

SOUTH FLORIDA FREIGHT & PASSENGER



RAIL ENHANCEMENT PROJECT

Phase 1B - IRIS NE Connection

December 2013

Cultural Resource Assessment Survey



U.S. Department of Transportation
Federal Railroad Administration



**South Florida Freight and Passenger Rail Enhancement Study
Phase 1B - IRIS NE Connection; FPID: 433514-1
Miami-Dade County, Florida**

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Introduction

In 2013, the Florida Department of Transportation (FDOT), District 4 engaged Janus Research, in conjunction with CH2M HILL, to conduct a *Cultural Resource Assessment Survey (CRAS) of the IRIS NE Connection of the South Florida Freight and Passenger Rail Enhancement Study, located in unincorporated Miami-Dade County, Florida*. The purpose of this CRAS was to locate and evaluate archaeological and historic resources within the Area of Potential Effect (APE) and to assess eligibility for inclusion in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment was designed and implemented to comply with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (as amended) as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective January 2001); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); Chapter 267, *Florida Statutes*; and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 12 (*Archaeological and Historic Resources*) of the *FDOT Project Development and Environment Manual* (revised, January 1999). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*.

Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

Archaeological investigations were conducted under the direction of James Pepe, M.A. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

A search of the Florida Master Site File (FMSF) identified no previously recorded archaeological sites within one mile of the archaeological APE. In addition, no Miami-Dade County archaeological sites or zones are located within one mile of the APE. Background research and a reconnaissance survey confirmed the developed nature of the APE and its low archaeological probability. No natural soil was evident and shovel testing was not possible due to pavement and utilities.

This CRAS resulted in the identification of a total of eight historic resources, four of which were previously recorded (8DA6528, 8DA6529, 8DA10753, and 8DA11416), and four of which are newly recorded as part of this study (8DA13750-8DA13753). FMSF forms for all identified historic resources within the project APE are located in Appendix A.

Of the identified historic resources, only the CSX Railroad (8DA10753) and the Florida East Coast Railway Little River Spur (8DA11416) are eligible for listing in the National Register. It should be noted that during the *CRAS of the Northwood Connection in West Palm Beach, Palm Beach County, Florida* conducted by Panamerican Consultants, Inc. (PCI) and Janus Research in 2010, it was determined that the proposed improvements would have no adverse effect on the historic railroad. The SHPO concurred with the no adverse effect finding.

The remaining six resources are all buildings and are all considered ineligible for inclusion in the National Register. Each of these buildings is of a common design with no notable historical associations. FMSF forms were completed for all the newly recorded resources (8DA13750-8DA13753), as well as for the two previously recorded buildings (8DA6528 and 8DA6529) due to the amount of time that has passed since their previous recordation. An updated FMSF form was also created for the Florida East Coast Railway Little River Spur (8DA11416), as it had not previously been recorded in this location. An updated form was not prepared for the CSX Railroad (8DA10753), as it has already been determined eligible for the National Register by the SHPO and no recent changes have been made to the railroad that would require an updated form.

Phase 1B Project Description

This project is one of three interrelated rail connection projects with independent utility that are being studied concurrently. The three South Florida Freight and Passenger Rail Enhancement projects include the following proposed connections:

- Phase 1A: Rehabilitate Existing Northwood Connection, Financial Project Number: 434948-1; ETDM Number: N/A; Palm Beach County, Florida
- Phase 1B: IRIS Northeast Connection, Financial Project Number: 433514-1; Miami-Dade County, Florida)(Figure 1).
- Phase 2: New Northwood Connection, Financial Project Number: 434948-2; ETDM: 14093; Palm Beach County, Florida

(CSXT) Hialeah maintenance facility (adjacent to the SFRC) and approximately 4.5 miles west of the FEC along the existing Little River Connection. The FEC Little River connection track originates at the FEC mainline near 71st Street and primarily supports southwest access to the FEC freight industry customers and intermodal centers to the southwest including the 400 acre South Florida Logistics Center adjacent to Miami International Airport (MIA).

Project Description - The proposed action of the IRIS NE Connection (Phase 1B) involves the construction of a single track connection within the existing FDOT right-of-way connecting the FEC Railway to the SFRC. The Phase 1B proposed improvements include the following:

- Trackwork: 1,700 linear feet of new single track providing a new connection to the FEC and SFRC
- Modified grade crossing at NW 37th Avenue/FEC Railway to accommodate the new track

Proposed Action Summary - The proposed action assumes the follow rail operations:

- Freight trains traveling at 15 mph (maximum speed limited due to track geometry); 12,000 feet to 14,000 feet in length; between 7 P.M. and 7 A.M.
- Up to six trains in each direction (12 trains daily) by 2035 including:
 - Up to four trains in each direction (8 trains daily) from Jacksonville/Cocoa to PortMiami
 - Up to two additional trains in each direction (4 trains daily) after FEC intermodal transfer at PortMiami is operational

Related Projects -

- All Aboard Florida (www.allaboardflorida.com) is a proposed high-speed, intercity passenger rail service between Orlando and Miami. The proposed route will feature passenger service along the existing FEC Corridor between Miami and the Space Coast and the creation of new tracks into Central Florida. Stations are planned for downtown Miami, downtown Fort Lauderdale, downtown West Palm Beach and the future South Terminal at the Orlando International Airport. The All Aboard Florida project is being developed by Florida East Coast Industries (FECI) and will be privately owned, operated, and maintained.
- The Tri-Rail Coastal Link Study ([http:// www.Tri-RailCoastalLinkStudy.com](http://www.Tri-RailCoastalLinkStudy.com)) proposes reintroducing passenger service along an 85-mile stretch of the FEC Railway corridor between Jupiter and Miami. The Tri-Rail Coastal Link would serve twenty-eight cities including the urban core central business districts (CBDs) of West Palm Beach, Fort Lauderdale, and Miami. The Tri-Rail Coastal Link Service is being developed to integrate with the existing Tri-Rail commuter rail service.

Schedule - The environmental study was initiated in August 2013 and is expected to be complete in January 2014. The design phase is scheduled to be initiated in January 2014. Construction is anticipated to be complete in 2015.

Purpose and Need

Purpose

The purpose of the proposed project is to provide a direct connection between the existing SFRC and FEC Railway for enhanced freight connectivity to accommodate existing freight traffic and the projected growth in freight rail operations in the region. Integrating these rail corridors will facilitate improved intermodal connectivity to the major intermodal freight centers and multi-modal centers within the region. The proposed freight integration will also enhance operations on the FEC for the proposed All Aboard Florida high-speed intercity passenger rail service. Providing this integral connection will enhance freight and passenger rail mobility in South Florida and improve statewide freight connectivity to central Florida, northern Florida, and the Atlantic Seaboard.

The Iris NE Connection (Phase 1B) will improve freight mobility between the SFRC and FEC Railway. The project improves rail connectivity to intermodal freight facilities at the three major regional seaports (Port of Palm Beach, Port Everglades and PortMiami) and existing or planned intermodal facilities located inland including Orlando, Winter Haven, and Tampa. The Iris NE Connection will contain a new single track connection from the FEC Railway to the SFRC to allow for the westbound movement of freight from PortMiami to the SFRC and to allow access to the Tri-Rail/CSXT Hialeah maintenance facility.

Need

There is no direct connection between the FEC and the SFRC from PortMiami to the CSX Intermodal Logistics Center or destinations north of the IRIS junction in northern Miami-Dade County. The IRIS NE Connection will provide access to the Hialeah maintenance facility and to the north while creating freight connectivity from PortMiami. Because of the anticipated growth of cargo shipments into the Ports, it is important for the rail to take advantage of all of the resources available in order for the region to be economically competitive.

The proposed project aims to address both short-term and long-term transportation needs in the region. In the short term, the proposed connections between the SFRC and FEC will allow for essential connectivity and flexibility for freight movement in the region. Maintaining intermodal connectivity and satisfactory freight operations on both the SFRC and FEC is essential to serving the movement of goods and people efficiently in the region. Existing freight service provides an efficient and highly economical mode of transportation to support the transfer of intermodal freight between major industries and major Strategic Intermodal System (SIS) transportation hubs including airports, seaports and intermodal yards.

Improved rail connections will reduce truck movements by up to several hundred-thousand trips per year. This will improve road safety while reducing fuel consumption, dependence on oil, greenhouse gas (GHG) emissions, and road degradation. Efficient, rapid and direct access to the U.S. rail system; the interstate system; and major points of cargo transfer and destination are

paramount. Because of the anticipated growth of cargo shipments into the Ports, enhanced freight rail connectivity is integral for the region and State of Florida to be economically competitive. Currently, interstates and roadways are the primary movers of long distance cargo throughout much of Florida; however, given the growing roadway congestion throughout the state, especially along the I-95 Corridor coupled with both the lack of funding and available public right-of-way, the ability of roadways to accommodate existing cargo, let alone forecasted cargo levels, is limited. Florida's rail system has the immediate potential to accommodate a shift of freight from roadways to rail.

Between 2000 and 2010 the metropolitan area experienced approximately 11.1% population growth, and as of the 2010 Census the population in the tri-county region was more than 5.5 million people. Much of this growth in population has been focused on the east coast - population density on the coast is three times that in the western section of Miami-Dade County. Rapid population growth is expected to continue in the foreseeable future. The IRIS NE Connection will prepare the rail network for increased passenger service in the area by allowing for some freight traffic on the FEC corridor to be realigned to the SFRC opening up capacity on the FEC and allowing restoration of historical passenger rail service, which is being evaluated by FDOT as part of the Tri-Rail Coastal Link Study for potential commuter rail service in the southeast region.

Project APE

In order to comply with federal and state regulations, a CRAS is conducted to identify all historic and archaeological resources that may be affected by the project improvements. The CRAS is a major task required as part of the Section 106 process. An APE must be established in order to determine the physical area in which cultural resources will be identified. For this CRAS, the APE was determined by considering the type of improvements being proposed and the potential effects these improvements could have on cultural resources. The APE determination also considered the urban, industrial character of the project corridor.

The APE for historic resources includes all historic properties immediately adjacent to the proposed improvements (Figure 2). This was judged to be a sufficient APE based upon the nature of the at-grade improvements within the existing right-of-way and the urban nature of the corridor.

The archaeological APE focuses upon identifying and evaluating resources within the geographic limits of the proposed action and its associated ground disturbing activities; that is, the proposed ROW for the project. The APE, therefore, is confined to the existing ROW within which the footprint of subsurface construction activity will take place (Figure 2).

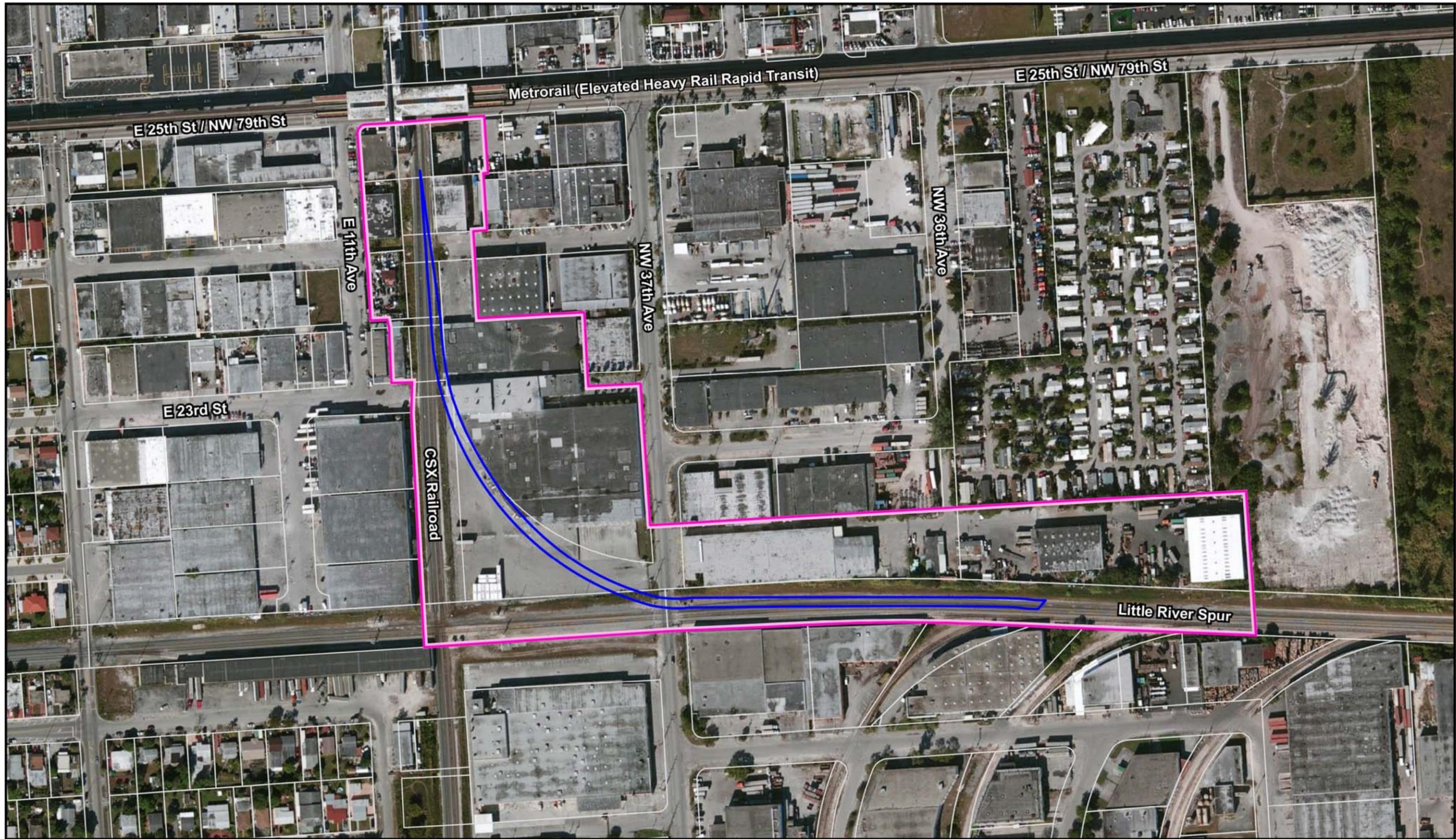


Figure 2: Project APE Map

- Historic APE
- Archaeological APE



Precontact Overview

Native peoples have inhabited Florida for at least 14,000 years. The earliest cultural stages are pan-Florida in extent, while later cultures exhibited unique cultural traits. The following discussion of the precontact time period of the general project corridor is included in order to provide a framework within which the local archaeological record can be understood. This cultural history provides a chronology, or broad sequence, of precontact cultures, defined largely in geographical terms, but also reflecting shared environmental and cultural factors.

Paleoindian Period (12,000–7500 BC)

Human occupation of Florida began toward the end of the last glacial epoch of the Pleistocene. The earliest inhabitants of Florida are known archaeologically as “Paleoindians”. They are usually described as highly mobile hunter-gatherers who traveled in small family bands. The greatest density of known Paleoindian sites in Florida is associated with the rivers of northern and north-central Florida where distinctive lanceolate projectile points and bone pins have been found in abundance in and along the Santa Fe, Silver, and Oklawaha Rivers (Dunbar and Waller 1983). The majority of these have been found at shallow fords and river crossings where Native Americans presumably ambushed Pleistocene mammals. The bones of extinct species such as mammoth, mastodon, and sloth are commonly found preserved in the highly mineralized waters of the area’s springs and rivers. Despite early claims to the contrary, present evidence strongly supports the contemporaneity of Paleoindians and these extinct mammals.

During Paleoindian times, the Florida peninsula was more than twice as wide as it is today with sea levels as much as 160 feet lower than present levels. The climate was windy, cool, and arid (Kutbach and Wright 1985:178-180; Wright 1981:121,123). Modern hydrological features such as the Everglades, Lake Okeechobee, and the familiar swamps of southern Florida probably had not yet begun to form. However, the presence of low numbers of aquatic species, such as alligators, fish, and turtles, from fossil records dating to this time indicate that a few streams and water bodies did exist, although they may have been located mostly on the coast. Rising sea levels are assumed to have inundated many coastal sites dating to the Paleoindian and Early Archaic periods (Ruppe 1980; Goodyear and Warren 1972; Goodyear et al. 1980; Dunbar et al. 1988). It is difficult to determine the dependence of Paleoindian groups on estuarine and littoral resources because little is known of these submerged archaeological sites.

The prevailing view of the Paleoindian culture, a view based on the uniformity of the known tool assemblage and the small size of most of the known sites, is that of a nomadic hunting and gathering existence, in which now-extinct Pleistocene megafauna were exploited. Settlement patterns were restricted by availability of fresh water and access to high-quality stone from which the specialized Paleoindian tool assemblages were made. Waller and Dunbar (1977) and Dunbar and Waller (1983), from their studies of the distribution of known Paleoindian sites and artifact occurrences, have shown that most sites of this time period are found near karst sinkholes or spring caverns.

The majority of Paleoindian sites in Florida consist of surface finds. The most widely recognized Paleoindian tool in Florida is the Suwannee point, typically found along the springs and rivers of northern Florida. Other points, including Simpson and Clovis points, are found in lesser

numbers. Other Paleoindian stone tools are known from the Harney Flats site (Daniel and Wisenbaker 1987:41-97), the Silver Springs site in Marion County (Neill 1958), and other northern Florida sites (Purdy 1981:8-32). These Paleoindian tools tend to be unifacial and plano-convex, with steeply flaked, worked edges (Purdy and Beach 1980:114-118, Purdy 1981). Bifacial and "hump-backed" unifacial scrapers, blade tools, and retouched flakes, including spokeshaves, have been found at these sites (Purdy 1981; Daniel and Wisenbaker 1987:62-81, 86-87). However, some tools are little more than flakes or blades that were struck from cores, used, and discarded (Milanich 1994:51).

By the end of the Paleoindian period, the climate had become warmer and wetter and it is possible that the modern wetlands of southern Florida began to emerge. Sea levels began a fairly rapid rise, shrinking the available land mass through coastal inundation. These dramatic climate changes, and possible pressure from Paleoindian hunters, led to the extinction of the Pleistocene megafauna and other species.

Archaic Period (7500-500 BC)

During the Archaic period, climate and sea levels gradually stabilized and southern Florida began to take on its current appearance. The Archaic period is known for the adaptations made by Florida's earliest inhabitants to the modernizing climate and landscape. At the beginning of the Archaic, lifeways in Florida were quite similar to those of the preceding Paleoindian period. However, by the end of the Archaic, Florida's natives had developed more sedentary lifestyles, made many technological innovations, the most important of which was the invention of pottery, and began to differentiate themselves into distinct regional subcultures. Florida's Archaic is divided into an Early, Middle, and Late sub-periods, each of which have recognized horizons that are limited to restricted geographic areas and/or times.

