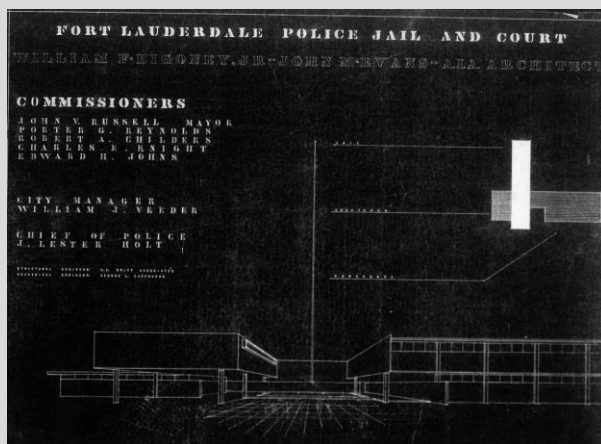


Figure 27: Cover Sheet for Original Permit Issued for Two-Story Police Station (Bigoney + Evans - 2/17/1958)

Along SW 14th Way and the New River, there are three single-family homes that were designed by the same local architect who designed the police station, William Bigoney. One of these homes, located at 215 SW 14th Way, was designed for himself in 1969 and in 1971, the home located at 333 SW 14th Way was designed for then Mayor of Fort Lauderdale, Jim Naugle. Within the Architectural Resource Survey of the SBHD, these residences were identified as non-contributing because they were constructed outside of the identified Periods of Significance. It is suggested that they be studied further and considered as potential individual Historic Landmarks. Bigoney studied architecture at Pratt Institute and Harvard University in the late 1940s and became well known for his modern designs including residences constructed in the sub-tropical modern style.

From 1961 onward, there are 203 properties that have been constructed in the SBHD. These properties account for the non-contributing structures within the SBHD, with few exceptions. Residential properties built between 1960-61 that exhibit architectural characteristics consistent with other properties built within the 1940s through the 1950s are included as contributing. The commercial properties along Broward Boulevard as the Village of Sailboat Bend are deemed non-contributing as they do not relate to the overall historic context.

VII. ARCHITECTURE: A HISTORICAL CONTEXT

Early Residences 1910-1944

Most commonly, early residences within the Sailboat Bend Historic District consist of small wood frame or masonry houses as well as several multi-family apartment buildings. They represent the Frame Vernacular and Masonry Vernacular Styles. Vernacular refers to the common wood frame construction techniques employed by lay or self-taught builders and utilized easily available building materials.

Smaller homes continued to be built before World War I and the western section of the district began to be developed. The house located at 1501 SW 1st Street is an example of the type of one-story masonry vernacular house commonly built during this time period and into the 1950s. Many of them represent a vernacular style, i.e. the use of familiar building forms and techniques and the use of locally sourced materials.

1945-1960

Following WWII Americans enjoyed new freedoms and opportunities. Thousands of soldiers returned to South Florida, many of whom had initially trained here. As a result, there was a great shortage of housing, and a need to build it quickly and economically. The "Baby Boom" population saw an increase from 140 million in 1945 to almost 192 million in 1964.⁶²

In 1934, under the Roosevelt Administration, the Federal government enacted the Federal Housing Act which provided federal loan guarantees for privately funded mortgages. In addition the Federal Government rewarded its Patriots with the passage of the Serviceman's Readjustment Act of 1944, commonly known as the GI bill. With guaranteed loans, and a small earnest amount, veterans could afford to purchase homes.

The 1950s saw an unprecedented prosperity in the lives of Americans. Affordable homes, a national road system and an ever-increasing boom in technology, mass production and jobs led to a streamlined vision of the future. For home design it led to a profusion of ranch style homes--- efficient, built for comfort and family complete with a garage and a patio in the backyard.

The Characteristics of Style and its Evolution within the SBHD

The following lists the architectural designs and types of buildings that are represented within the District:

- Frame and Masonry Vernacular
- Late 19th and Early 20th Century Revivals
 - Colonial Revival
 - Mission Revival
 - Mediterranean Revival (Spanish Colonial)
- Bungalow
- Minimal Traditional
- Ranch
- Modern
 - Art Deco
 - Art Modern
 - Mid-Century Modern

⁶² Mark Gelernter, A History of American Architecture. (Hanover and London: University Press of New England) 1999. P.262

Frame or Masonry Vernacular

By definition, “vernacular” means: the speech of ordinary people spoken in a particular country or region. In architecture it translates to a type of design that is familiar to local builders and a product of its place. Normally vernacular buildings are constructed of locally sourced materials and reflect the specific character and practical considerations of the geographical place in which they were built. For example, in New England roofs are steeply pitched to keep snow off the roofs but in tropical and arid areas of the country flat roofs are both practicable as well as popular.

Sailboat Bend has a considerable number of this type of homes built in the late 30s through the 1940s built of both wood and masonry. Most are one-story in height and feature a low-sloped gable roof.

Late 19th and Early 20th Century Historicist Revivals

Late 19th and early 20th Century Americans relied on their own practical knowledge of building, but also looked to European precedents for an established pedigree and popularity. Nationally distributed magazines, including *Better Homes and Gardens*, *McCalls* and *House and Garden*, published examples of period-revival styles to its growing readership. Many of the designs illustrated were inspired by such popular models as English Tudor Revival, American Colonial, Dutch, French and Spanish styles.⁶³

Colonial Revival

While some one-story homes were built with their form and decoration reminiscent of the Colonial Revival style, two story homes allowed for the classic porch across the façade often supported by full height columns. The style called for an emphasis on the center bay, and a symmetrical balance of the flanking sides. The designs relate to the earlier Georgian and Adam prototypes.⁶⁴

Mission Revival

The regional nature of revival designs is the deciding factor in the nature and design for an “architecture of places.” Mission Revival designs in Florida, greatly popular in the 1920s -1940s, find their precedents in California, where the Mission style recalled the influence of Spanish missionaries in the 18th century, and its later Mexican period. The Panama-Pacific Exposition, held between 1915 and 1917 in San Diego, was a large-scale exhibition of Mission Revival, Pueblo Revival and Spanish Baroque as curated by famed New York architect Bertram Goodhue. The fair, held in celebration of the completion of the Panama Canal, had a great impact on the popularity of the style nationwide, in areas that had similar climate and a Hispanic past. The state of Florida could meet both in climate and history. The characteristics of Mission Revival designs include a flat roof, parapets and a symmetrical arrangement of its parts.

Mediterranean Revival

In Florida, the myth of Ponce de Leon’s search for the Fountain of Youth established the first reference to the Spanish exploration, an inspiration that found its expression in Florida’s architecture. Henry Flagler’s Florida East Coast Railway made its way down the east coast of Florida in the 1890s, and popularized a grand Spanish architecture beginning with the Hotel Ponce de Leon in Saint Augustine, the Royal Poinciana and the Breakers in Palm Beach and the Royal Palm Hotel in Miami.