Early Archaic (7500-5000 BC)

By the beginning of the Early Archaic sub-period, the Pleistocene megafauna and other characteristic fauna had become extinct. The settlement patterns and tools of Early Archaic people in Florida were initially very similar to those of the preceding Paleoindian period. As the Early Archaic progressed, more wetland habitats within southern Florida began to emerge. The Windover Pond site in Brevard County provides dramatic evidence of Early Archaic material culture and burial practices, although, since the site has no correlates, it is unclear how representative it is of other Early Archaic sites in southern Florida (Dickel 2002). Within southern Florida, sites dating to this time period are extremely rare. The Cutler Fossil site (8DA2001) in the Deering Estate, Miami-Dade County, is one definite Early Archaic site in southern Florida (Carr 1986). Other possible Early Archaic sites in southern Florida include Sunset Lakes (8BD3176), Blue Cow (8BD2150) (Davis and Carr 1993), and Silver Lakes (8BD1873) (Carr, Felmley, et al 1991).

By the end of the Early Archaic, local environments were apparently becoming more subtropical. For instance, evidence from the Cutler Fossil Site (8DA2001) in the Deering Estate, Miami-Dade County, suggests a forested environment surrounded by open, savannah-like grasslands and open marshes and wetlands (Emslie and Morgan 1995:81). Additionally, interior ponds had begun to form (Carr 2002:194-195; Wheeler 2004:7) although the Kissimmee River

was probably not yet in existence (Austin 1996:67). Sea levels throughout the Early Archaic were also still lower than modern levels.

Most of what is known about Early Archaic subsistence comes from highly preserved materials recovered from the anaerobic muck of the Windover Pond site in Brevard County. The Windover analysis (Andrews et al. 2002) indicates that Early Archaic peoples utilized the fibers of sabal palm, saw palmetto, and other plants in the weaving of baskets and textiles. Windover also illustrates that at least some Early Archaic populations had developed an intensive exploitation strategy focused on inland aquatic resources supplemented by terrestrial game (Dickel and Doran 2002:54).

Artifacts typical of the Early Florida Archaic are extremely rare in southern Florida. It is unclear if this is because there was very little use of southern Florida during the Early Archaic or if there was a unique southern Florida toolkit for the Early Archaic that has yet to be defined.

Middle Archaic Period (5000–3000 BC)

The Middle Archaic can be seen as an environmental and cultural bridge between the Early Archaic and the Late Archaic. During the intervening Middle Archaic, the environment of southern Florida approached that of modern times, becoming increasingly moist, while the climate grew more stable. The human populations in turn began to develop distinct regional adaptations to the changing environmental conditions. For the first time, such distinct regional adaptations and cultures appeared across all of Florida, including the southern portion of the peninsula. Along the southwest coast, populations developed year-round adaptations to the developing estuaries, producing large shell middens and constructing shell mounds in the process. In northeastern Florida, the Middle Archaic Mt. Taylor culture represents an adaptation to the freshwater resources provided by interior waterbodies and waterways, such as the St. Johns River and its tributaries. Within southern Florida, Middle Archaic populations began to adapt to the developing Everglades ecosystem as well as the more dispersed wetland resources to the north of what is now Lake Okeechobee. The unique adaptation to the interior marshlands of southern Florida that can be seen developing during the Middle Archaic has been labeled the Glades or Everglades Archaic (Pepe 2000:32; Pepe and Jester 1995:19; Wheeler 2004; Wheeler et al. 2002:143-144) and is discussed in more detail in the following description of the Late Archaic Period.

During the Middle Archaic, the environment of southern Florida became less arid, thereby supporting a much broader range of animal and plant resources. Broad wetlands, lakes and rivers began to develop and sea levels began to stabilize. In fact, by the end of the Middle Archaic, sea levels had reached almost modern levels (Dixon 1999; Littman 2000). Large coastal shell middens dating to the Middle Archaic are known for the southwestern coast of Florida, providing ample evidence of fully developed estuaries there during these times (Russo 1991; Torrence 1996). Within the interior, peat formation became widespread toward the end of this period.

The Middle Archaic artifact assemblage is not well documented but includes Florida Archaic Stemmed (FAS) and related points, often called “Christmas tree” points due to their distinctive shape. Thonotosassa points, related to, but larger, thicker, and more crudely made than, FAS points have also been found in southern Florida at sites dating to the Middle Archaic (David

Dickel, personal communication with James Pepe 2007; Farr 2006:91). To date, Thonotosassa points seem to be a mostly west coast phenomenon, having been found mainly around the Tampa Bay area (Farr 2006). Within southern Florida, an example of this point was noted at Ryder Pond (8LL1850). Wooden artifacts known from the Middle Archaic include dugout canoes and a variety of wooden stakes and other tools recovered from wet sites. Finally, although a variety of shell tool types are known from Middle Archaic sites, the main shell tool type known for southern Florida during this time is the *Strombus* celt (Wheeler 1994).

Several Middle Archaic sites have been identified on sandy ridges along the eastern edge of the Everglades. Sites such as Ranch Ridge (8BD1119) and Hiatus #2 (8BD3283) consist of scatters of lithic artifacts, including Middle Archaic point types and lithic debitage.

Other probable Middle Archaic sites located in the Everglades itself, such as Bass Creek/Blockbuster #1 (8BD2878) and Cheetum (8DA1058), may represent early manifestations of the aforementioned Glades Archaic culture. All are/were hammock tree island sites surrounded by what would have been marshlands before modern drainage and other disturbances. Bass Creek is a dense aceramic faunal bone midden (Carr, Davis, and Steele 1994). During shovel testing there, a Florida Archaic Stemmed Point was recovered near the base of the midden. It is unclear how much of the overlying midden dates to the Middle Archaic, but it seems clear that at least some of it does.

At Cheetum, a Middle Archaic cemetery was identified in the concretion layer at the base of a dense Glades period midden. Radiocarbon analysis dates this cemetery to the end of the Middle Archaic or beginning of the Early Archaic (Newman 1993).

A final site type that must be discussed is the mortuary, or charnel, pond site. As discussed in the section on the Early Archaic, mortuary ponds are shallow ponds into which human interments were made. Because of the anaerobic muck that underlies these ponds, preservation of the burials is noteworthy. Although Windover provides a dramatic example of this site type for the Early Archaic period, most known mortuary pond sites date to the Middle Archaic. Examples in southern Florida include Bay West in Collier County, Republic Groves in Hardee County and Ryder Pond (8LL1850) (David Dickel, personal communication with James Pepe 2007).

Due to rising sea levels since the Middle Archaic, many sites dating to this period are now submerged beneath the waters of the Gulf of Mexico and Atlantic Ocean. One such site in St. Lucie County may be the Douglass Beach Midden (8SL17), from which artifacts predating the Late Archaic have been recovered (Murphy and Cummings 1990).

Late Archaic Period (3000–500 BC)

By the beginning of the Late Archaic, all of the modern physiographic regions and ecosystems of southern Florida were present in essentially their modern forms. This includes the entire Kissimmee-Lake Okeechobee-Everglades drainage system. Although the environment of southern Florida had achieved some sense of stability, the archaeological record of this period is much more dynamic. Different ideas and perhaps, human populations, were moving into the area during this time. As a result, there is a great deal of variability between Late Archaic sites in southern Florida.

The one point upon which all researchers seem to agree is that, at the beginning of the Late Archaic, pottery had not yet been invented. How long this aceramic state persisted, what the earliest pottery types are and how they vary over space and time is a matter for considerable conjecture.

Until recently, variations of Bullen's chronology for the Late Archaic Orange culture in northeastern Florida were generally used for the Late Archaic in southern Florida. Using this scheme, fiber-tempered pottery, the earliest pottery type known for all of North America, was considered to be a marker for the pottery portion of the Late Archaic. The generally accepted chronological sequence for the Late Archaic was expressly unilineal, with plain (undecorated) fiber-tempered pottery, followed by decorated fiber-tempered pottery, replaced finally by plain pottery that was not tempered with fibers (Bullen 1954, 1955, 1972). It was also understood that sand was eventually added as a tempering agent to fiber-tempered pottery. As the Late Archaic progressed, the amount of sand temper was supposed to have increased while the amount of fiber temper decreased. Orange pottery tempered with both fiber and sand is sometimes referred to as "semi-fiber tempered." The application of this chronology to southern Florida seemed to indicate that most of the area, especially the Everglades, was sparsely settled during the Late Archaic due to the general absence of Orange pottery at sites (Griffin 2002:146-149; Widmer 1988:201-201).

The use of the "standard" fiber-tempered sequence for the Late Archaic in southern Florida eventually came into question by several researchers. Based on his research in southwestern Florida, Widmer (1988:68) hypothesized that the earliest sites there "include untempered chalky pottery and limestone-tempered pottery as well as the usual fiber-tempered Orange pottery." Austin (1997:136) states that the "identification of a true Orange Horizon in south Florida is debatable." He points out that, in the Kissimmee River Valley, pure fiber-tempered components are rare. Instead, what is more common is the presence of "semi-fiber tempered" pottery in the basal levels of middens, "often in association with thick St. Johns Plain or Sand-tempered Plain sherds, and overlying either culturally sterile sands, or sparse scatters of lithic artifacts" (Austin 1996, 1997:136). Both Widmer and Austin agree that semi-fiber tempered components at sites throughout southern Florida are "ephemeral" and soon replaced in the archaeological record by components consisting of exclusively sand-tempered pottery (Austin 1997:136; Widmer 1988:72-73).

More recently, Mike Russo has investigated the Joseph Reed Shell Ring on Jupiter Island (Russo and Heide 2002). Calibrated radiocarbon dates indicate that the site was constructed sometime between 1577-796 BC (Russo and Heide 2002:73). This confirms that the site dates to the Late Archaic period. However, no fiber-tempered pottery was recovered from the site. Instead, excavations yielded only chalky (possible early St. Johns Plain) and plain sand-tempered pottery. This is an earlier appearance for these types of pottery than has been predicted for eastern Florida. Calibrated radiocarbon dates indicate that the chalky pottery appears at the Joseph Reed Shell Ring between 1550 and 1350 BC whereas sand-tempered pottery is hypothesized to appear around 1330 BC. Based on the evidence obtained from excavations at the Joseph Reed Shell Ring, Russo and Heide tentatively propose a new chronology for the Late Archaic in southeastern Florida. A period labeled Late Archaic I is proposed that is marked by fiber-tempered and/or semi-fiber tempered plain pottery. During the next proposed period,

Late Archaic II, only chalky ware pottery, possibly early St. Johns Plain, is predicted to occur. This is based on the earliest pottery-bearing levels from the Joseph Reed Shell Ring. The next proposed period, Late Archaic III, is distinguished by the presence of plain sand-tempered pottery along with the chalky pottery. This period is based on the latest levels from the Joseph Reed Shell Ring. Russo and Heide point out that this chronology is closest in resemblance to the chronology proposed by Widmer (1988) for southwestern Florida, suggesting, among other things, that non-fiber-tempered pottery was developed earlier in southern Florida than elsewhere in the state.

It is worth noting that all of these researchers mention in their Late Archaic chronologies the presence of St. Johns Plain, or plain “chalky ware” pottery. Specimens of this type are usually described as “thick” or “thick walled.” The same phenomenon has been mentioned for Late Archaic sites in the Everglades (see Mowers and Williams 1972, for example). Often, this pottery is described in reports as “early St. Johns Plain.”

Of perhaps equal interest to the reported early manifestations of St. Johns Plain are the early reports of Sand-tempered Plain pottery from some sites in southern Florida. In addition to the early examples of Sand-tempered Plain sherds from the Joseph Reed Shell Mound, early examples of this type are also reported from southwestern Florida. At the Mulberry Midden (8CR697), Sand-tempered Plain pottery was dated at about 1440 and 1480 BC (Lee et al. 1993:46; dates recalibrated by Russo and Heide 2002). Calibrated dates for Sand-tempered Plain from Heineken Hammock (8CR231) are even earlier, ranging from 2050 to 2550 BC (Lee et al. 1998; dates recalibrated by Russo and Heide 2002). Again, using the standard fiber-tempered sequence for southern Florida, Sand-tempered Plain pottery should not be present at such early dates, only fiber-tempered pottery.

Finally and importantly, it is now becoming clear that many of the ubiquitous faunal bone middens located in the interior wetlands of southern Florida date to Late Archaic times, despite the fact that many of them lack pottery of any kind. These sites are notoriously difficult to date because, not only do they often lack chronologically diagnostic artifacts, but most of the faunal bone at the sites lacks collagen, the datable material in bone samples sent to radiocarbon labs. Nevertheless, many sites clearly have aceramic components that underlie pottery-bearing strata, logically indicating that these aceramic components most likely date at least as far back as Late Archaic times. Indeed, a few radiocarbon dates have been obtained from some of these components, mostly from shell artifacts or ecofacts. For instance, Taylor’s Head (8BD74) yielded a radiocarbon date of 2890 +/- 210 BC from an aceramic stratum that lay beneath pottery-bearing strata, although no fiber-tempered pottery was identified (Masson et al 1988:346). Additionally, calibrated radiocarbon dates from the lower, aceramic stratum at the Francis Groves Midden/Muhley site (8BD2911) are reported as ranging from 2010–1680 BC (Pepe and Elgart 2006), despite the fact that fiber-tempered pottery is known during this time elsewhere in Florida (Russo and Heide 2002:Figure 11). Ongoing research by the National Park Service in the Big Cypress National Preserve and Everglades National Park has also yielded dense aceramic faunal bone middens yielding radiocarbon dates between 2850 and 1550 BC (Michael Russo, personal communication with James Pepe 2007; Schwadron 2006).

To explain this dichotomy between Late Archaic Everglades area sites that lack fiber-tempered pottery and large, coastal shell mounds that have abundant examples of early pottery, Pepe and

Jester (1995:19) propose that there are two, distinct Archaic traditions in southeastern Florida. In this model, the fiber-tempered pottery tradition is largely a coastal phenomenon associated with shell mound building, while the aceramic Archaic or “Glades Archaic” is a more widespread tradition, perhaps giving rise to the distinctive regional culture of the Tequesta and their ancestors (see also Pepe 2000:29-32; Russo and Heide 2002:80; and Wheeler et al. 2002:143-144).

Additionally, Austin suggests that the presence of “semi-fiber-tempered” pottery at sites in southern Florida may not actually date to the Late Archaic, but instead may signify the beginning of the subsequent post-Archaic Tradition (Austin 1997:138). In other words, Austin holds out the possibility that the ephemeral “semi-fiber-tempered” components in the basal levels of middens in southern Florida may better be incorporated into the initial periods of post-Archaic chronologies (i.e. Glades I Early, Okeechobee Basin I, etc.).

The preceding discussion illustrates that a lack of fiber-tempered pottery at a site in southern Florida does not necessarily mean that the site does not date to the Late Archaic. In fact, recent research indicates that, at some sites or in some areas, the earliest pottery present may be Sand-tempered Plain or thick, chalky (St. Johns?) wares. Finally, Austin holds out the possibility that fiber-tempered pottery in southern Florida may not date to the Late Archaic at all, but instead, may be markers of the earliest post-Archaic expressions in the region

Formative Period (500 BC-AD 1513)

The Formative Period represents a time when changes in pottery and technology occurred throughout Florida. The specific changes in pottery traditionally used by archaeologists to mark the beginning of this period include the replacement of fiber-tempered pottery with sand-tempered, limestone-tempered, and chalky-paste ceramics. Three different projectile point styles (basally-notched, corner-notched, and stemmed) also occur in some areas in contexts contemporaneous with these new ceramic types. This profusion of ceramic and tool traditions suggests population movement and social interaction between culture areas. The earliest known major occupations of southern Florida date to this period (Bullen et al. 1968; Sears 1982).

The regional diversity that marked this period has been primarily attributed to local adaptation to varied ecological conditions within the state. Traditionally, it has been described archaeologically in terms of cultural periods based on variations in ceramic types. The ceramic tradition for southern Florida, characterized by sand-tempered bowls with incurvate rims, is known as the Glades or Everglades cultural tradition.

The project APE is located in the Glades (Milanich 1994:301). As defined by Milanich (1994:298), the Glades cultural region includes all of south Florida “east and south of the Caloosahatchee and Okeechobee regions. It includes most of St. Lucie County, “ the Everglades itself, a largely sawgrass marsh in Hendry, Palm Beach, Broward, Dade, and Monroe counties; the Big Cypress Swamp west of the Everglades in Collier County; and extensive saltwater marshes and mangrove forests once found along both coasts, now almost totally destroyed in Broward and Dade counties” (Figure 3).

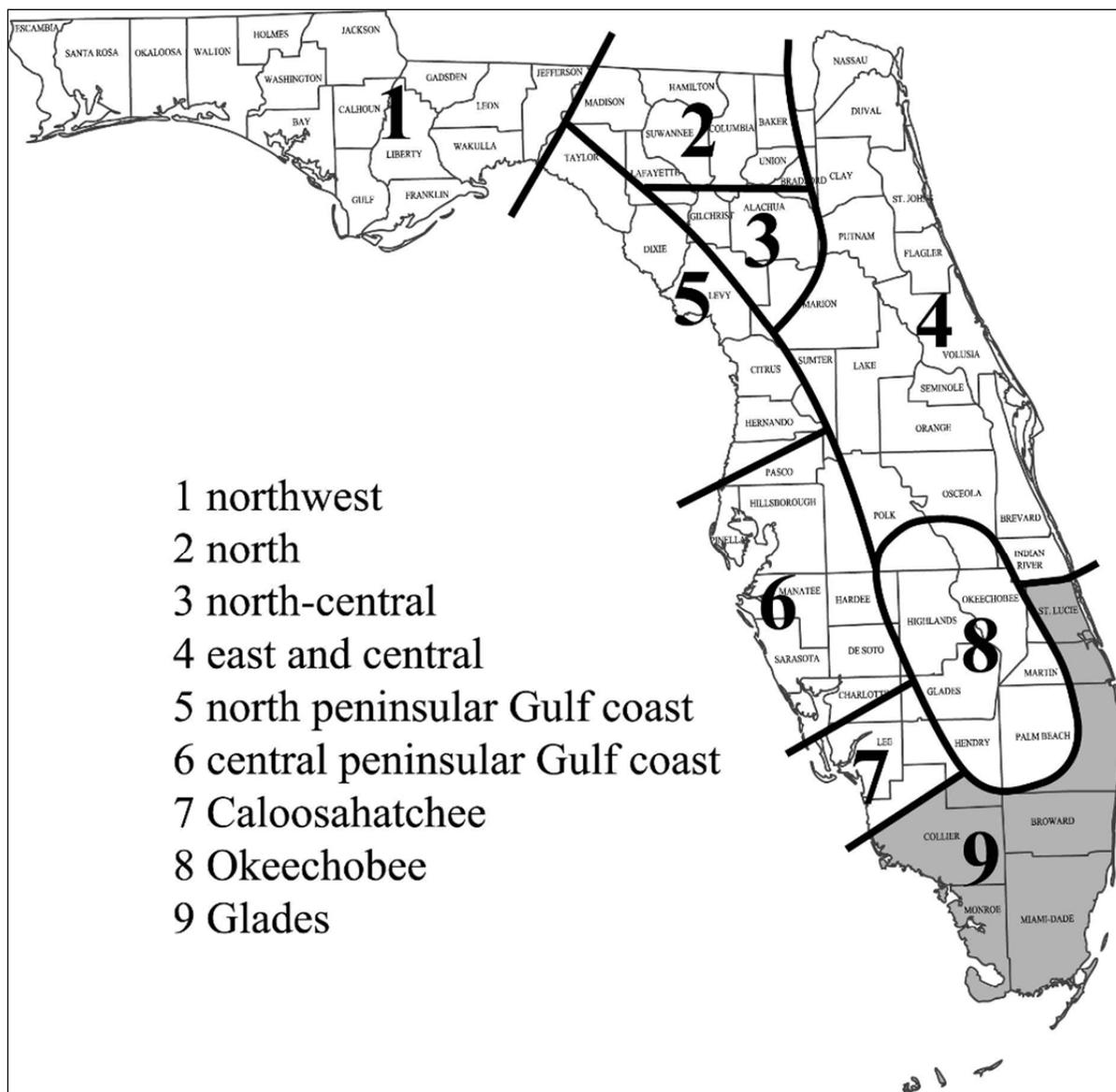


Figure 1: Glades Cultural Region

Glades Culture

Environmentally, the interior portions of the Everglades area are dominated by inundated or formerly inundated humic or peat soils which are drained by massive sheet-flow instead of river channeling. The Atlantic coast, which has developed from beach dune deposition, has a few rivers cutting through the Atlantic Coastal Ridge and a coast-parallel lagoon system.

John Goggin established a ceramic sequence for the Glades region on the basis of work he conducted from the 1930s to early 1950s (Goggin n.d.). Subsequent research has only served to refine his basic chronological framework. The most recent revision was presented by John Griffin (1988), who based his research on a series of radiocarbon dates from the Granada site in Dade County (Griffin et al. 1982) and research he conducted on the Bear Lake site in Everglades National Park. In presenting his revisions, Griffin makes a point to emphasize that the Glades

sequence represents a chronology of stylistic and technological changes in ceramics to which other cultural traits have been added.

Table 1 is based on Griffin's 1988 work and presents the most thorough chronological framework for southern Florida. Summaries of the ceramic markers associated with each period are provided, as well. It is important to note that the information provided in this table is most applicable to the heartland of the Glades archaeological area: the Big Cypress Swamp, Everglades, and coastal portions of southern Florida to the south of Lake Okeechobee.

Table 1. Glades Cultural Sequence

Period	Dates	Distinguishing Characteristics
Glades I early	500 BC–AD 500	First appearance of sand-tempered pottery; no decoration
Glades I late	AD 500–750	First appearance of decorated pottery: Fort Drum Incised, Fort Drum Punctated, Cane Patch Incised, Gordon's Pass Incised, Opa Locka Incised, Sanibel Incised; sand-tempered plain persists
Glades IIa	AD 750–900	Appearance of Key Largo Incised and Miami Incised; sand-tempered plain and Opa Locka Incised persist; none of the earlier decorated types are present
Glades IIb	AD 900–1100	Sand-tempered plain and Key Largo Incised persist; Matecumbe Incised appears; none of the earlier decorated types are present; certain rim modifications (incised lip arcs and lip crimping and grooving) also appear for the first time
Glades IIc	AD 1100–1200	Almost no decorated ceramics; some grooved lips but no more lip arcs or crimped rims; Plantation Pinched appears
Glades IIIa	AD 1200–1400	Plantation Pinched is no longer present; Sand-tempered plain and grooved lips persist; appearance of Surfside Incised and St. Johns Check Stamped
Glades IIIb	AD 1400–1513	Glades Tooled, sand-tempered plain and St. Johns Check Stamped are present, Surfside Incised and grooved lips are not present
Glades IIIc	AD 1513–ca.1700	Same as previous period with the addition of historic artifacts

Griffin 1988:124–142

Glades period sites include those at Gordon's Pass (Goggin 1939), Goodland Point (Goggin 1950), Marco Island (Van Beck and Van Beck 1965), Useppa Island (Milanich et al. 1984), Horr's Island (McMichael 1982), Sanibel Island (Fradkin 1976), and the Turner River site (Sears 1956). An interesting feature of these large coastal sites is the progressive movement of habitation areas toward the water (Cushing 1896; Goggin 1950; Sears 1956), and indications are that dwellings may have been built to extend out over the water. Inland sites consist of shell and dirt middens along major watercourses (Laxson 1966) and small dirt middens containing animal bone and ceramic sherds in oak/palm hammocks or palm islands associated with freshwater marshes. The coastal Glades subsistence pattern is typified by the exploitation of fish and

shellfish, wild plant food, and inland game, while Glades sites in the Big Cypress Swamp show a greater, if not exclusive, reliance on interior resources.

Historical Overview

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

In 1874, George M. Thew established the Biscayne Bay Company to purchase several of the original land claims in what would later become the Miami area and market the property. Julia Sturtevant Tuttle, a resident of Cleveland, Ohio, moved to Florida in 1891, and purchased the old Fort Dallas property from the Biscayne Bay Company for \$2,000.00. She also recognized the importance of transportation if the region was ever to progress. Consequently, she negotiated with railroad magnate Henry Flagler to transfer to him half of her acreage along the Miami River in exchange for bringing the Florida East Coast (FEC) Railway to Miami. Flagler agreed, and by 1896 the railroad arrived. Flagler used some of the land he received from Julia Tuttle to build the Royal Palm Hotel on the north bank of the river across from Brickell's Point. The City of Miami was incorporated three months after the construction of the railroad, with a population of 502 voters. Flagler extended his railway to Homestead, completing the line by 1903 (Mann 1983).

The Seaboard Air Line Railroad extended its West Palm Beach Line into Miami (Ugucioni 1995). Tract book records show that the majority of the land in the APE was apportioned in the 1890s (Table 2). The small portion owned by Robert Polk was the part of the site of the Ferguson Mill, which was located at the end of the navigable portion of the Miami River and where the Miami Canal would eventually start. The original owners of the Ferguson Mill, Thomas J. and George W. Ferguson abandoned the Mill in 1849 because of concern about Indian raids. Robert Polk's brother, former President James L. Polk, was a good friend of George MacKay, the surveyor in the new State of Florida in 1845. Robert Polk's connections helped him receive the title to the land after the Ferguson's fled the area (Janus Research 1994:27). The Seaboard Air Line Railroad was started in the 1880s and consisted of numerous branches in Florida, Georgia, and North Carolina.

The Florida Coast Line Canal and Transportation Company (FCLCTC) was chartered in 1881 to construct a series of canals connecting existing lakes and rivers between St. Augustine and Lake Worth, Florida. In 1893, railroad mogul Henry Flagler became associated with the company in order to help extend his railroad to the south of the state (Wiggins n.d.). Table 2 shows that this company once also owned much of the land within the current project APE.

Table 2: Historic Ownership of Land in the Vicinity of the Project Area

Township, Range, Section	Portion Owned	Owner	Date of Deed or Sale
T 53 S, R 41 E, S 8	All	Fla. Coast Line Canal and Trans. Co.	Sept. 24, 1890
T 53 S, R 41 E, S 9	All	Fla. Coast Line Canal and Trans. Co.	Sept. 24, 1890

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

The foundation of modern metropolitan Miami was laid early years of the twentieth century (Sessa 1950:ii). Flagler's railroad made Miami accessible, and the growth precipitated by this continued after the turn of the century. Construction of the first permanent bridge over the Miami River in 1902 resulted in the rapid development of the south bank as a fashionable residential district, while the commercial district remained north of the river. From 1900 to 1910, the population grew from 1,700 to 5,500; the figure would often double during the tourist season.

By 1912, several agricultural and residential communities, which were initially settled in the 1800s and, eventually, would become part of metropolitan Miami, existed to the north and south of Miami. Some of the settlements to the north consisted of Little River, an agricultural area of fruit groves and vegetable fields; Lemon City, a residential neighborhood; and Buena Vista, which included both residences and groves where citrus, avocados, mangoes, sapodillas, papayas, and bananas were grown (Sessa 1950:13-14). To the south of Miami was Coconut Grove, a small settlement established in the late 1800s (Sessa 1950:13-14).

Beginning in 1916, promoters and developers placed advertisements about Miami in northern magazines and newspapers in hopes of attracting more buyers to the area. This advertising expanded yearly (Sessa 1950: 47), and the demand for land gradually increased. Little development occurred within the project APE during this period. However, in 1903 Arthur Mertlow Griffing, a horticulturalist and landscaper, came to Miami manage his family's Little River Nursery. He established the Griffing Tropical Nurseries and Groves, located at the present-day intersection of 125th Street and Dixie Highway in North Miami, and served as landscaper for the Miami Beach projects of Carl Fisher (Cleary 2001:50). In the mid-1910s, Griffing switched roles and became a developer.

Miami-Dade County experienced a tremendous amount of growth and development in the years following World War I. Since many areas of South Florida were low-lying and therefore prone to flooding during the rainy season, it was necessary to fill these areas to make them suitable for living (Sessa 1950:6).

In the early 1920s, the real estate "boom" hit Miami-Dade County and the population doubled. The real estate boom was created in part by the desirable sub-tropical climate of the area, the abundance of available land created by the draining of the Everglades, and the visions and schemes of promoters and developers (Parks 1991:107). Real estate was rapidly changing hands and several small new communities were developed as new land was acquired and former agricultural areas gave way to residential subdivisions. Opa-locka, Miami Springs, Hialeah, Buena Vista, Shorecrest, Allapattah, and Flagami were just a few of the new place names in Miami-Dade County. In 1925, the City annexed Buena Vista, Lemon City, Allapattah, Little River, Silver Bluff, and Coconut Grove thereby creating Greater Miami (Parks 1991:118). The largest of these new towns included Miami Shores, Miami Beach, and Coral Gables.

In 1923, the President of Seaboard Air Line Railroads, Mr. S. Davies Warfield, initiated a move to extend a line from the existing Coleman station in Sumter County, Florida to West Palm Beach, with the ultimate goal of connecting the line to Miami. After Warfield organized the quick purchase of over 160,000 acres of right-of-way, construction began on the West Palm Beach branch in the summer of 1924. Over 204 miles of nearly straight track from Coleman to West Palm Beach were completed the following fall of 1925. Immediately following this expeditious construction, work on the line connecting West Palm Beach and Miami was initiated, and by the end of the year the line was extended from Miami to Homestead. The segment of the railroad in the project APE appears to be part of the main line of the Miami to Homestead line, constructed circa 1925.

South Florida's growth in the early twentieth century was directly impacted by the railroad. As the greater Miami area began to develop, adequate transportation was crucial. However, the FEC was unable to handle the volume of freight arriving in Miami. At one point in 1925, the FEC had over 800 freight cars waiting to be unloaded and more than thirteen hundred spaced out on the railroad tracks from Miami to Lemon City. As a result, the Miami Chamber of Commerce began searching for other railroads interested in extending into the city in 1925.

Southwest of the project APE is the location of MIA. The first instance of commercial aviation in Dade County is 1928 when aviator Charles Lindbergh took off from a dirt field in the palmetto scrub to deliver a load of mail to Key West. The clearing would become the site of the present day Miami International Airport. The first airport on the site was called the 36th Street Airport and some of the original buildings are still located on the site in the northeast corner of the property. This airport was only the third official aviation point of entry into the United States (Arend 1986:88). Pan American Airways, National Airlines, and Eastern Airlines were all major airlines that operated out of Miami International Airport. The early airport and its commercial nature in addition to the railroad likely led to the later development of commercial properties in the area.

By the end of 1925, over-speculation and over-development threatened the Miami region's vigorous and unprecedented growth. Housing was scarce, more lots were for sale than could be sold, more acreage was available than could be portioned into subdivisions, and prices were out of proportion to the value (Parks 1991:118; Sessa 1950:353). Then, in August of 1925, the F.E.C. Railway announced an embargo on all carload freight except fuel, petroleum, livestock and perishable goods (Sessa 1950:264-265). Soon after, steamship companies followed suit and refused to bring in any additional goods until buyers cleared out the backlog of goods that

existed in warehouses, freight cars, and steamships in Miami. This embargo threatened the economy of the area by delaying or cutting off the arrival of supplies for building contractors and forcing them to lay off workers. Compounding the problems posed by the embargo was an active anti-Florida campaign in the northern states. Major magazines did exposés on the often unscrupulous practices of Florida developers and warned of the dangers of speculating in Florida real estate. Finally, the capsizing of the *Prinz Valdemar*, a World War I era brigantine undergoing renovations, in the middle of the shipping channel in January 1925 prevented the use of the Miami Harbor for 25 days (Parks 1991:120).

Another blow to the boom came with the hurricane in 1926. Despite the warnings that the area was extremely vulnerable to tropical storms and hurricanes, development of the Miami area continued uninterrupted until the hurricane of September 19, 1926. Because there had not been a major storm in Miami-Dade County for 16 years, the 1926 hurricane took the area completely by surprise (Tebeau 1980:387). Following the 1926 hurricane, the boundaries of North Miami (then known as Miami Shores) were reduced as new municipalities of the Village of Biscayne Park, Biscayne Gardens, North Miami Beach, and the Graves tract were established (Cleary 2001:55). Before South Florida could completely recover from the storm of 1926, another more powerful hurricane struck the coast near West Palm Beach. Considerably more powerful than its 1926 counterpart, the September 16, 1928 storm washed out a great portion of the Okeechobee dike (Tebeau 1980:388). Damage to the coastal areas was staggering, and Florida's land boom turned to bust.

During the Great Depression, the Miami region fared better than many areas, as tourism helped keep the local economy alive. The city really regained its vigor when it was rebuilt through the policies of President Franklin D. Roosevelt's New Deal (Sessa 1950:350). Federal Emergency Relief Agency (FERA) funds were released to the unemployed, and the Civilian Conservation Corps (CCC) was started to build parks, such as Matheson Hammock and Greynolds Park, which became the nucleus of Miami's future park system. By 1935, the Works Progress Administration (WPA) was in Miami and new public buildings were constructed. These WPA projects gave jobs to construction workers, and the WPA also hired unemployed artists, writers and teachers to teach art to the disadvantaged children, prepare guidebooks to Miami, and develop theater and music projects.

In 1940 the FEC Railway, while drastically smaller in size compared to 1930, began to see an increase in profits, and with the outbreak of World War II in 1941 the company's deficit had dropped from above \$2 million to \$1.3 million. By 1942, the number of diesel powered engines increased from two to six, pulling streamlined passenger cars. In 1942, the company showed a profit of \$20.8 million, and for the first time since 1926, the FEC had a net income worth just over \$5 million; however, this was short lived, as the company began to slip back into a multi-million dollar deficit in the latter half of the decade (Bramson 1984: 132-133).

In 1944, the Atlantic Coast Line (ACL) Railroad announced its intention to purchase and absorb the FEC Railway; however, this did not sit well with the State of Florida or the local railroad unions, for they feared cutbacks due to consolidations. Edward Ball, who represented interests in the DuPont Estate, had over the years purchased over 55% of the Second Mortgage Bonds of the railroad. Ball intended to keep the FEC a Florida institution and fought a long running legal battle with the ACL well into the late 1950s (Bramson 1984: 143, 145, Janus Research 2006: 91).

Following the outbreak of World War II, Miami and Miami Beach became war camps and major training centers for the Armed Forces. By the end of 1942, many of the area's once empty hotels had become barracks for the Army Air Force Officers Candidate School, an Officers Training School and a basic training center. Other hotels were turned into hospitals, golf courses were transformed into drill fields, fancy restaurants and clubs became mess halls, and churches and synagogues were used for classrooms. The year 1940 was also the first year that the Little River Spur of the FEC Railway appeared on the historic aerials that are currently available.

War agencies tripled the income of the entire state and added about 25 percent to the population. After the war, there was a huge influx of cash from federal agencies. The Federal Security Administration built roads, bridges and public improvements. The Veterans Administration began to disburse millions of dollars in benefits to ex-GIs. The Federal Housing Authority guaranteed the financing of 15,000 new homes each year (*Barrons National Business and Financial Weekly* 1950: 15).

At the conclusion of World War II, Florida's economy was almost fully recovered. Tourism quickly rebounded and once again became a major source of the state's economy. The end of the war also brought an influx of new residents to the area, as former soldiers who had trained in Miami decided to settle there. Consequently, Miami experienced a post-war boom. Between 1940 and 1950, the population nearly doubled, and new subdivisions of small concrete block homes dotted what had once been the outskirts of Miami (Parks 1991:168-170). Figures 4, 5, and 6 show the area within and around the project APE during the middle of the twentieth century. Note how extensively the area builds up during this period.

The FEC, from 1950 to 1962, had only one profitable year out of twelve, losing \$29 million during this time. In late-1958, the ACL Railroad, after many years of contentious litigation to purchase the FEC, backed down and allowed reorganization of the company to proceed. On February 21, 1961, the Board of Directors of the FEC, not in receivership or reorganization, convened for the first time since 1931. The FEC presented wage demands on all U.S. Railroads with negotiations being scheduled on a national level. The FEC management refused to join in the negotiations, and as a consequence once the national negotiations were finished the unions would not listen to any offers from the management that did not measure up to those that had been settled upon at the national level. As a result a strike ensued, which lasted for over eight years until 1971. By this time the number of employees had dropped from 2,000 to just over 700, most of which were non-union workers. Passenger service between Jacksonville and Miami was not reinstated until mid-July 1965, with North Miami being the southernmost terminal (Janus Research 2006:96).

In 1967, the Seaboard Air Line Railroad was merged with its competitor, the ACL Railroad to form the Seaboard Coast Line Railroad. In 1971, the Seaboard Coast Line Railroad merged with Louisville & Nashville Railroad to become the Seaboard System Railroad. These two railroads had been in common ownership by the Seaboard Coast Line Industries, whose entire railroad subsidiaries were known as the Family Lines System. Eventually, Seaboard Coast Line Industries merged with the Chessie System, creating the CSX Corporation which combined the Family Lines System and the Seaboard System Railroad. In 1980, the Chessie units were merged into the Seaboard System Railroad creating CSX Transportation (Janus Research 2007).