⁶³ National Register Bulletin: “Historic Residential Suburbs” National Park Service, National Register of Historic Places, Part 3, “The Design of the Suburban Home” p.2

⁶⁴ McAlester, Virginia and Lee. *A Field Guide to American Houses*. Alfred A. Knoff, Inc. New York, New York. 2003. P.321

In more modest residential architecture, the design included flat roofs, parapets that extend beyond the roof lines, surface ornament, loggias, port cochere's and a combination of one and two stories. Homes were generally of masonry construction finished in stucco, and where there were roof slopes, clay barrel tiles were popular.

Bungalow

Bungalow design was influenced by the Prairie School movement in the Midwest, the California Arts and Crafts, and a variety of vernacular housing types. Its basic form is usually one or one and a half stories, with a wide, shallow-roofed porch that extends the width of the house. The bungalow's popularity was increased through its coverage in national magazines like *Ladies Home Journal* and *Bungalow magazine* which disseminated ideas about residential architecture. The bungalow fulfilled a niche as an affordable single-family home during the 1920s and into the 1960s.⁶⁵

Minimal Traditional

The Stock Market Collapse in 1929 and the ensuing Great Depression certainly affected the building industry, but these events also served as a catalyst for new and efficient designs in residential architecture. The federal government played a huge role in making houses affordable for mainstream America. The Federal Housing Administration created in 1934 assured lenders that should the homeowner default on the loan, it was insured by the government which would assume the debt. The FHA published minimal housing standards along with approved plans which greatly dictated the form the home would take. Generally, houses were one story, with a prominent central entrance, a low-sloped gable roof, and a symmetrical arrangements of the remaining mass. Exterior decoration was at a minimum, and if present, might simply be the use of a patterned brick, stone or other material often used in the construction of the home itself. The almost formulaic approach to home design led to building efficiencies like mass production and standardized building methods. There are a substantial number of examples within the SBHD, distinguished by their three-bay approach, with a central entrance and identically designed bays flanking that entrance.⁶⁶

Ranch

It had been a roller coaster as Americans suffered through the Depression and World War II. Following WWII, with Europe decimated and vast areas in rubble, the U.S. took full advantage in producing goods not only for the nation but Europe as well. The expanding industrialized base came with new jobs, and with it new opportunities for returning GIs. Never before could so many Americans find themselves with the means to purchase their own homes.

"In just four years between 1956 and 1960, 11 million new homes were built in the suburbs. Owning one's own single-family detached house on its own plot of land, close to nature and away from the now thoroughly evil cities; this is what many desired and could now possess."⁶⁷

The Ranch style for houses became increasingly popular after WW II as standardized parts were able to be mass-produced and as new building technologies offered expediency in construction. Their simple form originated in California, where once sprawling haciendas punctuated the

⁶⁵ National Register Bulletin: "Historic Residential Suburbs" National Park Service, National Register of Historic Places, Part 3. "The Design of the Suburban Home" p.5

⁶⁶ National Register Bulletin: "Historic Residential Suburbs" National Park Service, National Register of Historic Places, Part 3. "The Design of the Suburban Home" p.15

⁶⁷ Mark Gelernter, *A History of American Architecture*. (Hanover and London: University Press of New England) 1999. P.262

countryside. Haciendas characteristically were built with rooms on the ground floor and wings attached. The design emphasized horizontality, and typically early ranch homes were one-story. Ranch houses in the burgeoning suburbs were set well back from and parallel to the street. With their own plot of land accommodating a backyard, Americans now favored a patio and amenities in the rear rather than porches in the front of the house. Living rooms figured prominently on the interior and extended across much of the front while bedrooms were placed in the rear.

Before, when people lived in crowded cities, mass transportation did not require any personal transport. In the decades after the war, there was a huge demand for automobiles as America took to the road. President Eisenhower's "Interstate Highway Act" of 1956 led to the construction of highways linking many cities across the country, which then led to a new class-- tourists. A new requirement, for a single-car garage, changed the face of the Ranch house. The garage became a prominent feature, either as a bay that was flush with the line of the home, or as a projecting bay appended to the horizontal form of the house itself.

Modern

Art Deco

Art Deco and its similar type called Art Moderne are included in the Modern genre as they were distinctive unto themselves. Art Deco, as a decorative streamlined style, was a favored motif in jewelry, ceramics and interior design for its new "vocabulary" of ornament. In architecture it was expressed in applied ornament such as zigzags and other stylized geometric motifs. Projecting towers and other parts of the building extended over the parapet giving buildings a vertical emphasis.

Art Moderne

Similar in style to Art Deco, surface ornament was replaced by horizontal grooves in walls and often incised lines at the roof line. There are no towers or decorative pieces that break the roof lines. These horizontal grooves and horizontal balustrades create the horizontal emphasis.⁶⁸

Modern

In large part, the term modern is used for buildings favored by architects who paved new ground in American architectural history particularly in the 60s and 70s. These avant-garde prototypes used expanses of glass, asymmetrical composition and was devoid of surface ornament. Simultaneously, in residential construction, there was a resurgence of interest in historical architecture, as details, such as porches with piers or columns recall a Neo-Classical detail.

⁶⁸ McAlester, Virginia and Lee. A Field Guide to American Houses. Alfred A. Knoff, Inc. New York, New York. 2003. P.46

The Following Photographs Illustrate the Styles as Represented by Examples in the SBHD

COLONIAL REVIVAL



1017 SW 4th Street

This Colonial Revival building expresses a symmetrical arrangement of its parts, e.g. the focus of the home is on the center bay, further emphasized by the shed roof overhang. The left and right bays are identical, completing the symmetrical arrangement. The second-story gable roof extends forward beyond the roof line, and a centrally placed chimney completes the design.

MEDITERRANEAN REVIVAL

Generally one to two stories, and constructed of concrete block or hollow clay tile with a stucco finish. This style was popular throughout Florida during the Boom of the 1920s and common materials and building features include barrel tile roofs, support brackets, balconies, and arched openings.



401 SW 9th Avenue

MISSION REVIVAL



828 W. Las Olas Boulevard

In Florida, this style gained popularity before the collapse of the land boom in 1926. Elements of the style include a balanced symmetrical façade, a stucco finish, flat roof, and curvilinear shaped parapets.

FRAME VERNACULAR

Vernacular refers to the common wood frame construction techniques employed by local builders utilizing easily available building materials. Typically, structures in this style are one to one and a half stories, clad with wood clapboard or constructed of masonry with a stucco finish. Roof slopes were most commonly gable or hip and feature double-hung windows. The plan shape is often an "L" created by the rectangular mass of the residence and a perpendicular projecting bay.



331 SW 9th Avenue

MASONRY VERNACULAR



1505 SW 1st Street

Again, a vernacular design acknowledges a familiarity with local building traditions and are generally simpler in plan and in exterior embellishments. These residences are typically one and two-story rectangular structures, ranging in size from small single-family residences to larger multi-family apartment buildings. They are constructed of concrete block with a stucco finish.