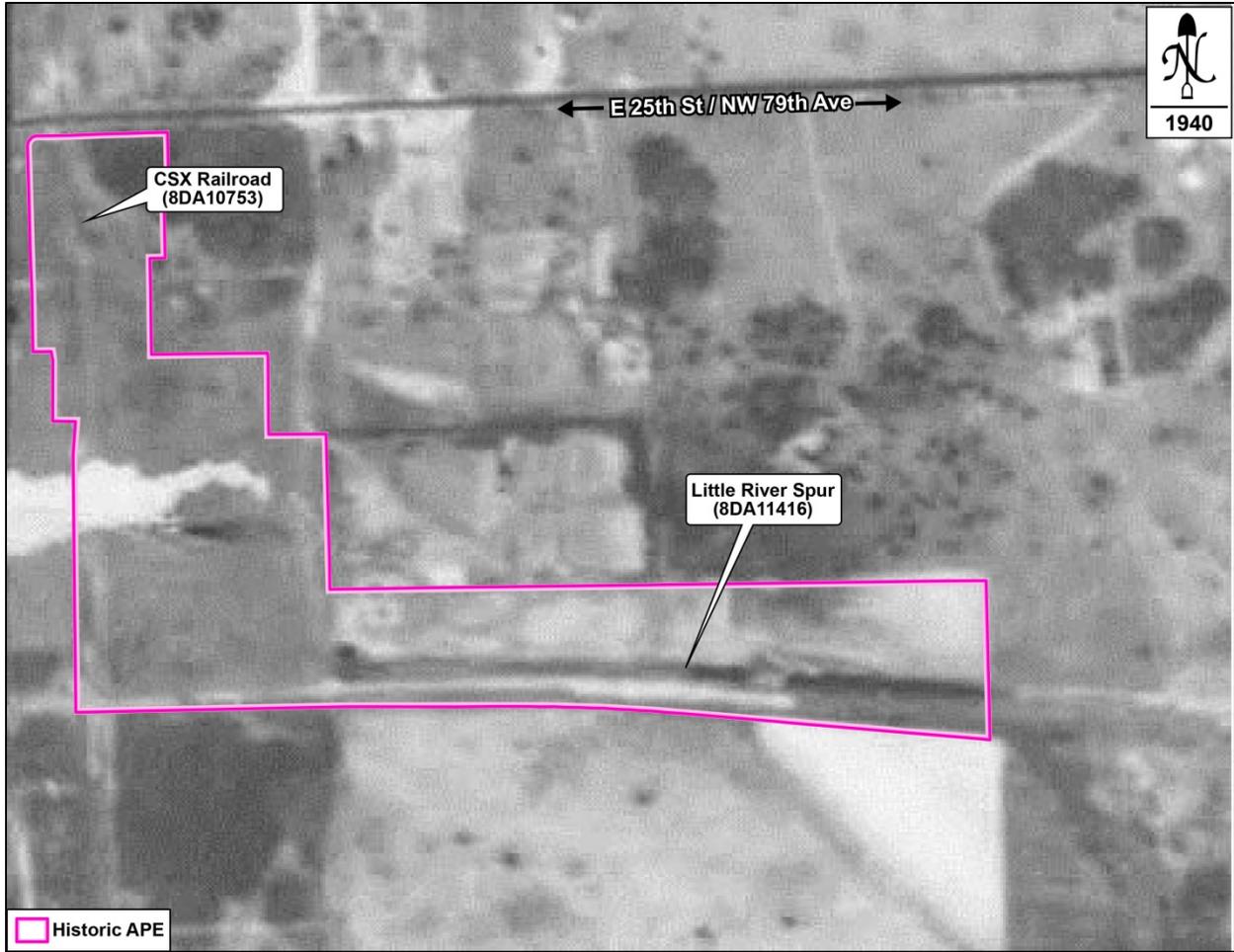


Figure 4: Historic Aerial Photograph from 1940 showing the area in and around the Historic APE

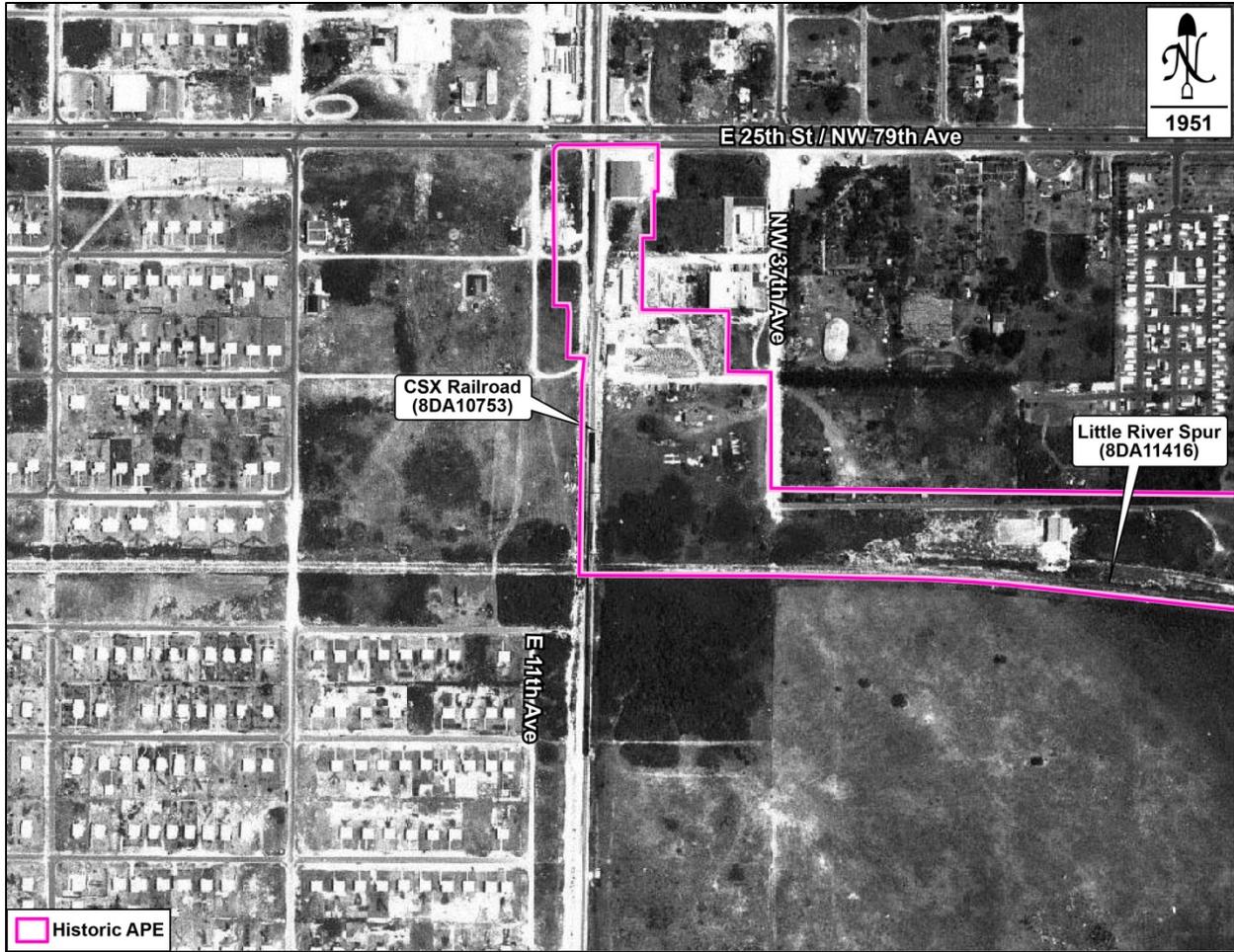


Figure 5: Historic Aerial Photograph from 1951 showing the area in and around the Historic APE

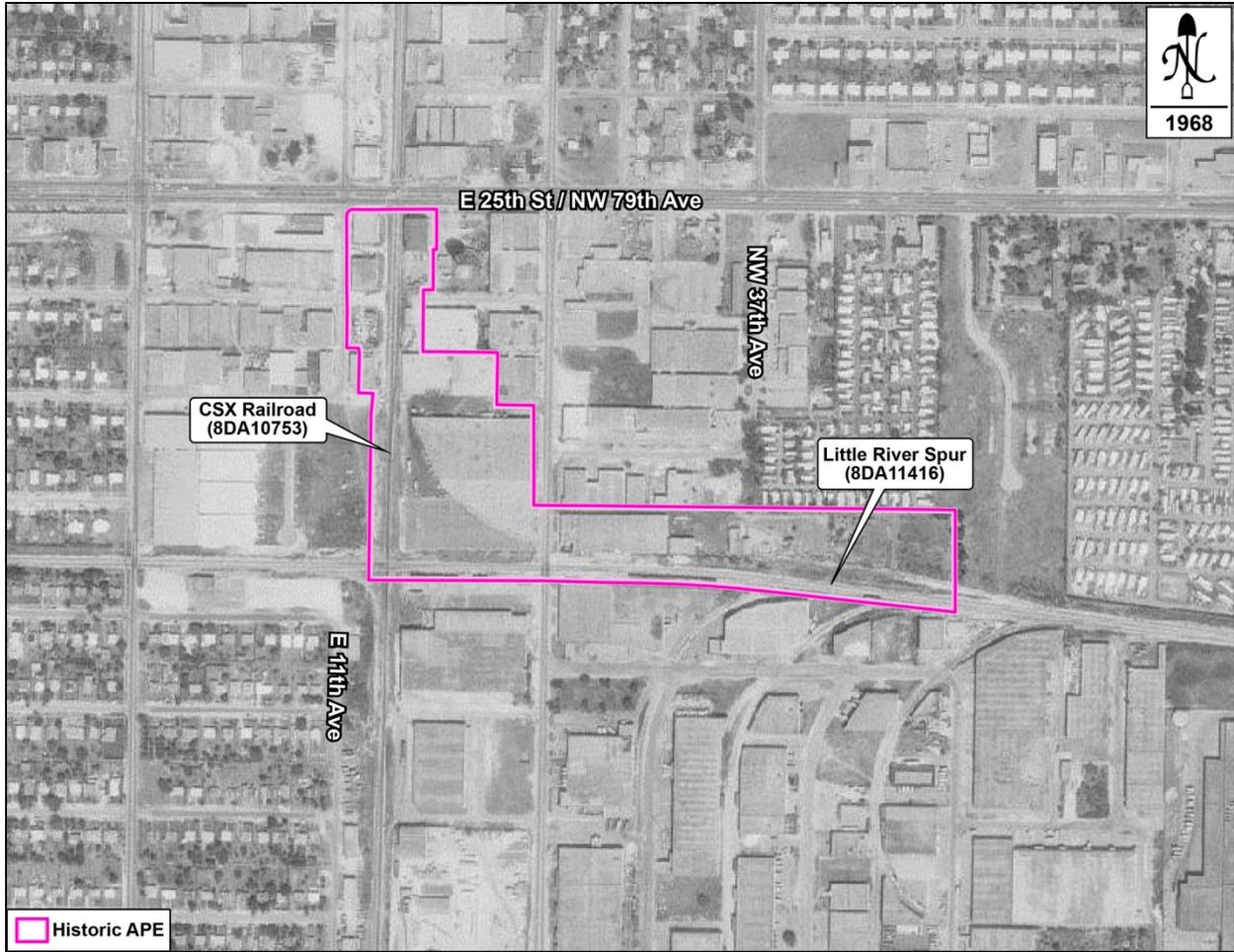


Figure 6: Historic Aerial Photograph from 1968 showing the area in and around the Historic APE

Miami-Dade County was heavily settled by immigrants. At the time of the 1960 census, over 40 percent of Florida’s foreign born population resided in Dade County. The most dramatic impact came from the periods shortly before and after the fall of the Cuban Batista in 1959. Fidel Castro’s rise to power in Cuba led to the exodus of over 800,000 Cubans in a thirty-five year span. Many of these immigrants came to Florida, particularly Miami. This wave of immigration made Miami one of the nation’s largest immigration ports in the latter half of the twentieth century. The Cuban Refugee Program and Refugee Emergency Center were established in 1960 by the federal government in cooperation with social service organizations and religious groups, notably the Catholic Archdiocese of Miami. Many thousands of these immigrants were resettled elsewhere in the United States but many returned to Miami. Nearly 60% of all Cubans in the United States resided in Miami thirty years after the immigration wave began (Gannon 1996: 404-406). Figure 7 is a 1950 map showing the population growth in Miami-Dade County by municipality.

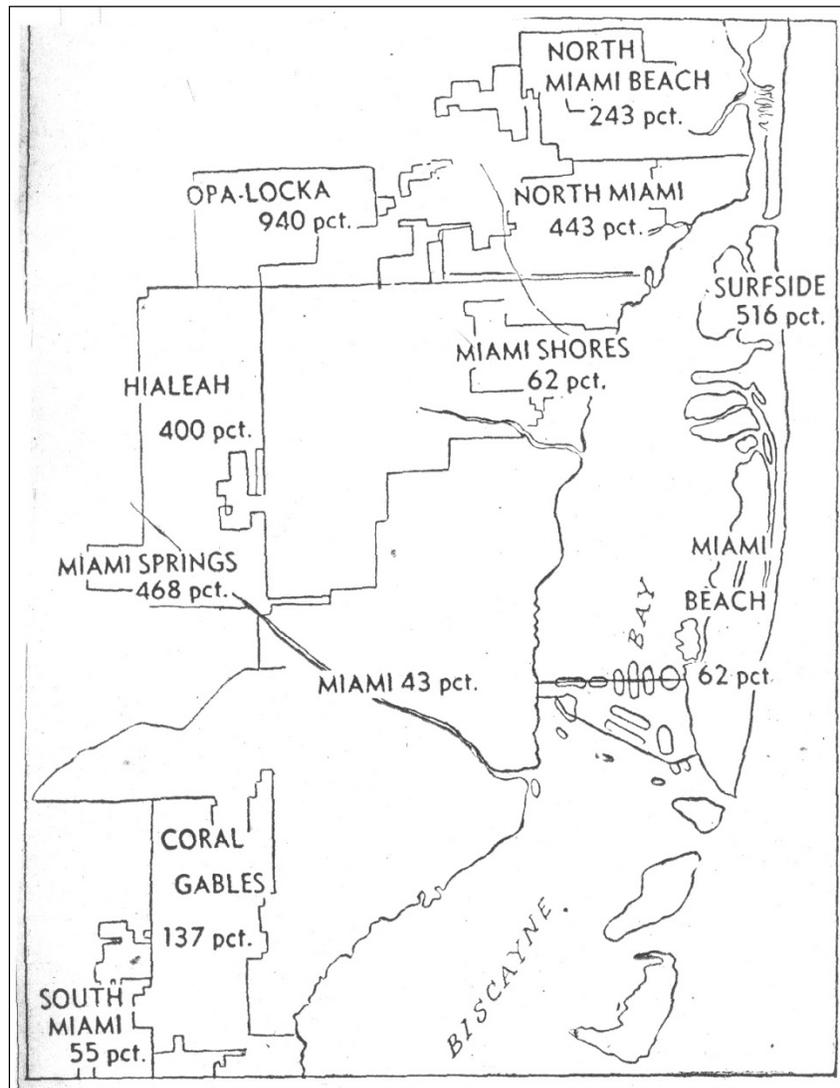


Figure 7: 1950 Map showing population growth in Miami-Dade County by municipality

Background Research

A comprehensive FMSF search and literature review was performed to determine the locations of National Register-listed, National Register-eligible, and potentially National Register-eligible cultural resources. In addition, Geographic Information Systems (GIS) data, local property appraiser's data, information from the in-house Janus Research library, historic aerials, previous National Register nominations, and local information from Miami-Dade County were consulted during the background research.

In 2009, Janus Research conducted the *Reconnaissance Survey of Little River and Northwood Spurs*, at the request of Gannett Fleming, Inc. The reconnaissance was undertaken as part of the larger *Phase 2 Cultural Resources Reconnaissance Study South Florida East Coast Corridor Transit Analysis in Miami-Dade, Broward, and Palm Beach Counties*, and was conducted in order to locate National

Register-listed, determined eligible, and potentially eligible resources. Locally listed properties were also noted in this reconnaissance survey. This reconnaissance survey was not submitted to the FMSF and does not appear in the list of previous surveys in the table below (Table 3).

The *Miami Dade County Comprehensive Historic Properties Assessment Phase II*, was completed by Janus Research in 2010, but was not submitted to the FMSF. This study included the small portion of NE 125th Street within the APE for the project. Table 3 shows the seven previous cultural resources surveys that were conducted within 500 feet of the APE.

Table 3. Previous Surveys Conducted within One Mile of the APE

Survey No.	Title	Author(s)	Publication Date
340	Dade County Archaeological Survey Interim Report	Carr, Robert S.	1980
1586	Proposed Improvements to SR 9/NW 27 Ave, from 350 feet South of NW 74 th St to NW 103 rd St, in Dade County, Florida	Browning, William D.; Wiedenfeld, Melissa G.	1988
2127	Dade County Historic Survey, Phase II: Final Report.	Metropolitan Dade County	1989
5844	Tri-County Commuter Rail Authority Double Track Corridor Improvement Program for Segment 5	Janus Research	1999
7334	An Archaeological and Historical Survey of the Babcock Park Tower Location in Miami-Dade County, Florida	Sims, Cynthia L.	2002
7599	Seaboard (Cell Tower CRAS)	Miller, Wendy A.	2000
8395	Shangri-La/ MD-1154-B, 4605 East 11th Avenue, Hialeah, FL 33013 (2001.43) Archaeological and Historical Assessment	Carr, Robert S.	2001
8527	An Archaeological and Historical Survey of the Proposed GESI Tower Location in Miami-Dade County, Florida	Ambrosino, Meghan L.	2001
9038	Cultural Resource Assessment of the GEFG Tower Location in Miami-Dade County, Florida	Harman, Tammy; Sims, Cynthia L.	2003
9042	A Cultural Resource Assessment of the EFGH Tower Location in Miami-Dade County, Florida	Ambrosino, Meghan L.	2003
11912	An Archaeological and Historical Survey of the Bright Park Tower in Miami-Dade County, Florida, FCC Form 620	Ambrosino, Meghan L.	2005
14000	Cultural Resources Reconnaissance Study South Florida East Coast Corridor Transit Analysis Miami-Dade, Broward and Palm Beach Counties	Janus Research	2006
19592	Section 106 Review, Proposed 150-Foot Monopole Telecommunications Structure (160-Foot Overall Height with Appurtenances)	Bazzill, Dina M.; Seagrave, Mary E.	2012

Previously Recorded Archaeology Resources

A search of the FMSF identified no previously recorded archaeological sites within one mile of the archaeological APE. In addition, the archaeological APE is not located within one mile of any Miami-Dade County designated archaeological sites or zones.

Previously Recorded Historical Resources

A search of the records of the FMSF revealed four previously recorded historic resources located within the project APE. One resource, CSX Railroad (8DA10753), has been determined eligible for the National Register by the SHPO. The Florida East Coast Railroad Little River Spur (8DA11416) was previously recorded in a different location, but not within the current project APE. The two remaining historic resources (8DA6528 and 8DA6529) have been determined ineligible for inclusion in the National Register by the SHPO.

A review of the list of Miami-Dade County designated historic resources was also conducted as part of the background research for the project, and no locally designated resources are located within the project APE. Table 4 below lists these four previously recorded resources. For a map showing the location of these historic resources, please refer to Figure 10 in the Results section of this document.

Table 4: Table Previously Recorded Historic Resources within the Historic APE

FMSF #	Name/Address	Construction Date	Style	National Register Status
8DA6528	1111 E. 24 th Street	c. 1960	Masonry Vernacular	Determined ineligible
8DA6529	1140 E. 25 th Street	c. 1949	Masonry Vernacular	Determined ineligible
8DA10753	CSX Railroad	c. 1925	Railroad	Determined eligible
8DA11416	Florida East Coast Railway Little River Spur	Before 1940	Railroad	Determined ineligible*

* 8DA11416 was determined ineligible for the National Register in a different location and not within the current APE

PROJECT RESEARCH DESIGN AND SITE LOCATION MODEL

The background research and literature review, in conjunction with pertinent environmental variables, contributed to the formulation of project-specific field methods designed to locate and evaluate previously unrecorded archaeological sites and historic structures within the project APE.

In southeastern Florida, a major research emphasis focuses on the patterns of settlement and land use for environmentally distinct areas around the Glades region. A second research question deals with the differences in health between inland and coastal groups, and between the elite (or higher ranked) and lower status groups. Historical archaeology addresses many of the same types of research questions noted above. Settlement pattern, social organization,

health, economic development, and adaptation are all important questions that need to be explored. This is particularly true for the post-contact period in Florida as relatively little research has focused on the later periods of Florida history. Consequently, little is known archaeologically about the nineteenth or early twentieth centuries. Some examples of questions that could be addressed through archaeological research include the locations and settlement patterns of early pioneer homesteads; the ways in which early settlers adapted to the Florida frontier; consumer behavior; the nature of early industries; and patterns of development.

Precontact Archaeological Site Location Model

An archaeological site potential analysis provides information regarding which areas of a project have the highest probability of containing archaeological sites. In addition to the locations of previously recorded sites, four environmental variables are typically used to predict site potential: distance to fresh water, soil type (soil drainage), distance to hardwood hammocks, and relative elevation.

Fresh water is obviously an important resource, as the need for water is universal. The project area was at the edge of the Everglades and fresh water would have been available in nearby wetlands.

In general, archaeological sites are associated with better drained soils. Although wet areas can contain abundant wildlife and plant resources, they make poorer habitation areas when better-drained locations are available. The soil found within the project area is currently classified as Urban land which has more than 85 percent of the area covered in streets, sidewalks, and structures (United States Department of Agriculture [USDA] 1996:21-22). In the mid-20th century the soil was classified as Davie fine sand (USDA 1958:16-17). This soil was found in the sandy prairies that lay to the east of the Everglades. The sandy soil was originally covered with a thin layer of peat or muck; the organic layer was destroyed by drainage and fires. The native vegetation in this area was primarily saw grass. Today, the project APE consists of paved areas and current ROW that has been cleared of natural vegetation.

The presence of tree islands or hammock vegetation, serve as reliable indicators of site location in southern Florida, and the use of tree islands during the precontact and historic periods is well documented. There are no hammocks illustrated on the historic plat maps or noted on the associated surveyor's notes (Florida Department of Environmental Protection [FDEP] 1845a, 1845b). The vicinity of the project area was described as prairie with pine islands and open large wet prairie with coco plum and myrtle bushes.

A review of the 1940 historic aerial photograph (University of Florida, George A. Smathers Libraries 2011) depicts an area that had been drained. The railroads were present and rest of the project area was undeveloped and appears to have been a pasture. The 1951 aerial (FDOT, Surveying and Mapping Office 2013) showed that the project area was still undeveloped although small structures were present on the parcel to the east of the project APE. The residential area to the southwest of the project area was present and other parcels in the vicinity of the project area had larger commercial structures. The 1968 parcel showed that the entire parcel had been developed and the entire surrounding area had residential or commercial structures (FDOT, Surveying and Mapping Office 2013).

The survey area is at the eastern edge of the Everglades. Before the area was drained it would have been a wet prairie with saw grass. Possible habitation areas would have been limited to tree islands. Background research did not indicate that any tree islands were present in the project area. Therefore, the archaeological APE has a low probability for the presence of archaeological sites.

Historic Archaeological Site Location Model

In southern Florida, historic period sites frequently co-occur with precontact archaeological sites. This is often the result of environmental conditions found desirable by both groups: better-drained upland knolls near transportation routes (i.e., historic trails and major rivers). Because so little of the pre-urban environment remains, government survey plat maps, surveyors' notes, and tract book records were used to identify pre-urbanization environmental features that could possibly contain or be associated with precontact sites or historic period sites. No military forts, roads, encampments, battlefields, homesteads, or historical Native American villages or trails were located within the project area.

Use of the land around the project area during the earliest historic periods was probably limited; occupations from these periods would have been of such short duration that evidence of parties crossing the project vicinity is almost impossible to detect archaeologically. Furthermore, no such groups are known or suspected of having settled or camped within the project vicinity. Due to these factors, the archaeological APE contains a low potential for historic archaeological sites.

FIELD METHODS

Historic Resources Field Methods

An architectural historian and a technical assistant conducted a historic resources survey in order to ensure that resources built during or before 1965 within the project APE were identified, properly mapped, and photographed. The historic resources survey used standard field methods to identify and record historic resources. Resources within the APE received a preliminary visual reconnaissance. Resources with features indicative of 1965 or earlier construction materials, building methods, or architectural styles were noted on aerial photographs and a USGS Quadrangle map.

For each resource identified in the preliminary assessment, FMSF forms were filled out with field data, including notes from site observations and research findings. The estimated date of construction, distinctive features, and architectural style were noted. It should be noted that an updated form was not completed for the CSX Railroad, as this resource has already been determined National Register-eligible and no notable alterations to this resource have taken place since its previous recordation. Photographs were taken with a high resolution digital camera. A log was kept to record the building's physical location and compass direction of each photograph.

In addition to a search of the FMSF, Geographic Information Systems (GIS) Data Sets were utilized in conjunction with the Miami-Dade County Property Appraiser information to approximate building construction dates within the project APE. Together, the GIS Data Sets and property appraiser information usually yield the dates of the majority of the historic resources located within the project area. The project architectural historian identifies any resource not accounted for by this information in the field based on the aforementioned methods.

Each resource's individual significance was then evaluated for its potential eligibility for listing in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. Local information was consulted to assist in the research for known significant historical associations.

Concentrations of historic resources within the APE for the project were noted in terms of the potential for inclusion in a historic district. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were noted and photographed for accurate assessment of National Register Historic District eligibility.

Archaeological Field Methods

The archaeological survey consisted of a pedestrian survey to determine whether any areas of natural soil existed and to ascertain the feasibility of shovel testing. No natural soils were observed and testing was not possible within the archaeological APE due to underground utilities and pavement. Photographs were taken to document the existing conditions.

CLG Coordination and Local Informants

In accordance with Chapter 1A-46, every attempt was made to contact and interview local informants. Local informants may often provide valuable information which is otherwise not available through official records or library collections. Miami-Dade County is listed on the April 2013 list of Certified Local Governments (CLG) posted on the FDHR website.

On October 31, 2013, Kathleen Slesnick Kauffman, Historic Preservation Chief for Miami-Dade County, was contacted via email for input regarding the proposed improvements. Jeff Ransom, the Miami-Dade County archaeologist, was also contacted via email on October 31, 2013. At the time of the completion of this memorandum, no response was received from either Ms. Kauffman or Mr. Ransom regarding local resource concerns pertaining to this project.

Results

Archaeological Resources Results

Background research determined the archaeological APE to have low site potential. The pedestrian survey confirmed the low probability of the project area. The presence of pavement, buried utilities, and current railroad ROW prevented subsurface testing. Representative photos of the APE are included in Figures 8 and 9.



Figure 8: Representative Photograph of Archaeological APE along the North side of the Florida East Coast Railroad Little Rover Spur (8DA11416), facing West from E. 12th Avenue



Figure 9: Representative Photograph of Archaeological APE along the North side of the CSX Railroad Tracks, facing East from E. 12th Avenue

Historic Resources Results

This CRAS resulted in the identification of a total of eight historic resources, four of which were previously recorded (8DA6528, 8DA6529, 8DA10753, and 8DA11416), and four of which are newly recorded as part of this study (8DA13750-8DA13753). Of the identified historic resources, the CSX Railroad (8DA10753) and Florida East Coast Railway Little River Spur (8DA11416) are eligible for listing in the National Register. The remaining five resources are buildings and are considered ineligible for inclusion in the National Register. Each of these buildings exhibits a common design with no notable historical associations.

Updated FMSF forms were completed for three of the previously recorded historic resources within the project APE (8DA6528, 8DA6529, and 8DA11416). FMSF forms were also completed for all four of the newly recorded historic resources. Two previously recorded buildings (8DA6528 and 8DA6529) required updated FMSF forms due to the amount of time that has passed since their previous recordation. An updated FMSF form was also created for the Florida East Coast Railway Little River Spur (8DA11416), as it had not previously been recorded in this location. An updated form was not prepared for the CSX Railroad (8DA10753) due to its previous National Register-eligible determination by the SHPO and also because no recent alterations have been made to the railroad that would require an updated form.

This Results section includes a map with the location of each historic resource within the project APE (Figure 10). A comprehensive table of all identified historic resources (Table 5) and photographs and narrative descriptions are included for all historic resources identified within the project APE (Figures 11-20). FMSF forms for all identified historic resources within the project APE are located in Appendix A.

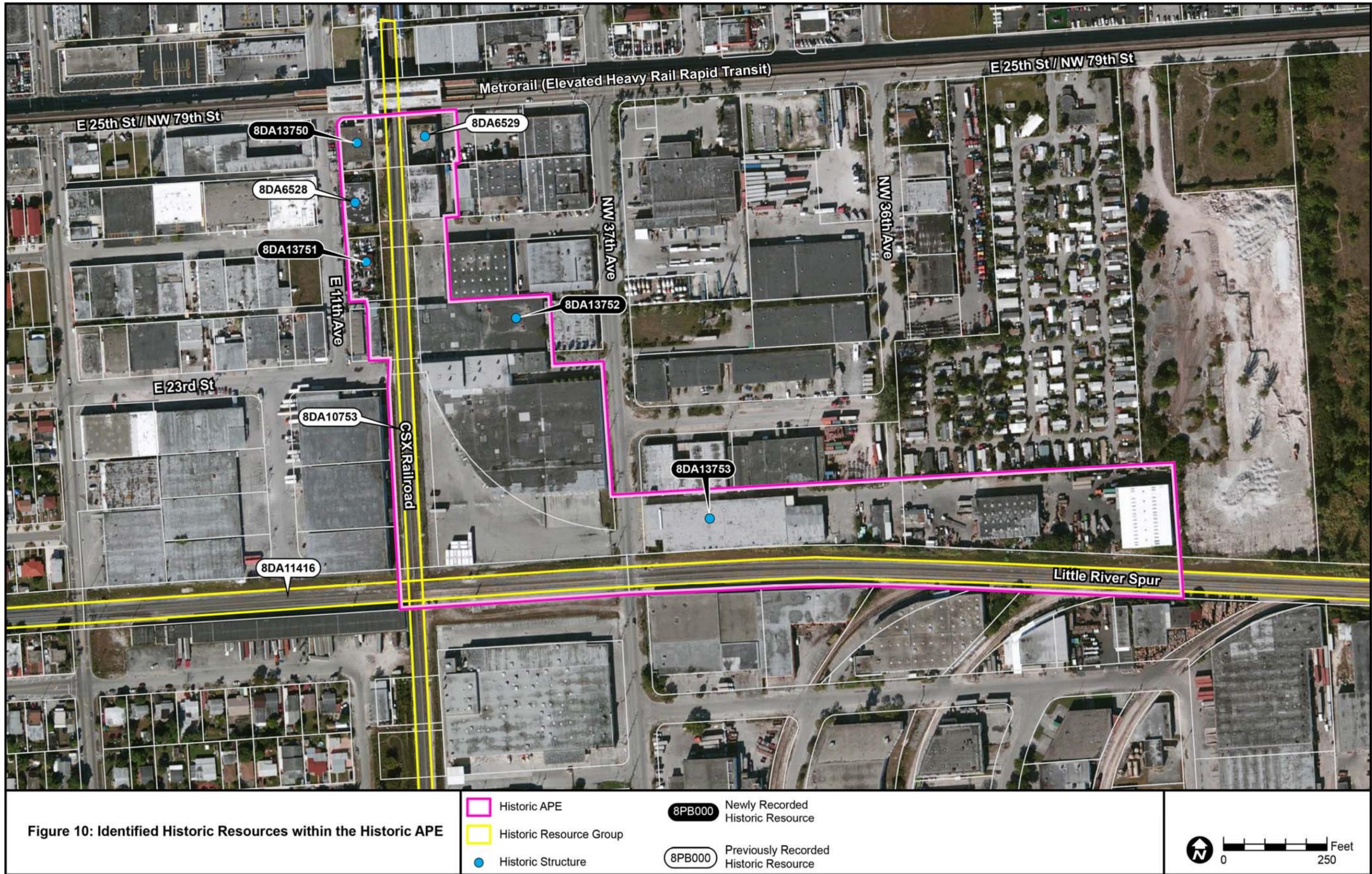


Table 5: Historic Resources Identified within the Project APE

FMSF #	Site Name/ Address	Construction Date	Style	Stories	Exterior Fabric	Roof Material	Windows	Alterations Type	Additions Type	National Register Status
8DA6528	Lee American Machinery/1111 E. 24 th Avenue	c. 1955	Masonry Vernacular	1	Stucco/Concrete Block	Built-up roof	Metal Pivot 24-light; Jalousie multi-light	Newer railings added to entry stairs	N/A	Determined Ineligible
8DA6529	1140 E. 25 th Street	c. 1949	Masonry Vernacular	1	Stucco/Concrete Block	Built-up, gable, and bowed/arched roof	Metal single-hung-sash 1/1	Some windows and loading bays enclosed	Front gable addition at north	Determined Ineligible
8DA10753	CSX Railroad	c. 1925	Railroad	N/A	N/A	N/A	N/A	N/A	N/A	Determined Eligible
8DA11416	Florida East Coast Railway Little River Spur	.Before 1940	Railroad Spur	N/A	N/A	N/A	N/A	N/A	N/A	Considered Eligible
8DA13750	Northside Supermarket II/4720 85 th Street	c. 1953	Masonry Vernacular	1	Stucco	Built-up roof	Metal single-hung-sash 2/1; Fixed 1 and 3 light	Doors and windows replaced, security bars and awnings added	N/A	Considered Ineligible
8DA13751	Angel and Junior Body Shop/1109 E. 23 rd Street	c. 1958	Masonry Vernacular	1	Stucco/Concrete Block	Built-up roof	None visible	Overhead door on the south side replaced	N/A	Considered Ineligible
8DA13752	LaperKan/3775 NW 77 th Street	c. 1959	Masonry Vernacular	2	Stucco	Built-up roof	Metal, jalousie, multi-light	Major renovation: new windows, doors, stucco façade, roof	Multiple large additions added to the south	Considered Ineligible
8DA13753	Columbia Southern, Inc./7525 NW 37 th Avenue	c. 1952	Masonry Vernacular	1	Stucco	Built-up roof	Metal Fixed 1 and 2 light	Windows and doors replaced, awnings added	N/A	Considered Ineligible

National Register-Eligible Resource



Figure 11: CSX Railroad (8DA10753), facing Northeast from E. 23rd Street

8DA10753 CSX Railroad

Approximately 1,200 feet the CSX Railroad is located within the current project APE. It is located south of the railroad's intersection with E. 25th Street/NW 79th Street in Township 53 South, Range 41 East, Sections 8 and 9 (Hialeah USGS Quadrangle 1988) in the City of Miami, Miami-Dade County, Florida (Figure 11). The railroad in this location consists of a double set of standard gauge tracks over gravel ballast.

The CSX Railroad was originally part of the extensive Seaboard Air Line Railroad, started in the 1880s, which consisted of numerous branches in Florida, Georgia, and North Carolina. In 1923, the President of Seaboard Air Line Railroads, Mr. S. Davies Warfield, initiated a move to extend a line from the existing Coleman station in Sumter County, Florida to West Palm Beach, with the ultimate goal of connecting the line to Miami. After Warfield organized the quick purchase of over 160,000 acres of right-of-way, construction began on the West Palm Beach branch in the summer of 1924. Over 204 miles of nearly straight track from Coleman to West Palm Beach was completed the following fall of 1925. Immediately following this expeditious construction, work on the line connecting West Palm Beach and Miami was initiated, and by the end of the year the line was extended from Miami to Homestead, including the section located within the current project APE (Mann 1983:128).

In 1967, the Seaboard Air Line Railroad was merged with its competitor the Atlantic Coast Line Railroad to form the Seaboard Coast Line Railroad. In 1982, The Seaboard Coast Line Railroad merged with Louisville & Nashville Railroad to become the Seaboard System Railroad. These

two railroads had been in common ownership by the Seaboard Coast Line Industries, whose entire railroad subsidiaries were known as the Family Lines System. Eventually, Seaboard Coast Line Industries merged with the Chessie System, creating the CSX Corporation which combined the Family Lines System as the Seaboard System Railroad. In 1986, the Chessie units were merged into the Seaboard System Railroad creating CSX Transportation.

The CSX Railroad corridor retains historical importance for its role in the development and transportation of the area. Several sections of the railroad in Miami-Dade County have been documented in recent years, and the CSX Railroad was determined eligible for listing in the National Register by the SHPO in 2013. As this section of tracks retains its historic route, appearance, and typical materials, this section is considered eligible for listing in the National Register under Criterion A for its contributions to the patterns of development and transportation in the state.



Figure 12: Florida East Coast Railway Little River Spur (8DA11416), facing Northeast from E. 12th Avenue

8DA11416 Florida East Coast Railway Little River Spur

The portion of the Little River Spur of the FEC Railroad within the project APE (Figure 12) is located around the intersection with NW 37th Avenue roughly between the CSX Railroad and NW 36th Avenue in Township 53 South, Range 41 East, Sections 8 and 9 (Hialeah USGS Quadrangle 1962, PR 1969) in the City of Miami, Miami-Dade County, Florida. The railroad spur within the project APE consists of two sets of standard tracks over gravel ballast and extends for approximately 1,600 feet. A third and fourth rail also branch off in part of this section of track, though these additional rails are no longer in use. This spur appears in historic aerial photographs from 1940 and appears to be a spur of the FEC Railway (8DA10107), which

was constructed circa 1896 and is located approximately four miles to the east of the current project APE. The Little River Spur continues east and west outside of the project APE. Within the facility, the third set of tracks farthest to the south terminate and appear to no longer be used.

Railway magnate Henry M. Flagler's East Coast Lines mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the Florida East Coast Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year attracting a wealth of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode the first train into the town of Key West. In 1935, however a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time the FEC was more profitable transporting fruit and cargo than passengers and eventually the railway became solely a freight line.

The segment of the railway in the project APE is part of the Little River Spur which connected the FEC yard at Hialeah to the mainline. This area of the Little River Spur at the intersection with the CSX Railroad was an important switching area. This switching area at the intersection of the two rails was known as "Iris" and was supposedly named after the wife of someone who worked for the rail. The name "Iris" still appears on one of the switching boxes. Figures 13 and 14 show the location of the railroad tracks in the vicinity of the project APE in 1951 and at present, respectively. The line continued through Hialeah and past the airport, and eventually rejoined with the mainline just south of South Miami. According to USGS Quadrangle maps, the spur was approximately 18 miles long overall. The FEC yard at Hialeah was an important facility for the FEC Railway as it housed an engine service area and roundhouse (Mann 1983).