BUNGALOW

Most commonly Bungalows were one or one and a half stories having a wide shallow roof that overhangs and extends to provide cover for the porch, running the width of the home. The supporting columns of the roof often taper and rest on stone bases evenly spaced across the façade. The bungalow house type was very popular in Florida during the first three decades of the 20th century. Vernacular expressions of the style were widespread due to the availability of popular magazines such as *The Craftsman* and *Bungalow Magazine*.



931 W. Las Olas Boulevard

MINIMAL TRADITIONAL

Homes built during the Depression era and after WWII reveal a very simple plan with little embellishment. The designs reflected the model types that were funded and insured by the newly formed FHA. The homes generally feature the living quarters and kitchen in the front and bedrooms in the rear. Picture windows provide light to the living rooms. Typically, entrances occurred on the side closest to a projecting bay.



716 W Las Olas Boulevard

MID-CENTURY MODERN



1504 Argyle Drive

This style popular from the 1950s to the 1970, reflects the modernity of the time and the avoidance of any historical references. Surface ornament was eliminated in favor of the striking combination of mass.

Architects in the SBHD

The majority of the buildings were constructed by local builders, however there are examples of properties designed by noteworthy architects. A brief biography of those prominent architects (if bibliographic sources were available) is as follows:

Abreu, Francis Luis (1896-1969) was born in his grandparent's estate at Newburgh, New York in 1896. He entered Cornell University College of Architecture in 1916; he left school to join the Navy in WW I. After the war, he returned to the university and graduated in 1921. Following graduation Abreu joined his family at his father's home in Colee Hammock on the New River. He was a "society" architect who received many commissions from his social circle of friends. Abreu's beautiful homes, many of them built along the city's waterways gave the new community a distinctive style.

Approximately forty of Abreu's identified projects remain in the city to this day. One of his smaller homes in the Sailboat Bend District is the Georgian Revival, David E. Oliver House at 231 SW 8th Avenue. The West Side Fire Station at 1022 W. Las Olas Boulevard was designed in the Spanish Eclectic Style and built in 1927. Abreu later moved his practice to Georgia.

Avery, Lester (1891-1973) was born in Montana and graduated from St. John's Academy in British Honduras where he studied architecture. He was a Miami based architect who designed projects in Fort Lauderdale.

Evans, John Worked in William Bigoney's architecture firm. He co-designed the Police Station Building with Bigoney in 1957. Evans worked in the city until 1962. More research is needed since little documentation of his work survives.

Bigoney, William F., Jr. Bigoney received his education and architectural training at the Pratt Institute and Harvard. Bigoney is noted as working in Fort Lauderdale in the city directory of 1952. One of his homes, the Bonnie Heath House built on Fort Lauderdale beach in 1955, was for years an icon of South Florida's mid-century modern design; in 2005 it was gutted and redesigned by owners that destroyed the original of the house. Another of Bigoney's designs, that of a "three level" (e.g., "split level") "solar home" to be built for Mr. H. T. Hollwedel on Pelican Isle, Fort Lauderdale, was featured in the Fort Lauderdale Daily News in 1955. The design for his home in Sailboat Bend (1969) on 14th Way and the New River was the masterpiece of his career in home design. In 1957 he designed the International Style Police Station, also located in the Sailboat Bend Historic District.

Bradley, Paul M., Jr. (1950-2004) Born in Philadelphia, he was educated at the University of Pennsylvania and in 1950 Bradley came to Broward County and set up his architectural practice. His practice included designs for hotels and subdivisions across Florida. Bradley was fascinated by lighthouses and started an organization for their protection. As an artist Bradley achieved national prominence for his lighthouse paintings. The U.S. Post Office even issued a stamp based on a painting of a lighthouse by Mr. Bradley. Bradley passed away in 2014.⁶⁹

Gamble, Clinton M., FAIA graduated from the University of Miami in 1931 and enjoyed a highly successful career as a designer of residential and commercial buildings. Gamble is particularly known for his shopping center designs. In 1953 Gamble principal, of the firm of Gamble, Pownall

⁶⁹ "Paul Bradley, Architect and Lighthouse Architect Dies at At 91." *South Florida Sun Sentinel*. Fort Lauderdale, Florida. 4 February 2014.

and Gilroy, was commissioned to design the "state of the art" shopping center -- Sunrise Mall.⁷⁰ The Mall was built on a tract of land formerly owned by Chicago attorney Hugh Taylor Birch. Working drawings were begun in 1953 and the mall opened on January 20, 1954, Gamble studied shopping mall designs from all over the country before committing to his design. Gamble was praised for his "Modern" designs across Miami-Dade and Broward counties. In 1958 the All Saints Episcopal Church opened to its congregation.⁷¹ This noteworthy Modern work was designed by prolific architect Gamble who was also a member of the congregation. Gamble died in 1994, after he moved to Naples, Florida. Gamble participated in many civic clubs and professional boards.⁷²

Ironmonger, Morton T. received his architectural degree at Cornell University, as did so many other local architects. He was first mentioned as an architect working in Fort Lauderdale in 1942 and last listed in the local telephone directory in 1962. He designed numerous homes in the Colee Hammock North and Beverly Heights neighborhoods and also in Sailboat Bend.

Jahelka, Robert G. (1906-1981) was born in Brooklyn, New York in 1906, graduated with a Bachelors of Arts from Columbia University in 1930 and Columbia University Graduate School of Architecture in 1932. He moved to Fort Lauderdale in 1935 setting up a firm with offices at 701 E. Broward Boulevard. His design for the First Presbyterian Church (1941) was his first church design and he became known for his church designs. He also designed the Education Center on the property in 1957. Other churches included his design for the Church-By-the-Sea on Mayan Drive in southeast Fort Lauderdale. He also designed the Dr. Kennedy Homes in Sailboat Bend for the Fort Lauderdale Housing Authority in 1940-41. He was chairman of Fort Lauderdale's Housing Codes Committee and also served on the Deerfield Beach Planning and Zoning Board. He designed many smaller projects including the Floridian Restaurant on East Las Olas Boulevard in the Colee Hammock Historic District and residences throughout the city, including Sailboat Bend.

Guy Platt Johnson (May 20, 1888 – June 1958) was born in Tampa, Hillsborough County, Florida. When he was about 12, he is known to have lived for a time with his paternal grandparents in Michigan. He is later noted as working as an "engineering architect" for the "General Baking Co." in Tampa on his draft registration form in 1917. In 1920 Johnson was living with his wife and son in Cleveland, Ohio, where he is listed as working as a structural engineer. By 1930, he was working as an architect for a rubber mill (Goodyear) in Akron, Ohio. Johnson is first mentioned as working as an architect in Fort Lauderdale in 1938. He is noted as the architect for the Maxwell Hotel in Fort Lauderdale in an article in the Fort Lauderdale Times in 1940. Johnson died in Fort Lauderdale.

Little, Robert Murray was born in Uniontown, Pennsylvania in 1903 and studied architecture at the prestigious Beaux Arts School of architecture in Philadelphia. He moved to Miami in 1925 to work at an architectural firm designing buildings during the Land Boom era. The modern Solomon G. Merrick Building on the University of Miami's campus was one of his most significant achievements. In 1950, he designed this International style building around the frame of the proposed Mediterranean Revival building that was begun in 1926. He was instrumental in designing the Lowe Art Gallery and the Ring Theater in 1951 with Marion I. Manley. Little had a very practical and economical approach to design and function. His simple designs used bare concrete walls and inexpensive materials. For the University, Little also designed the Eaton Residence College, Varsity

⁷⁰ "How the Most Beautiful Shopping Center Was Built." *Fort Lauderdale News*. Fort Lauderdale, Florida. 30 January 1955. p.7

⁷¹ All Saints Episcopal Church, Fort Lauderdale. <https://allsaintsfl.org/our-story/>. Accessed May 17, 2020.

⁷² Obituary for Clinton Gamble. *South Florida Sun Sentinel*. Fort Lauderdale, Florida. 12 March 1994. p.14.

Locker Room, School of Music Group, School of Law, Graduate School Dormitory, and Science Building, and renovated the Student Union and Student Health Center. Starting in the mid-1950s, local architect Frank Watson worked with Little on the University's projects.

In 1980, following a lifetime of design, the American Institute of Architects (AIA) awarded him their highest honor—the gold medal.⁷³

O'Neill, John B., AIA O'Neill appears on the local architectural scene in 1950.

Peterman, John M. (1886-1972) was born in Iowa in 1886. Peterman enrolled in the School of Architecture at the University of Colorado and had an apprenticeship with the Chicago architecture firm Graham and Burnham. Once qualified, Peterman specialized in designs for affordable housing in Columbus, Ohio. After ten years in Ohio, the Petermans came to Miami to take advantage of the work to be had in the 1920s housing boom; but, dissatisfied with Miami, they soon moved on the Fort Lauderdale. In 1922, Peterman was commissioned by the Broward County School Board to design the new South Side Elementary School, one of three commissions that Peterman received from the board that year. The second commission was for the West Side School and the third design was for Old Dillard School in the northwest section. The three commissions jump started Peterman's career in Fort Lauderdale. He was the first resident architect to open an office in Fort Lauderdale. Over the next five years, Peterman was the most successful architect of commercial buildings working in Broward County. Among his commissions was the second county courthouse built in 1927. John Peterman retired in 1962.

Stewart, Courtney, Jr. (1879-1964) Stewart graduated from the University of Florida in 1929. He was the youngest and first Florida trained architect in Broward County and opened an office in Fort Lauderdale in 1934. Stewart's early work contains many Mediterranean style buildings. He worked as a draftsman for the City of Fort Lauderdale on maps and drawings for the Schermerhorn 1926-27 City plan. He also has a property listed on the National Register, the Coca Cola Bottling Plant in Ocala, Marion County (identical to the one located in Fort Lauderdale).

Watson and Deutschman, an architectural firm, was responsible for at least one building found on the University of Miami (Coral Gables, Florida) campus, the Ashe Administration Building. Frank Edward Watson, a principal in the firm, worked with architects Robert M. Little and Robert Law Weed earlier in his career. Like Little, Watson studied architecture at the Beaux Art Institute in Philadelphia. Frank Watson had the once-in-a-lifetime opportunity to work with the internationally known architect Louis Kahn. Kahn 's work had a profound effect on architects who interpreted his Modernist designs.. Besides the Ashe Administration Building, a later incarnation of Watson's firm, Watson, Deutschman, and Kruse, designed the Otto G. Richter Library and the Ungar Computing Center on the University of Miami (Coral Gables, campus).

⁷³ University of Miami. <https://www.fop.miami.edu/ref-departments/cpd/historical-resources/campus-architects/index.html>. Accessed May 5, 2020.

VIII. ARCHITECTURAL RESOURCE SURVEY RESULTS

Overview

The 2018-2020 Architectural Resource Survey included over 450 properties that were surveyed and evaluated in order to update the Sailboat Bend Historic District. On the following pages are graphics that provide a summary of the data. A detailed summary list and a photo list of all properties that were evaluated as part of this survey as well as their assigned status of either Contributing or Non-Contributing can be found in Appendices B through D. Appendix E contains individual forms for each Contributing property.

An outline of proposed ordinance updates for the Sailboat Bend Historic District is also provided on the last page of this section. The amendments to the ordinance will be considered separately from the Architectural Resource Survey and the assignment of a Contributing and Non-Contributing status to each property.

Below is a summary of the numbers of Contributing and Non-Contributing Structures as well as a separate list showing a summary of the numbers of Contributing and Non-Contributing Folios. The number of Contributing Properties varies slightly from the number of Contributing Folios due to select folios containing more than one Contributing Structure. The number of Non-Contributing Folios is higher than the number of Non-Contributing Structures due to a number of structures that contain multiple units. Vacant Lots, Parking Lots, and Parks are all considered to be Non-Contributing.

Number of Contributing and Non-Contributing Structures

Contributing Properties:	175
Non-Contributing Properties:	276
Vacant Lots:	32
Parking Lots:	3
Parks:	16

Number of Contributing and Non-Contributing Folios

Contributing Folios:	170
Non-Contributing Properties:	516
Vacant Lots:	32
Parking Lots:	3
Parks:	16

Criteria for Evaluation

Section IV of this report entitled, "Methodology and Criteria for Evaluation" is an overview of the criteria utilized in evaluating and identifying properties to determine whether or not they should be classified as either Contributing or Non-Contributing. Included in these criteria are these primary aspects:

- Historic Context
- Date of Construction
- Property Type
- Architectural Integrity

Methodology for data collection and analysis is described further in Section IV of this report and were based on guidance provided by publications from the National Park Service including: National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning and National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

Option for Adoption of Findings of the Architectural Resource Survey Update

To adopt the findings contained in the *Sailboat Bend Historic District: Architectural Resource Survey Update*, the **Historic Preservation Board (HPB)**, the **Planning and Zoning Board (PZB)**, and the **City Commission** would need to consider a resolution to adopt the findings of the Architectural Resource Survey and assign a "Contributing" and "Non-Contributing" status for each property.

The process for adoption of these findings and assignment of a "Contributing" and "Non-Contributing" status for each property includes the following:

1. **Public Comment.** An initial period of public comment to allow for the residents and property owners of the SBHD to review the findings contained within the report.
2. **Historic Preservation Board (HPB).** Following this initial period of public comment, the *Sailboat Bend Historic District: Architectural Resource Survey Update* report along with a proposal for both a resolution to adopt the "Contributing" and "Non-Contributing" statuses. The HPB is a quasi-judicial board and acts as a recommending body to the City Commission when considering an amendment to a historic district. This would be a public hearing where public comment would be heard.
3. **City Commission.** Ultimately, this item would be scheduled for a City Commission meeting to consider the resolution. This is also a public hearing where public comment would be heard.