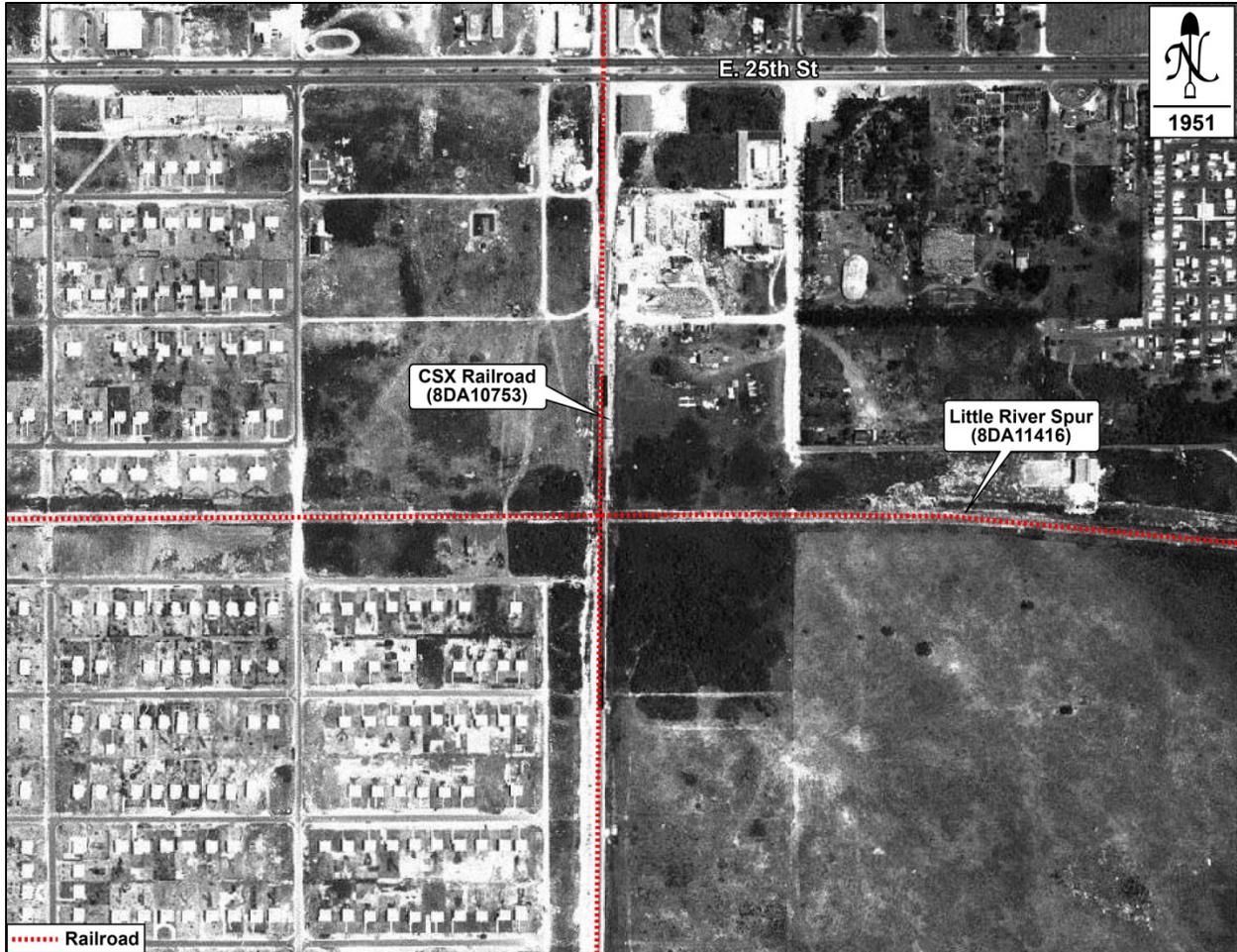


Figure 13: The Little River Spur of the FEC Railway and the CSX Railroad on an Aerial Photograph from 1951

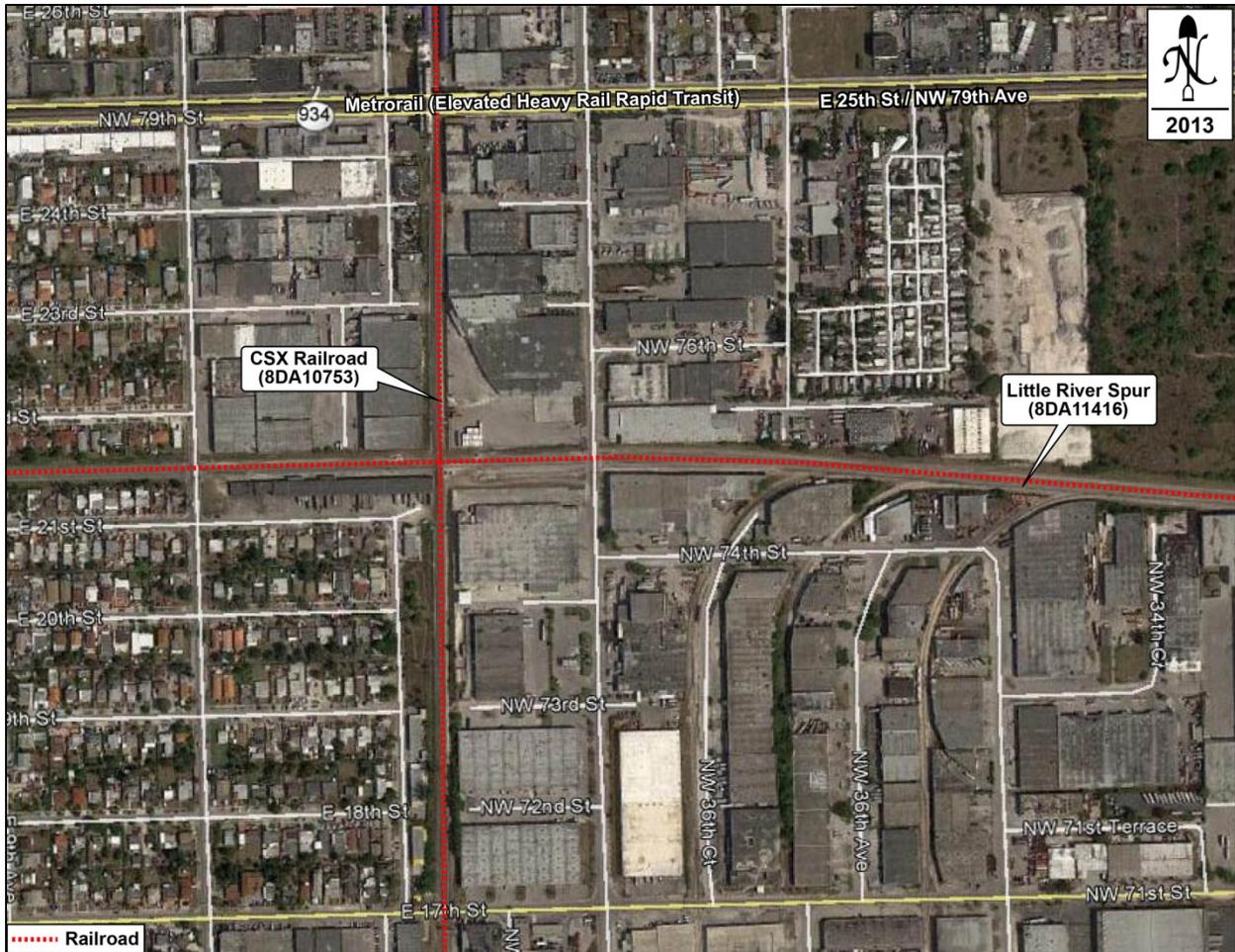


Figure 14: The Little River Spur of the FEC Railway and the CSX Railroad on a Modern Aerial Photograph

FEC Railway corridor retains historical importance due to its associations with development and transportation of the east coast of Florida as well as Miami in particular. The segment of the Little River Spur of the FEC Railway located within the current project APE includes approximately 1600 feet of the railroad near the intersection of NW 37th Avenue. Another portion of the Little River Spur was documented in 2007 as part of the *Cultural Resource Assessment Survey for the Miami International Airport Traffic Circulation Improvements*. The SHPO determined that this previously documented portion of the Little River Spur was ineligible for inclusion in the Nation Register in 2008. The previously recorded portion was located several miles to the southwest near the airport, and had been altered in this area from its original alignment. The section of the rail within the project APE retains its original alignment, its historic appearance of two main tracks, and its original use. The continuity of its historic alignment and appearance can be seen in the aerial photographs above (Figures 13 and 14). Therefore, the Little River Spur of the FEC Railroad is considered eligible for inclusion in the National Register under Criterion A for its contributions to the patterns of development and transportation in Miami.

Resources Considered Ineligible for the National Register



Figure 15: Lee American Machinery (8DA6528) at 1111 E. 24th Avenue, facing Northeast

8DA6528 Lee American Machinery

This circa 1955 industrial structure is located on the north side of E. 24th Street between E. 11th Avenue and the railroad tracks in Township 53 South, Range 41 East, Section 8 (Hialeah USGS Quadrangle 1988) in the City of Miami, Miami-Dade County, Florida (Figure 15). It is a rectangular shaped Masonry Vernacular building with stucco and concrete block on the main façade and a continuous concrete block foundation. The main entrance is located at the north end of the west side and consists of two simple metal doors, one with one-light glass and one with no glass, both atop concrete stairs. The flat roof is covered with built-up materials. Fenestration consists of metal pivot 24-light windows and jalousie multi-light windows. There are few decorative elements except for concrete brick inlay around the window and door level on the northwest corner. The building sits in an industrial setting and remains in good condition.

This building exhibits a common design type found throughout Florida. In addition, limited research has revealed no significant historical associations. Therefore, it is considered ineligible for inclusion in the National Register either individually or as part of a historic district.



Figure 16: 1140 E. 25th Street (8DA6529), facing Southeast

8DA6529 1140 E. 25th Street

This circa 1949 commercial structure is located on the southeast corner of E. 25th Street and the railroad tracks in Township 53 South, Range 41 East, Section 9 (Hialeah USGS Quadrangle 1988) in the City of Miami, Miami-Dade County, Florida (Figure 16). It is a rectangular shaped Masonry Vernacular building with stucco and concrete block on the main façade and a continuous concrete block foundation. There are three metal overhead doors on the east side that serve as the entries to the building. The flat roof and bowed roof sections are covered in built-up materials and the gable roof section on the north side is covered in composition shingles. Fenestration consists of metal single-hung-sash windows with one-over-one light configurations. Decorative elements include concrete banding on gable roof portion, curved parapets, faux shutters, and security bars. The building sits in an industrial setting and remains in fair condition.

This building exhibits a common design type found throughout Florida. In addition, limited research has revealed no significant historical associations. Therefore, it is considered ineligible for inclusion in the National Register either individually or as part of a historic district.



Figure 17: Northside Supermarket II (8DA13750), located at 4720 85th Street, facing Northeast

8DA13750 Northside Supermarket II

This circa 1953 commercial structure is located on the southeast corner of E. 11th Avenue and NW 25th Street in Township 53 South, Range 41 East, Section 8 (Hialeah USGS Quadrangle 1988) in the City of Miami, Miami-Dade County, Florida (Figure 17). It is a rectangular shaped Masonry Vernacular building with stucco on the main façade and a concrete slab foundation. The main entrance is located on the north side and consists of glass and metal double commercial doors under a fabric awning. The flat roof is covered with built-up materials. Fenestration consists of metal single-hung-sash windows with two-over-one light configurations, and fixed one and three-light metal windows. There are few decorative elements except for signage and security bars. The building sits in an industrial and commercial setting and remains in good condition.

This building exhibits a common design type found throughout Florida. In addition, limited research has revealed no significant historical associations. Therefore, it is considered ineligible for inclusion in the National Register either individually or as part of a historic district.



Figure 18: Angel and Junior Body Shop (8DA13751), located at 1109 E. 23rd Street, facing North

8DA13751 Angel and Junior Body Shop

This circa 1958 commercial structure is located on the north side of E. 23rd Street between E. 11th Avenue and the railroad tracks in Township 53 South, Range 41 East, Section 8 (Hialeah USGS Quadrangle 1988) in the City of Miami, Miami-Dade County, Florida (Figure 18). It is a rectangular shaped Masonry Vernacular building with stucco and concrete block on the main façade and a concrete slab foundation. The main entrance is located on the south side and consists of a simple metal door with no glass. The flat roof is covered with built-up materials. There are no windows visible on this building. There are no notable decorative elements on this structure and the overhead garage door opening on the south side is the only additional noteworthy feature. The building sits in an industrial setting and remains in good condition.

This building exhibits a common design type found throughout Florida. In addition, limited research has revealed no significant historical associations. Therefore, it is considered ineligible for inclusion in the National Register either individually or as part of a historic district.



Figure 19: LaperKan (8DA13752), located at 3775 NW 77th Street, facing Northeast

8DA13752 LaperKan

This circa 1959 industrial structure is located on the west side of E. 12th Avenue between NW 78th Street and the railroad in Township 53 South, Range 41 East, Section 9 (Hialeah USGS Quadrangle 1988) in the City of Miami, Miami-Dade County, Florida (Figure 19). It is an irregular shaped Masonry Vernacular building with stucco on the main façade and a concrete slab foundation. The main entrance is located on the east side on a newer addition and consists of new glass and metal double commercial doors with sidelights and a transom above. The flat roof is covered with built-up materials. Fenestration consists of fixed one and six-light metal windows. There are few decorative elements except for signage and vents. This large Masonry Vernacular building features numerous additions constructed to the south of the original building. The building features new windows, doors, stucco façade, and roof. It has been extensively remodeled to the extent that neither its historic form nor any historic fabric is visible. The building sits in an industrial setting and remains in good condition.

This building exhibits a common design type found throughout Florida and limited research has revealed no significant historical associations. Furthermore, numerous alterations and additions have greatly impacted the historic integrity of the original building. Therefore, it is considered ineligible for inclusion in the National Register either individually or as part of a historic district.



Figure 20: Columbia Southern, Inc. (8DA13753) at 7525 NW 37th Avenue, facing Southeast

8DA13753 Columbia Southern, Inc.

This circa 1952 industrial structure is located on the northeast corner of E. 12th Avenue and the railroad tracks in Township 53 South, Range 41 East, Section 9 (Hialeah USGS Quadrangle 1988) in the City of Miami, Miami-Dade County, Florida (Figure 20). It is an irregular shaped Masonry Vernacular building with stucco on the main façade and a concrete slab foundation. The main entrance is located on the north end of the west side and consists of a metal and glass commercial door with security bars located underneath fabric awning. The flat roof is covered with built-up materials. Fenestration consists of metal fixed one and two-light windows. Decorative elements are few but include textured stucco, fabric awnings, and security bars. The building sits in an industrial setting and remains in good condition.

This building exhibits a common design type found throughout Florida. In addition, limited research has revealed no significant historical associations. Therefore, it is considered ineligible for inclusion in the National Register either individually or as part of a historic district.

Conclusion

This CRAS resulted in the identification of a total of eight historic resources, four of which were previously recorded (8DA6528, 8DA6529, 8DA10753, and 8DA11416), and four of which are newly recorded as part of this study (8DA13750-8DA13753). FMSF forms for all identified historic resources within the project APE are located in Appendix A.

Of the identified historic resources, only the CSX Railroad (8DA10753) and the Florida East Coast Railway Little River Spur (8DA11416) are eligible for listing in the National Register. It

should be noted that during the *CRAS of the Northwood Connection in West Palm Beach, Palm Beach County, Florida* conducted by Panamerican Consultants, Inc. (PCI) and Janus Research in 2010, it was determined that the proposed improvements would have no adverse effect on the historic railroad.

The remaining six resources are all buildings and are all considered ineligible for inclusion in the National Register. Each of these buildings is of a common design with no notable historical associations. FMSF forms were completed for all the newly recorded resources (8DA13750-8DA13753), as well as for the two previously recorded buildings (8DA6528 and 8DA6529) due to the amount of time that has passed since their previous recordation. An updated FMSF form was also created for the Florida East Coast Railway Little River Spur (8DA11416), as it had not previously been recorded in this location. An updated form was not prepared for the CSX Railroad (8DA10753), as it has already been determined eligible for the National Register by the SHPO and no recent changes have been made to the railroad that would require an updated form.

A search of the FMSF identified no previously recorded archaeological sites within one mile of the archaeological APE. In addition, no Miami-Dade County archaeological zones are located within one mile of the APE. Background research and a reconnaissance survey confirmed the developed nature of the APE and its low archaeological probability. No natural soil was evident and shovel testing was not possible due to pavement and utilities.

In the event that human remains are found during construction or maintenance activities, the provisions of Chapter 872 of the Florida Statutes (872.05) will apply. Chapter 872 of the Florida Statutes states that when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner (if the remains are less than 75 years old) or the State Archaeologist (if the remains are more than 75 years old). If human remains that are less than 75 years old are encountered, or if they are involved in a criminal investigation, the District Medical Examiner has jurisdiction. If the remains are determined to be more than 75 years in age, then the State Archaeologist overtakes jurisdiction in determining appropriate treatment and options for the remains.

Curation

Original forms (Appendix A) and photographs are curated at the FMSF, along with a copy of this report and Survey Log Sheet (Appendix B). Recovered materials are temporarily stored at Janus Research during the investigation, and returned to the property owner or client upon completion of the project, as appropriate. Field notes and other pertinent project records are temporarily stored at Janus Research until their transfer to the FDOT storage facilities.

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Appendix A:
Florida Master Site File Forms

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE

Site # DA6528

Original

Recorder # 078

Update

Consult Guide To Historical Structure Forms for detailed instructions

Recorder Date 7/1999

Site Name 1111 E. 24th Street Other Names None

Project Name TRI-Rail Survey 5844

Historic Contexts _____ National Register Category Building

LOCATION and IDENTIFICATION

Address 1111 E. 24th Street

Vicinity of N. side of 24th St, between railroad and 11th Ave

City Hialeah County Dade

Ownership Private Subdivision _____ Block # _____ Lot # _____

MAPPING

USGS Map N. Miami, 1988 Hialeah Townshi 53S Range 41E Section 8

Quarter SE Qtr Qtr NE Irregular Section UTM Zone 17

Easting 574140 Northing 2858520 Land Grant Unknown

Latitude _____ Longitude _____ Plat or Other Map REDI Maps

HISTORY

Architect/Builder Unknown Construction Date _____ Circa

Alterations Date 1960 Type/Location W/applied brick, and door sealed; N&W/jalousie windows added

Additions Date _____ Type/Location _____

Moved Original Location _____

Original Use(s) Industrial Present Use(s) Industrial

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Interior Plan Unknown Stories 1

Structural System Concrete Block Exterior Fabric Stucco

Foundation Continuous Foundation Materials Concrete Foundation Infill N/A

No. of Porches 2 Locations/Features W/Porticos

Dormers Number/Location _____

Outbldgs. Number 0 Nature/Location (Describe below) _____

Roof Type Flat Roofing Materials Unknown

Secondary Structures Comments/Location _____

Chimneys Number 0 Orientation _____ Location _____ Material _____

Wood Windows Type _____ Light # _____

Metal Windows Type Pivot Light # 24

Exterior Ornament Applied brick

Condition Good Surroundings Industrial

Narrative (general, interior, landscape, context; 3 lines only)

There are loading doors on the south elevation of this building and concrete steps leading to the doors. Alterations include applied brick, a sealed door, andalousie windows.