Option for Adoption of Ordinance Updates

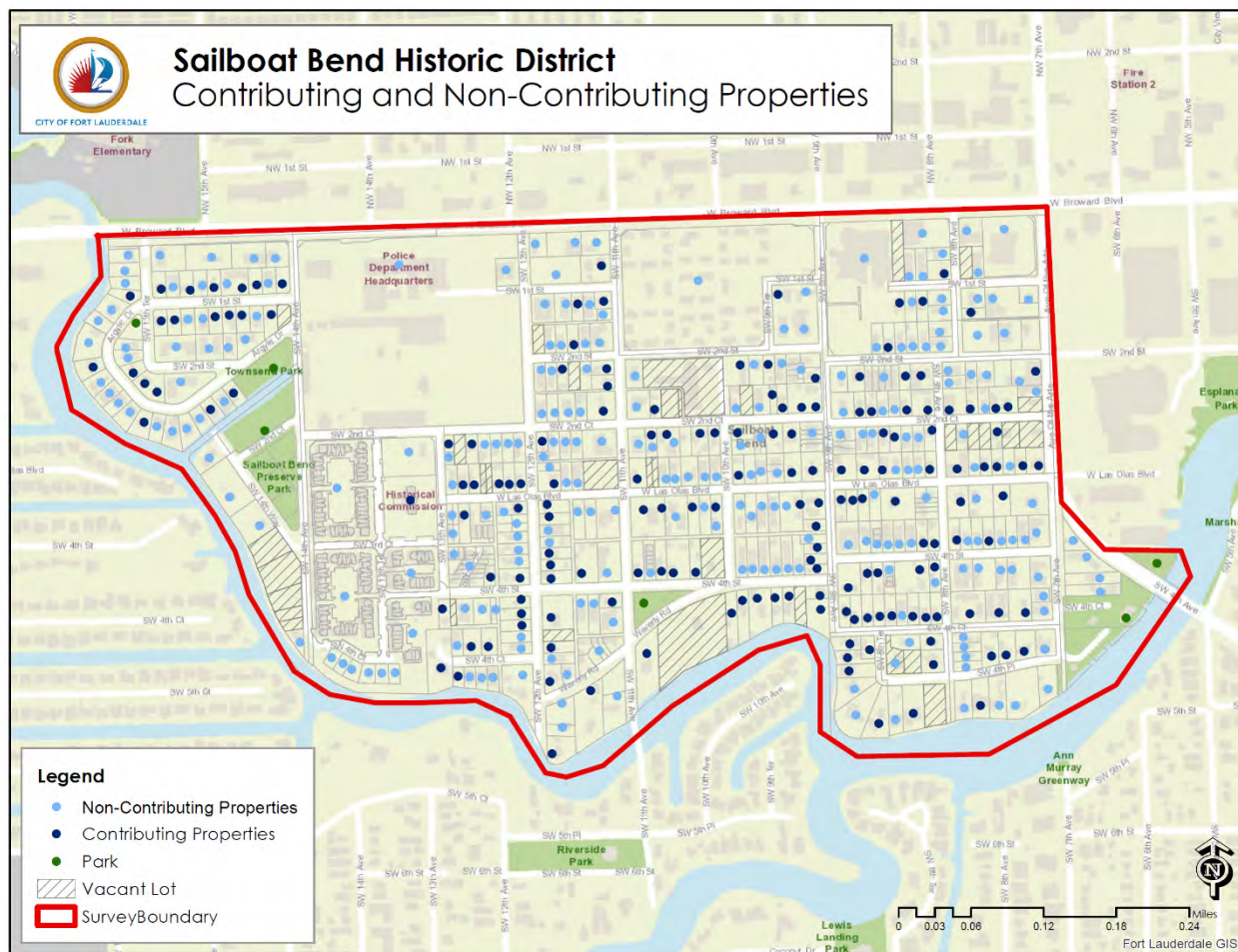
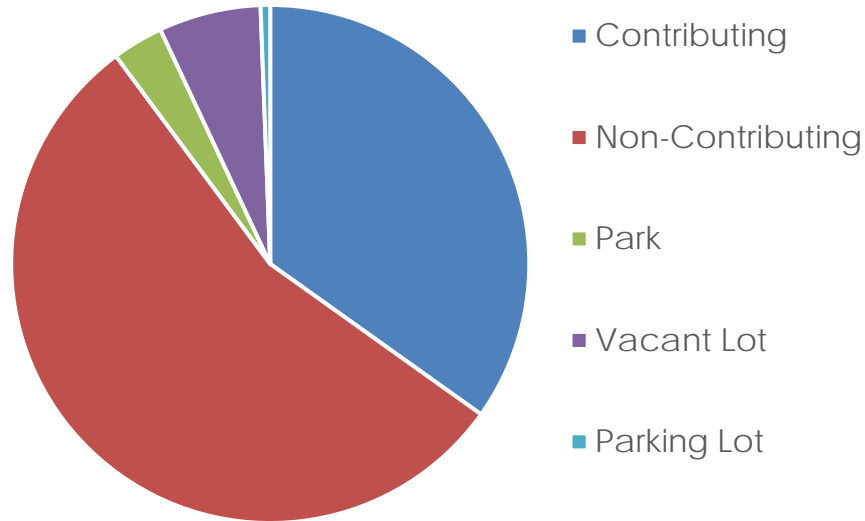
As a related effort, updates are proposed to the Sailboat Bend Historic District Ordinance, Section 47-17 of the Unified Land Development Regulations (ULDR). Proposed updates will undergo a separate process for consideration of amending the ordinance with multiple public hearings including the **Historic Preservation Board (HPB)**, the **Planning and Zoning Board (PZB)**, and the **City Commission**.

The process for adoption of these findings includes the following:

1. **Public Comment.** An initial period of public comment to allow for the residents and property owners of the SBHD to review the proposed amendments to the ordinance.
2. **Historic Preservation Board (HPB).** Following this initial period of public comment, the amendment to the ordinance would first be scheduled for an HPB meeting. The HPB is a quasi-judicial board and acts as a recommending body to the City Commission when considering an amendment to a historic district ordinance. This is a public hearing where public comment will be heard.
3. **Planning and Zoning Board (PZB).** Additionally, this item would be scheduled for a PZB meeting to consider the updated ordinance. Like the HPB, the PZB also acts as a recommending body to the City Commission when considering an amendment to a historic district ordinance. This is also a public hearing where public comment will be heard.
4. **City Commission.** Ultimately, this item would be scheduled for a City Commission meeting to consider the amendments to the ordinance for two readings. This is also a public hearing where public comment will be heard.