Archaeological Remains Present None Observed FMSF Archaeological Site Form Completed (if yes, attach)

HISTORICAL STRUCTURE FORM

Site # DA6528

Consult Guide To Historical Structure Forms for detailed instructions

RECORDER'S EVALUATION OF SITE

Eligible for National Register? Yes No Likely, Need Informatio Insufficient Information
 Significant as Part of District? Yes No Likely, Need Informatio Insufficient Information
 Significant at Local Level? Yes No Likely, Need Informatio Insufficient Information

Areas of Significance

Community Planning And Development

Summary of Significance

This commercial building has a common design and has experienced some modifications. Alterations include applied brick, a sealed door, and the addition of jalousie windows. For these reasons, this building is considered ineligible for the NRHP.

DHR USE ONLY	OFFICIAL EVALUATIONS	DHR USE ONLY
DATE LISTED ON NATIONAL REGISTER	DATE	
KEEPER DETERMINATION OF ELIGIBILITY	DATE	YES <input type="checkbox"/> NO <input type="checkbox"/>
SHPO EVALUATION OF ELIGIBILITY	DATE <u>12/20/99</u>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
LOCAL DETERMINATION OF ELIGIBILITY	DATE	YES <input type="checkbox"/> NO <input type="checkbox"/>
LOCAL OFFICE		

DOCUMENTATION

Research Methods Past surveys search at FMSFBibliographic References NoneLocation of Negatives Janus ResearchNegative Numbers Roll 9933-6, Exp. 22 NE

RECORDER INFORMATION

Recorder Name Tiffany Luxon, Susan HochbergRecorder Affiliation JANUS RESEARCH, 2935 First Avenue North, St. Petersburg, Florida 33713 Telephone 727-821-7600

- REQUIRED:
1. USGS 7.5' MAP WITH STRUCTURES PINPOINTED IN RED
 2. LARGE SCALE STREET OR PLAT MAP
 3. PHOTO OF MAIN FACADE, PREFERABLY B&W, AT LEAST 3x5

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE

Site # DA6529

Original

Recorder # 077

Update

Consult Guide To Historical Structure Forms for detailed instructions

Recorder Date 7/1999

Site Name 1140 E. 25th Street Other Names S&A Auto Paint and Body Works

Project Name TRI-Rail Survey 5844

Historic Contexts WWII & Aftermath National Register Category Building

LOCATION and IDENTIFICATION

Address 1140 E. 25th Street

Vicinity of S.side between RR tracks and 12th Ave.

City Hialeah County Dade

Ownership Private Subdivision Block # Lot #

MAPPING

USGS Map N. Miami, 1988 Hialeah Townshi 53S Range 41E Section 8

Quarter SE Qtr Qtr NE Irregular Section UTM Zone 17

Easting 574200 Northing 2858480 Land Grant Unknown

Latitude Longitude Plat or Other Map REDI Maps

HISTORY

Architect/Builder Unknown Construction Date 1949 Circa

Alterations Date Type/Location

Additions Date c.1965 Type/Location N/Front gable addition

Moved Original Location

Original Use(s) Commercial Present Use(s) Commercial

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Interior Plan Unknown Stories 1

Structural System Concrete Block Exterior Fabric Stucco

Foundation Slab Foundation Materials Concrete Foundation Infill N/A

No. of Porches 0 Locations/Features

Dormers Number/Location

Outbldgs. Number 0 Nature/Location (Describe below)

Roof Type Flat and Barrel Roofing Materials Unknown

Secondary Structures Comments/Location

Chimneys Number 0 Orientation Location Material

Wood Windows Type Light #

Metal Windows Type SHS Light # 2/2

Exterior Ornament Curved parapet wall

Condition Deteriorated Surroundings Industrial

Narrative (general, interior, landscape, context; 3 lines only)

This large concrete building features curved parapet walls flanking the fallen roof on the south and north facades. A gabled addition with modern windows has been appended to the north façade. There are three metal garage doors on the east elevation.

Archaeological Remains Present None Observed FMSF Archaeological Site Form Completed (if yes, attach)

HISTORICAL STRUCTURE FORM

Site # DA6529

Consult Guide To Historical Structure Forms for detailed instructions

RECORDER'S EVALUATION OF SITE

Eligible for National Register? Yes No Likely, Need Informatio Insufficient Information

Significant as Part of District? Yes No Likely, Need Informatio Insufficient Information

Significant at Local Level? Yes No Likely, Need Informatio Insufficient Information

Areas of Significance

Community Planning And Development

Summary of Significance

This building is in deteriorated condition; the roof has collapsed. Its condition, common design, and addition to the north elevation compromise the historic integrity of this structure. It is considered ineligible for listing in the NRHP.

DHR USE ONLY	OFFICIAL EVALUATIONS	DHR USE ONLY
DATE LISTED ON NATIONAL REGISTER	DATE	
KEEPER DETERMINATION OF ELIGIBILITY	DATE	YES <input type="checkbox"/> NO <input type="checkbox"/>
SHPO EVALUATION OF ELIGIBILITY	DATE <u>12/20/99</u>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
LOCAL DETERMINATION OF ELIGIBILITY	DATE	YES <input type="checkbox"/> NO <input type="checkbox"/>
LOCAL OFFICE		

DOCUMENTATION

Research Methods Past surveys search at FMSFBibliographic References NoneLocation of Negatives Janus Research Negative Numbers Roll 9933-6, Exp. 21 SE

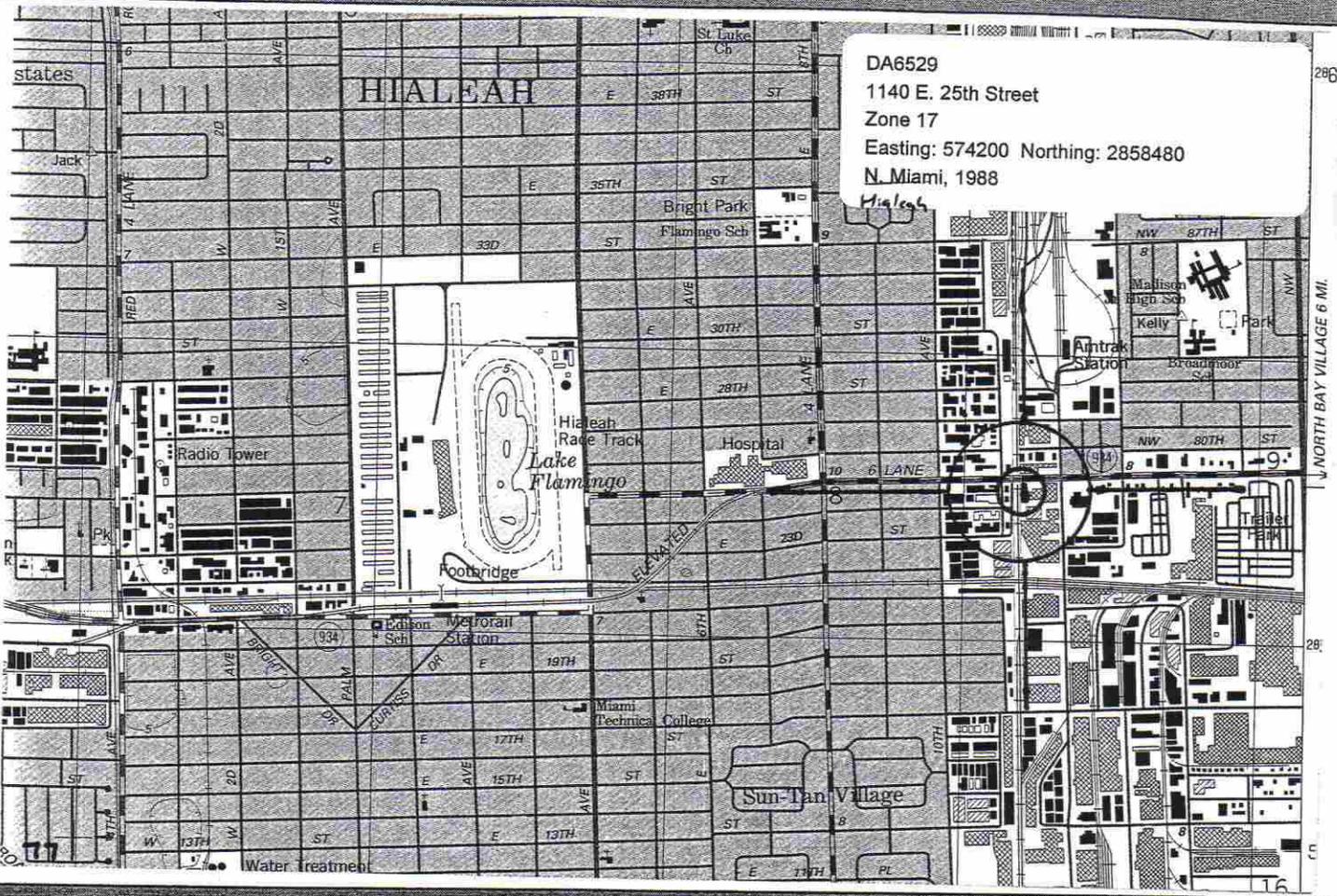
RECORDER INFORMATION

Recorder Name Tiffany Luxon, Susan HochbergRecorder Affiliation JANUS RESEARCH, 2935 First Avenue North, St. Petersburg, Florida 33713 Telephone 727-821-7600

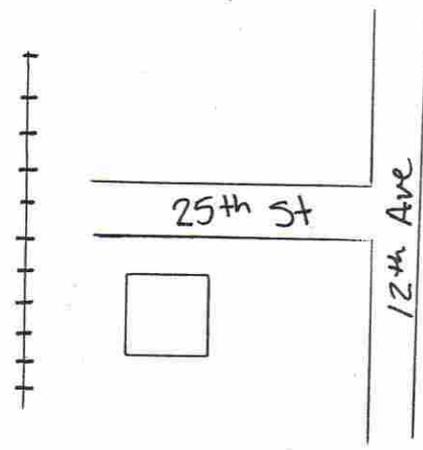
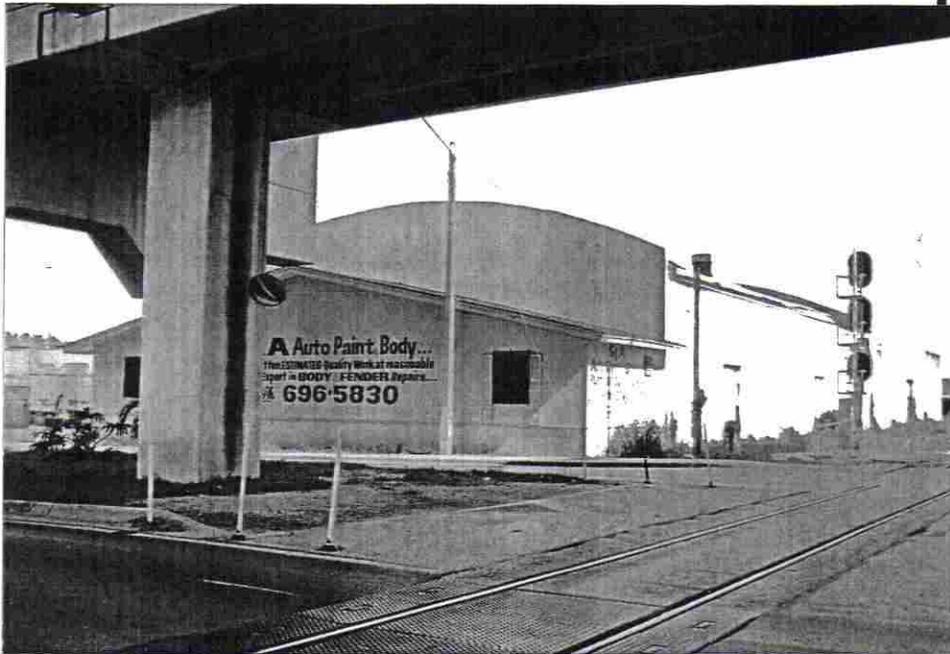
- REQUIRED:**
1. USGS 7.5' MAP WITH STRUCTURES PINPOINTED IN RED
 2. LARGE SCALE STREET OR PLAT MAP
 3. PHOTO OF MAIN FACADE, PREFERABLY B&W, AT LEAST 3x5

USGS QUADRANGLE MAP

DA6529



DA6529
 1140 E. 25th Street
 Zone 17
 Easting: 574200 Northing: 2858480
 N. Miami, 1988



Original
 Update



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Site #8 DA10753
Field Date 9-25-2012
Form Date 10-5-2012
Recorder# 40

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Seaboard Air Line Railroad/CSX Railroad Multiple Listing [DHR only] _____
 Project Name CRAS of the Golden Glades Interchange PD&E Study FMSF Survey # 19700
 National Register Category (please check one): building(s) structure district site object
 Linear Resource Type (if applicable): canal railway road other (describe): _____
 Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Address: _____
 City/Town (within 3 miles) Miami Gardens In Current City Limits? yes no unknown
 County or Counties (do not abbreviate) Miami-Dade
 Name of Public Tract (e.g., park) _____
 1) Township 52S Range 41E Section 13, 14 ¼ section: NW SW SE NE Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE
 3) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE
 4) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE
 USGS 7.5' Map(s) 1) Name NORTH MIAMI USGS Date 1988
 2) Name _____ USGS Date _____
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant _____
 Verbal Description of Boundaries (description does not replace required map) Within the APE, the Seaboard Air Line (CSX) Railroad crosses the GGI to the NE and SW. It runs parallel to the I-95 Expressway Tollroad and is to the W of NW 2nd Ave in Township 52 South, Range 41 East, Sections 14, 13 (USGS Quadrangle North Miami 1988)

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date	SHPO - Appears to meet criteria for NR listing: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	<u>2/8/2013</u>	Init.	<u>GLJ</u>
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	_____	<i>within the current project APE</i>	
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15, p. 2</i>)				

HISTORY & DESCRIPTION

Construction Year: 1925 approximately year listed or earlier year listed or later
 Architect/Designer(last name first): Unknown Builder(last name first): Unknown
 Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing _____
 Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)
 1. Twentieth C American 3. _____
 2. Boom Times 1921-1929 4. _____
 Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet

RESEARCH METHODS (check all that apply)

FMSF record search (sites/surveys) library research building permits Sanborn maps
FL State Archives/photo collection city directory occupant/owner interview plat maps
property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
cultural resource survey historic photos interior inspection HABS/HAER record search
other methods (specify) Historic aerial photographs
 Bibliographic References (give FMSF Manuscript # if relevant) _____

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient information
 Potentially eligible as contributor to a National Register district? yes no insufficient information
 Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) See continuation sheet

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
 1. Community planning & development 3. _____ 5. _____
 2. Transportation 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research
 Document description _____ File or accession #'s _____
 2) Document type Field maps Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ③ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ④ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)
 Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: Seaboard Air Line (CSX) Railroad

A. NARRATIVE DESCRIPTION OF SITE

The railroad segment within the APE was originally part of the Seaboard Air Line Railroad system and is now part of the CSX Railroad. Within the APE, the Seaboard Air Line (CSX) Railroad crosses the GGI, running roughly northeast to southwest, in Township 52 South, Range 41 East, Sections 14, 13 (USGS Quadrangle North Miami 1988), in Miami-Dade County, Florida. The railroad consists of a single standard gauge track over gravel ballast. Approximately 1.5 miles of Seaboard Air Line (CSX) Railroad tracks are included within the APE for the survey.

B. DISCUSSION OF SIGNIFICANCE

The Seaboard Air Line Railroad was started in the 1880s and consisted of numerous branches in Florida, Georgia, and North Carolina. In 1923, the President of Seaboard Air Line Railroads, Mr. S. Davies Warfield, initiated a move to extend a line from the existing Coleman station in Sumter County, Florida to West Palm Beach, with the ultimate goal of connecting the line to Miami. After Warfield organized the quick purchase of over 160,000 acres of right-of-way, construction began on the West Palm Beach branch in the summer of 1924. Over 204 miles of nearly straight track from Coleman to West Palm Beach were completed the following fall of 1925. Immediately following this expeditious construction, work on the line connecting West Palm Beach and Miami was initiated, and by the end of the year the line was extended from Miami to Homestead. The segment of the railroad in the project APE appears to be part of the main line of the Miami to Homestead line, constructed circa 1925.

In 1967, the Seaboard Air Line Railroad was merged with its competitor, the Atlantic Coast Line Railroad to form the Seaboard Coast Line Railroad. In 1971, the Seaboard Coast Line Railroad merged with Louisville & Nashville Railroad to become the Seaboard System Railroad. These two railroads had been in common ownership by the Seaboard Coast Line Industries, whose entire railroad subsidiaries were known as the Family Lines System. Eventually, Seaboard Coast Line Industries merged with the Chessie System, creating the CSX Corporation which combined the Family Lines System and the Seaboard System Railroad. In 1980, the Chessie units were merged into the Seaboard System Railroad creating CSX Transportation.

This intact portion of rail within the current APE is one of many that comprise the overall Seaboard Air Line (CSX) system. According to historic aerials, the portion of the Seaboard Air Line (CSX) Railroad located within the APE still follows its historic route and also retains its historic appearance as a single set of tracks on gravel ballast. The Seaboard Air Line (CSX) Railroad was previously determined to be National Register-eligible in 2010 by the SHPO due to its contributions to the patterns of development and transportation in Florida. Current findings are consistent with this.