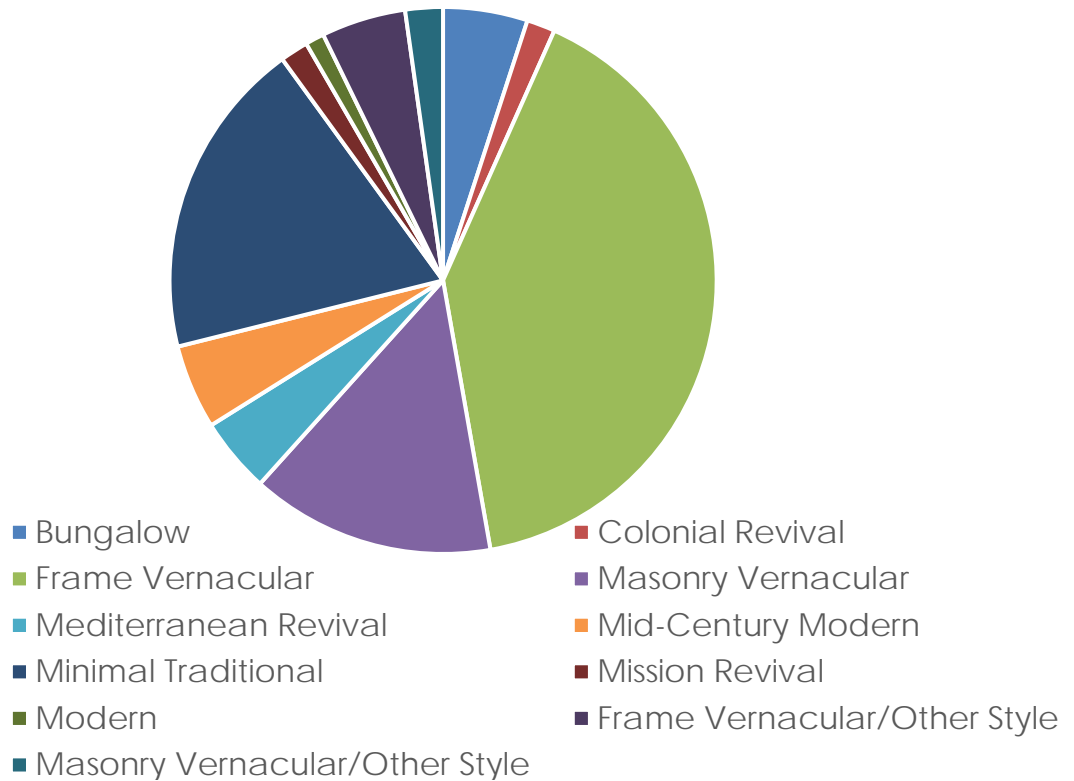
Summary of Survey Data

Contributing and Non-Contributing Status

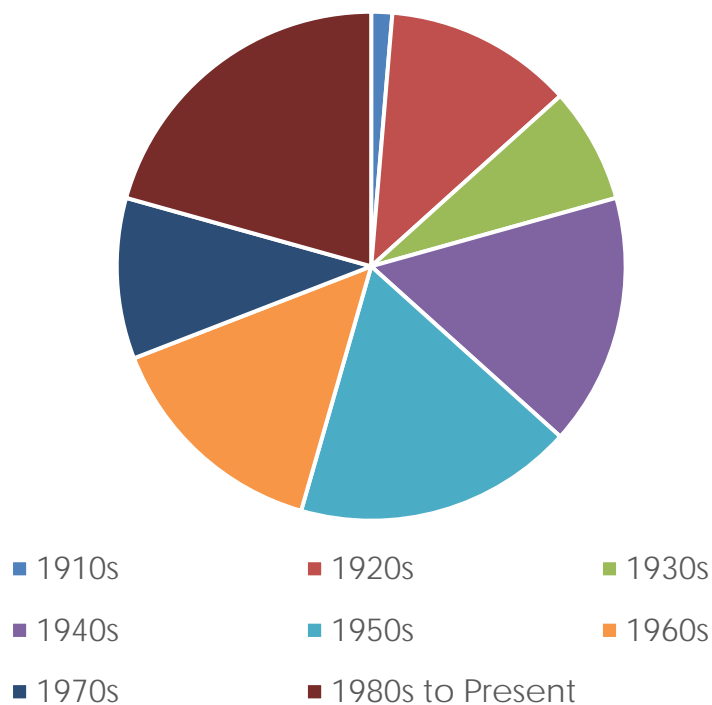


Survey Information of Existing Structures

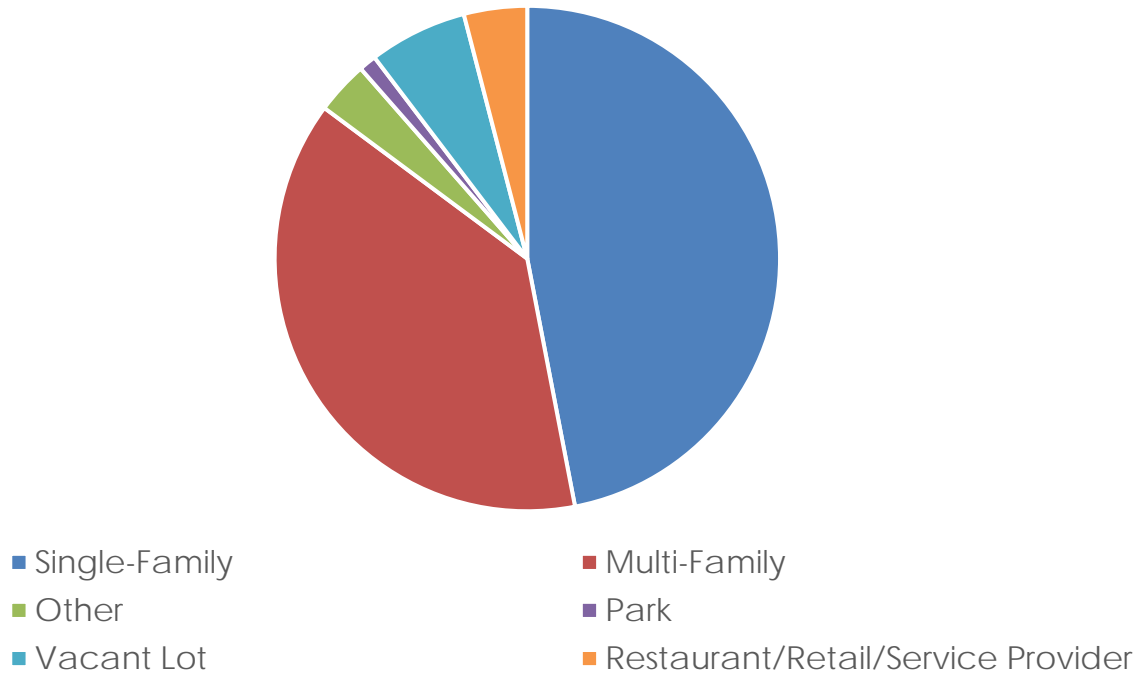
Architectural Styles of Contributing Structures



Dates of Construction in SBHD

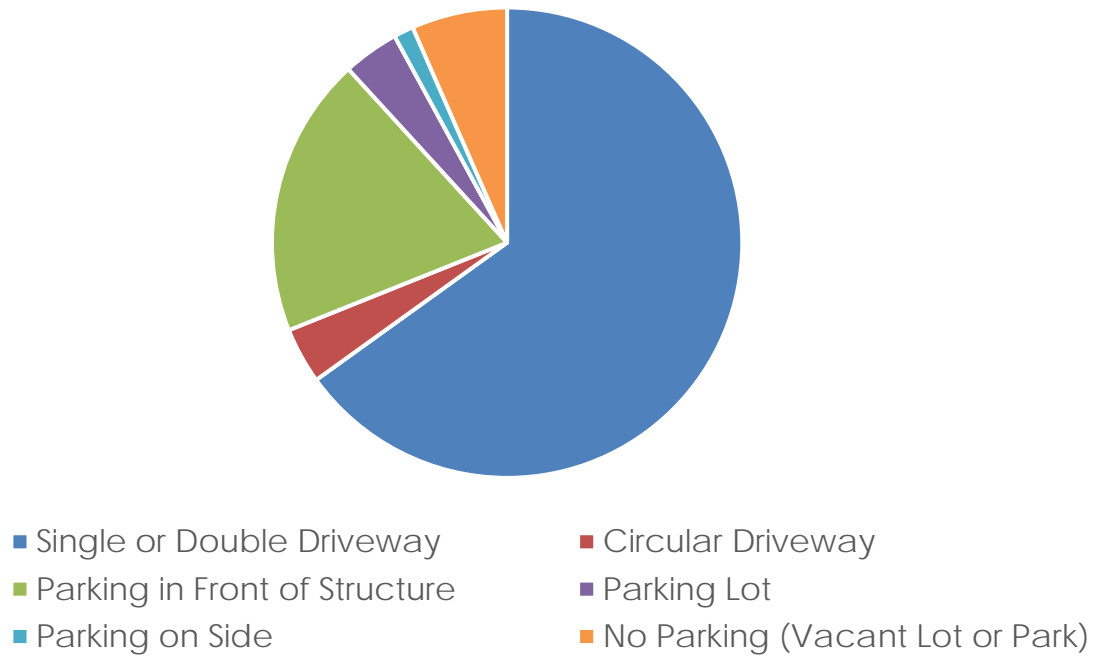


Building Use

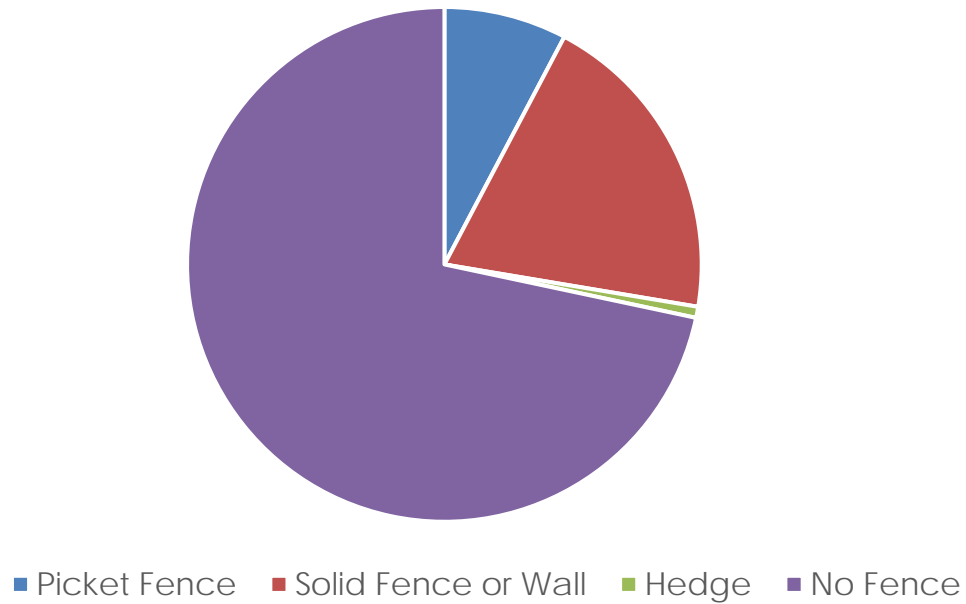


Site Features

Parking

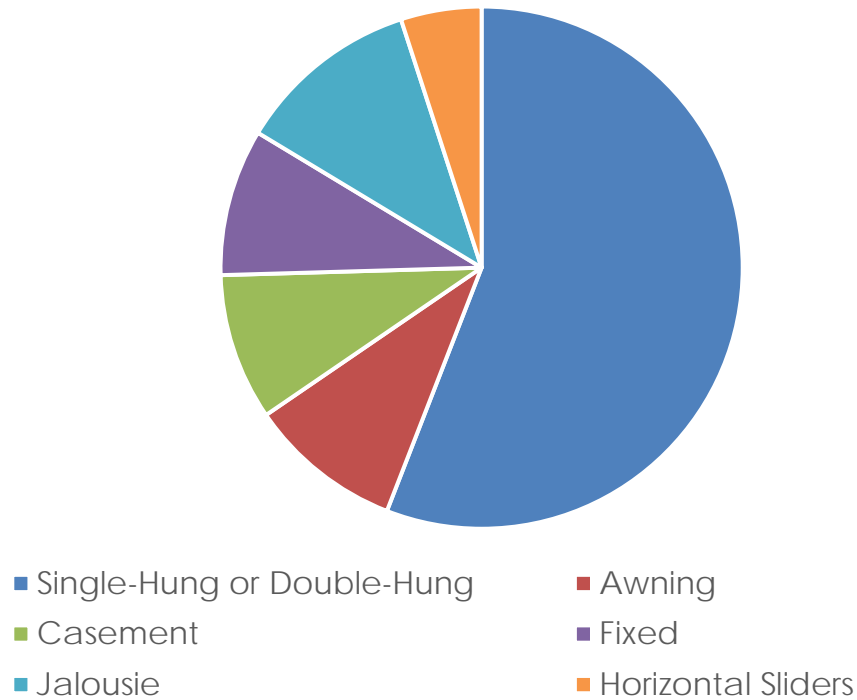


Fence or Wall in Front of Properties

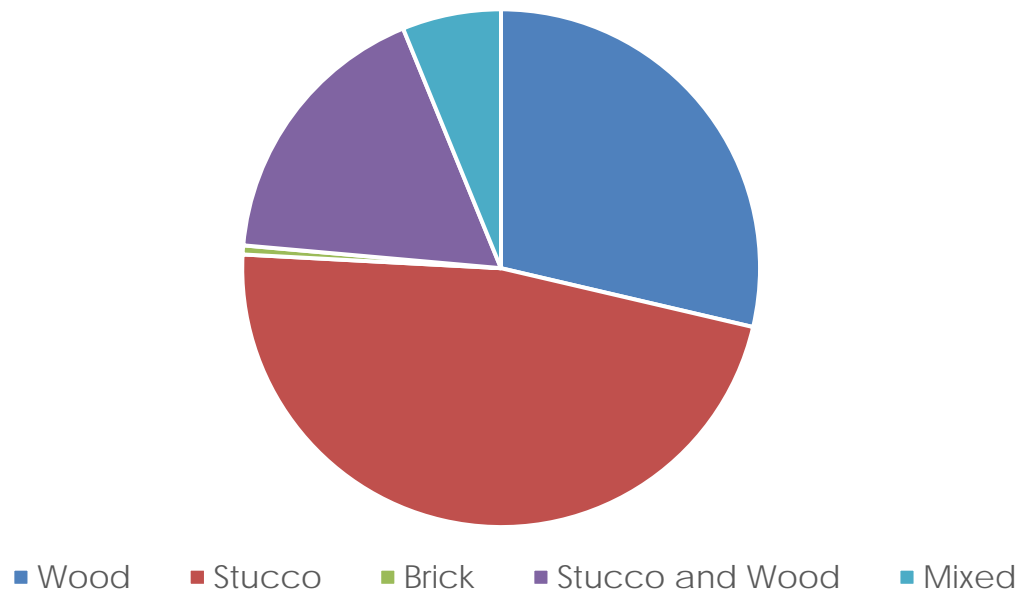


Information on Contributing Structures

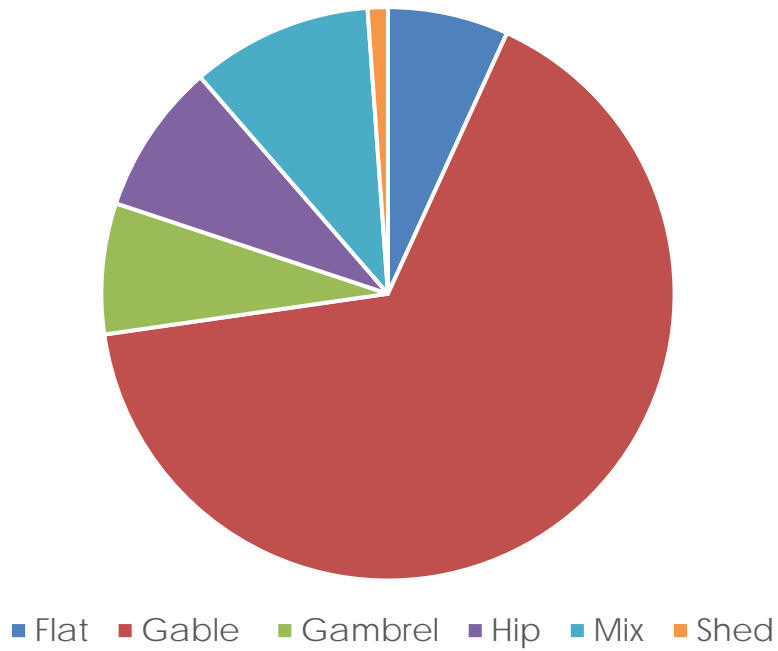
Window Types Represented



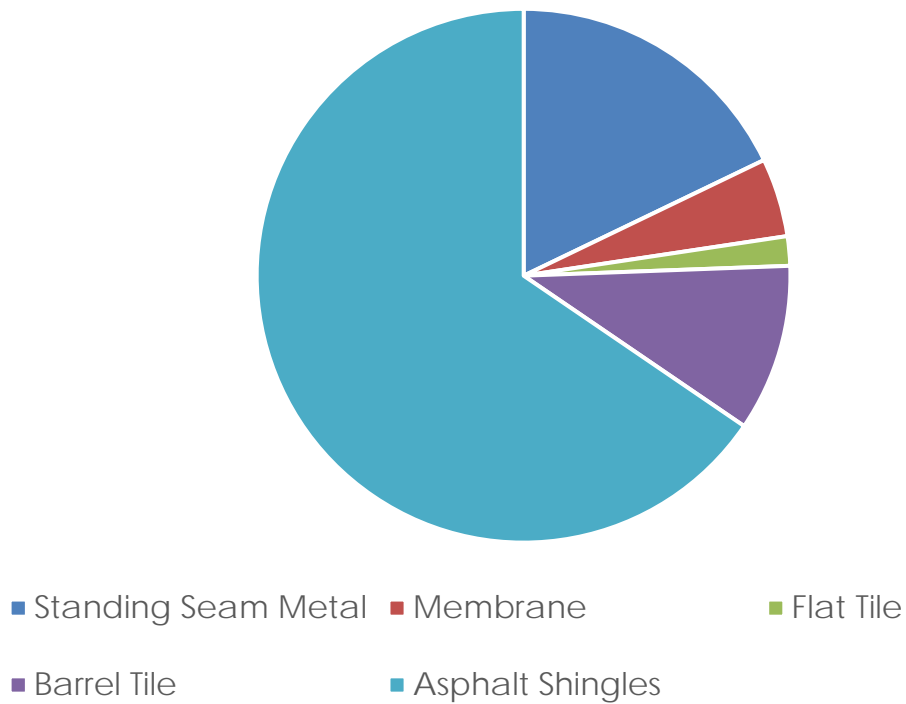
Exterior Wall Material



Roof Types Represented



Roof Materials Represented



Proposed Ordinance Updates

As a related effort, updates are proposed to the Sailboat Bend Historic District Ordinance, Section 47-17 of the Unified Land Development Regulations (ULDR). Proposed updates will undergo a separate process for consideration of amending the ordinance with multiple public hearings including the **Historic Preservation Board** (HPB), the **Planning and Zoning Board** (PZB), and the **City Commission**. The proposed amendments include the following:

- Insert Section 47-17 – “Sailboat Bend Historic District” of the ULDR, into Section 47-16 – Historic Preservation Districts of the ULDR; rename section “Historic Districts”; and
- Align updated Section 47-16 – “Historic Districts” of the ULDR with recent updates to the Section 47-24.11 - Historic designation of landmarks, landmark site or buildings and certificate of appropriateness of the ULDR; and
- Combine sections applicable to all historic districts including definitions; applicability; Yards, lot coverage, and open space; and sign regulations; and
- Remove “15-Day Administrative Approval” process language from SBHD section and placement into Section 47-24.11.E. of the ULDR to align with all other processes for administrative approval.
- Remove material and design guidelines from the SBHD section; and
- Insert new section for “Design Standards for Rehabilitation, Alterations, New Additions, and New Construction in the SBHD” which identifies treatments to contributing and non-contributing properties as well as commercial properties; and
- Insert new section for “Site Design Standards” that are applicable to all properties within the boundaries of the historic district including standards for placement and materials for fencing, as well as for paving and driveways.

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