SITE NAME: Seaboard Air Line (CSX) Railroad

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

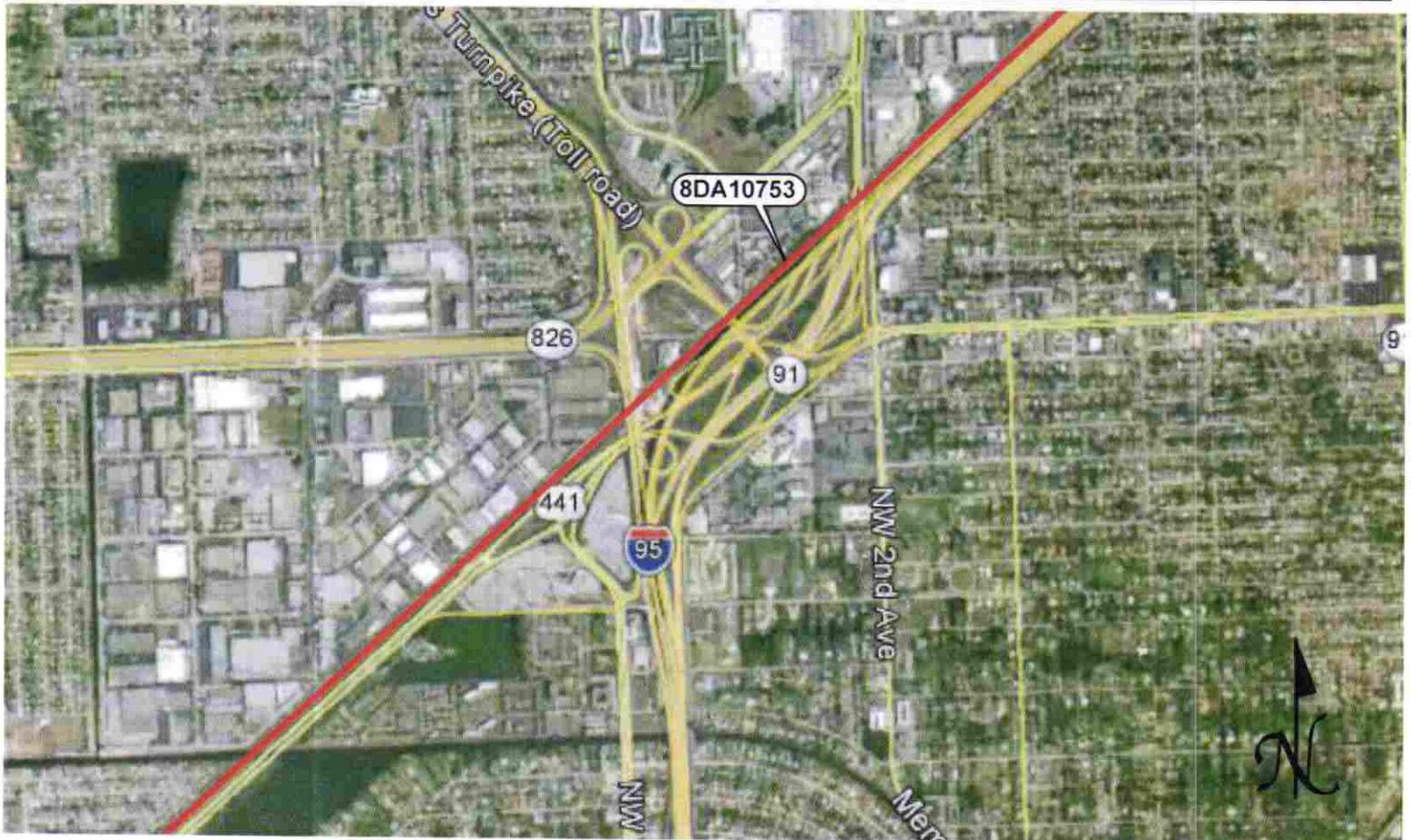
Janus Research

2007 Site file for CSX Railroad (8DA10753) Miami-Dade County, Florida. Copies available from the Florida Department of State, Division of Historical Resources, Tallahassee.

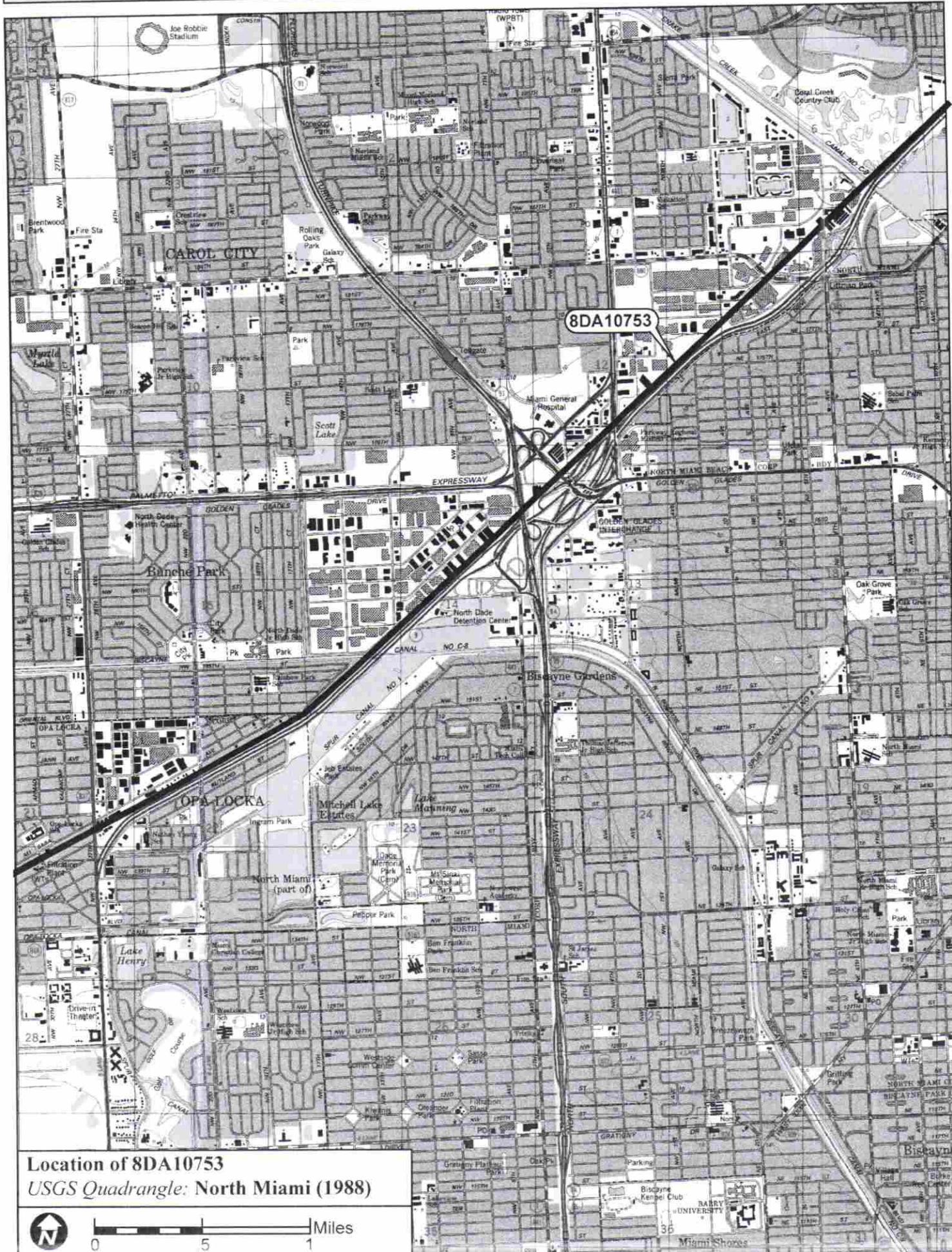
PHOTOGRAPH



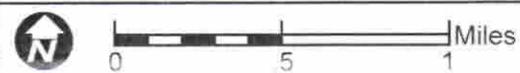
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8DA10753
USGS Quadrangle: North Miami (1988)



PHOTOGRAPH



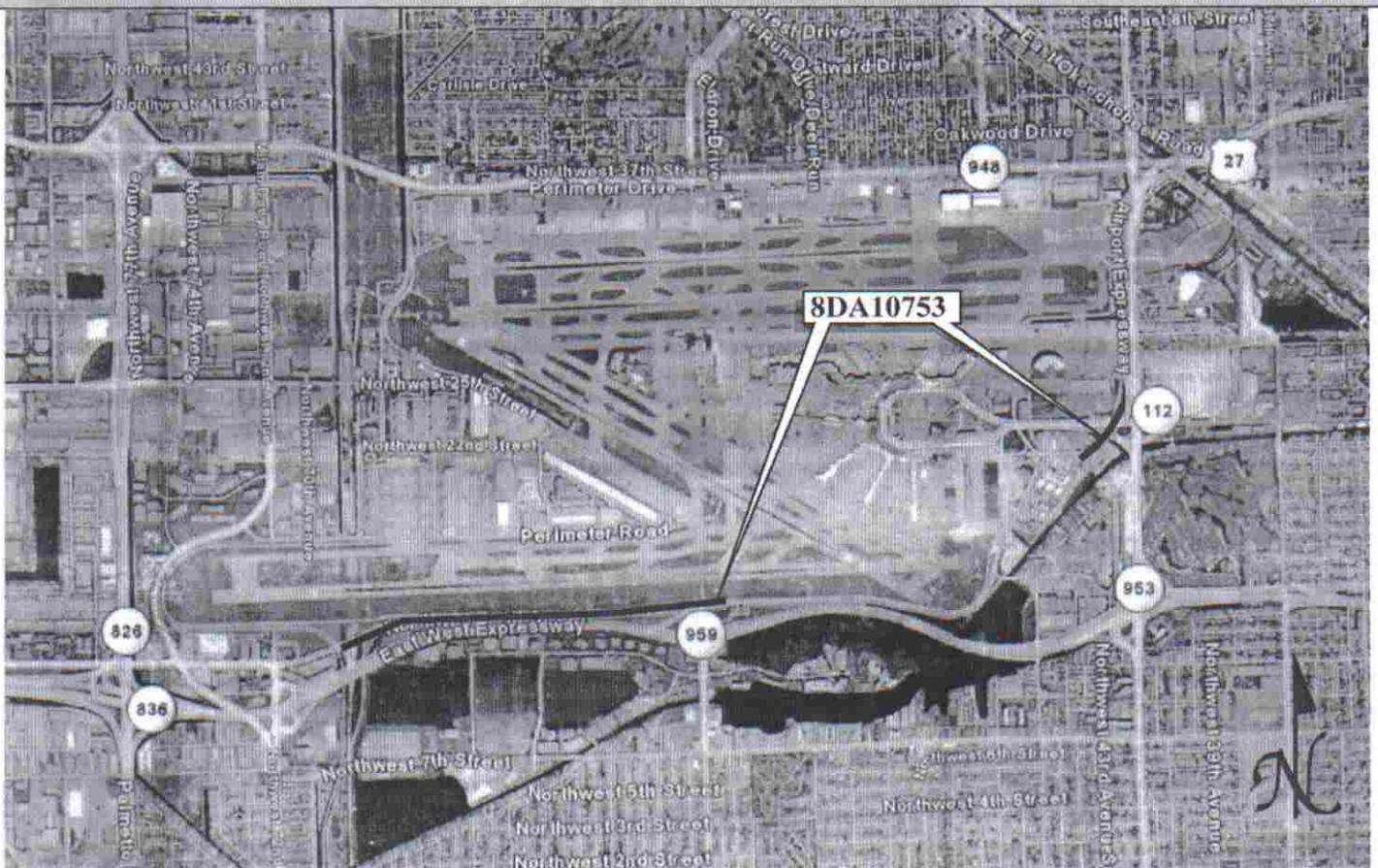
SKETCH MAP



PHOTOGRAPH



SKETCH MAP



- Original
- Update



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
 Version 4.0 1/07

Site #8 DA11416
 Recorder# 4
 Field Date 6 / 28 / 07
 Form Date 7 / 10 / 07

NOTE: Use this form to document districts, landscapes and building complexes as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- FMSF building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Little River Spur of the FEC Railroad Multiple Listing [DHR only] _____
 Project Name CRAS of Miami International Airport Traffic Circulation Improvements FMSF Survey # 15646
 National Register Category (please check one): building(s) structure district site object
 Linear Resource Type (if applicable): canal railway road other (describe): _____
 Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Address (if applicable, include N,S,E,W; #; St., Ave., etc.) _____
 City/Town (within 3 miles) Miami In Current City Limits? yes no unknown
 County or Counties (do not abbreviate) Miami-Dade
 Name of Public Tract (e.g., park) _____
 1) Township 53S Range 40E Section 36 ¼ section: NW SW SE NE Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE Irregular-name: _____
 3) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE Irregular-name: _____
 4) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE Irregular-name: _____
 USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date) _____
Hialeah 1988
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant _____
 Verbal Description of Boundaries (description does not replace required map) _____
 See continuation sheet.

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no <input type="checkbox"/> insufficient info	Date <u>7/18/08</u>	Init. <u>SSA</u>		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date ____/____/____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

HISTORY & DESCRIPTION

Construction date: Exactly _____ (year) Approximately _____ (year) Earlier than 1963 _____ (year) Later than 1952 _____ (year)
 Architect/Designer (last name first): _____ Builder (last name first): _____
 Total number of individual resources included in this Resource Group: # of contributing _____ # of non-contributing _____
 Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925) c. 1950s-1959 _____
 Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet.

RESEARCH METHODS (check all that apply)

- | | | | |
|--|---|---|---|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input checked="" type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input checked="" type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input type="checkbox"/> other methods (specify) _____ | | | |

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant) See continuation sheet.

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient information
 Potentially eligible as contributor to a National Register district? yes no insufficient information
 Explanation of Evaluation (required, see National Register Bulletin 16A p. 48-49. Attach longer statement, if needed, on separate sheet.) See continuation sheet.

 Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
 Transportation, Community Planning and Development

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s), * (2) maintaining organization, * (3) file or accession nos., and (4) descriptive information.
 Janus Research

RECORDER INFORMATION

Recorder Name Janus Research
 Recorder Contact Information (Address / Phone / Fax / Email) 1300 N. Westshore Blvd./813-636-8200/813-636-8212
 Recorder Affiliation Janus Research

Required Attachments

- ③ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ④ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ⑤ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ⑥ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)
 Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: Little River Spur of the FEC Railroad

A. NARRATIVE DESCRIPTION

Only a short length of the Little River Spur of the FEC Railway falls within the Perimeter Road section of the project APE; approximately 500 feet including 250 feet on each side of Perimeter Road in Township 53 South, Range 40 East, Section 35 (Hialeah USGS Quadrangle 1988) in the general vicinity of Miami, Miami-Dade County, Florida. The rail line consists of a single standard gauge track over gravel ballast. The segment of the FEC Railway in the project area is a part of the Little River Spur. The mainline of the FEC Railway has been recorded in other locations within Miami-Dade County; however the spur within this project area has not been previously surveyed.

B. DISCUSSION OF SIGNIFICANCE

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the Florida East Coast Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year attracting a wealth of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode the first train into the town of Key West. In 1935, however a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time the FEC was more profitable transporting fruit and cargo than passengers and eventually the railway became solely a freight line. The segment of the railway in the project APE is part of the Little River Spur which connected the FEC yard at Hialeah to the mainline, and was rerouted to its current alignment in the 1960s due to construction of the nearby MIA (SUSF 2004) (Figures 1 and 2). The line continued through Hialeah and past the airport, and eventually rejoined with the mainline just south of South Miami. According to USGS Quadrangle maps, the spur was approximately 18 miles long overall. The FEC yard at Hialeah was an important facility for the FEC Railway as it housed an engine service area and roundhouse (Mann 1983).

It is known that the FEC Railway corridor retains historical importance due to its associations with development and transportation of the east coast of Florida as well as Miami in particular. The segment of the Little River Spur of the FEC Railway located within the current project APE includes only approximately 500 feet of the railroad over which Perimeter Road crosses. For this project, no other portions of the railroad located outside the APE were surveyed. A greater

SITE NAME: Little River Spur of the FEC Railroad

portion of the resource's length would need to be surveyed and evaluated to sufficiently determine integrity and *NRHP*-eligibility.



Figure 1: Original Alignment of the Little River Spur of the FEC Railway on Aerial Photographs from 1952

SITE NAME: Little River Spur of the FEC Railroad

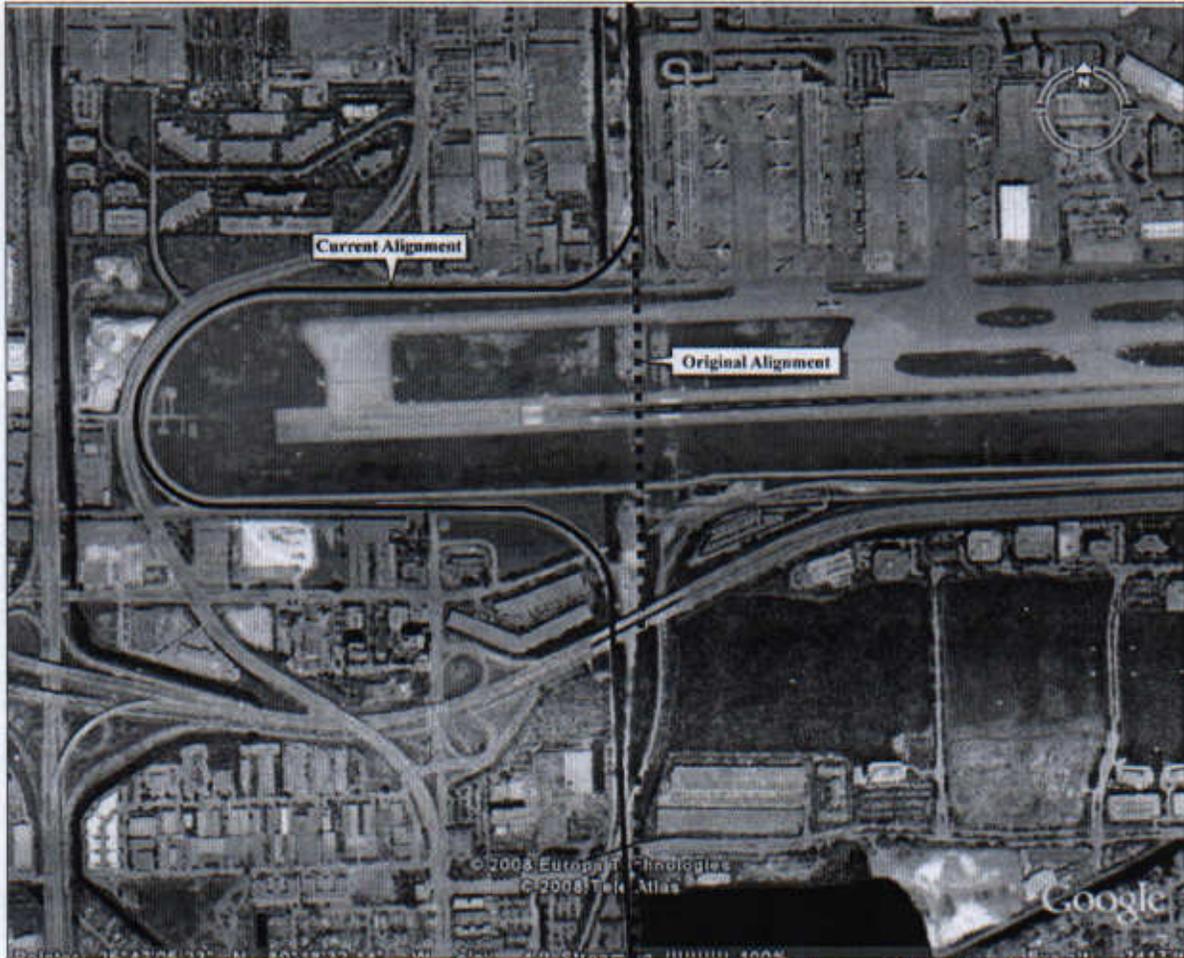


Figure 2: Original and Current Alignment of the Little River Spur of the FEC Railway on a Current Aerial Photograph

SITE NAME: Little River Spur of the FEC Railroad

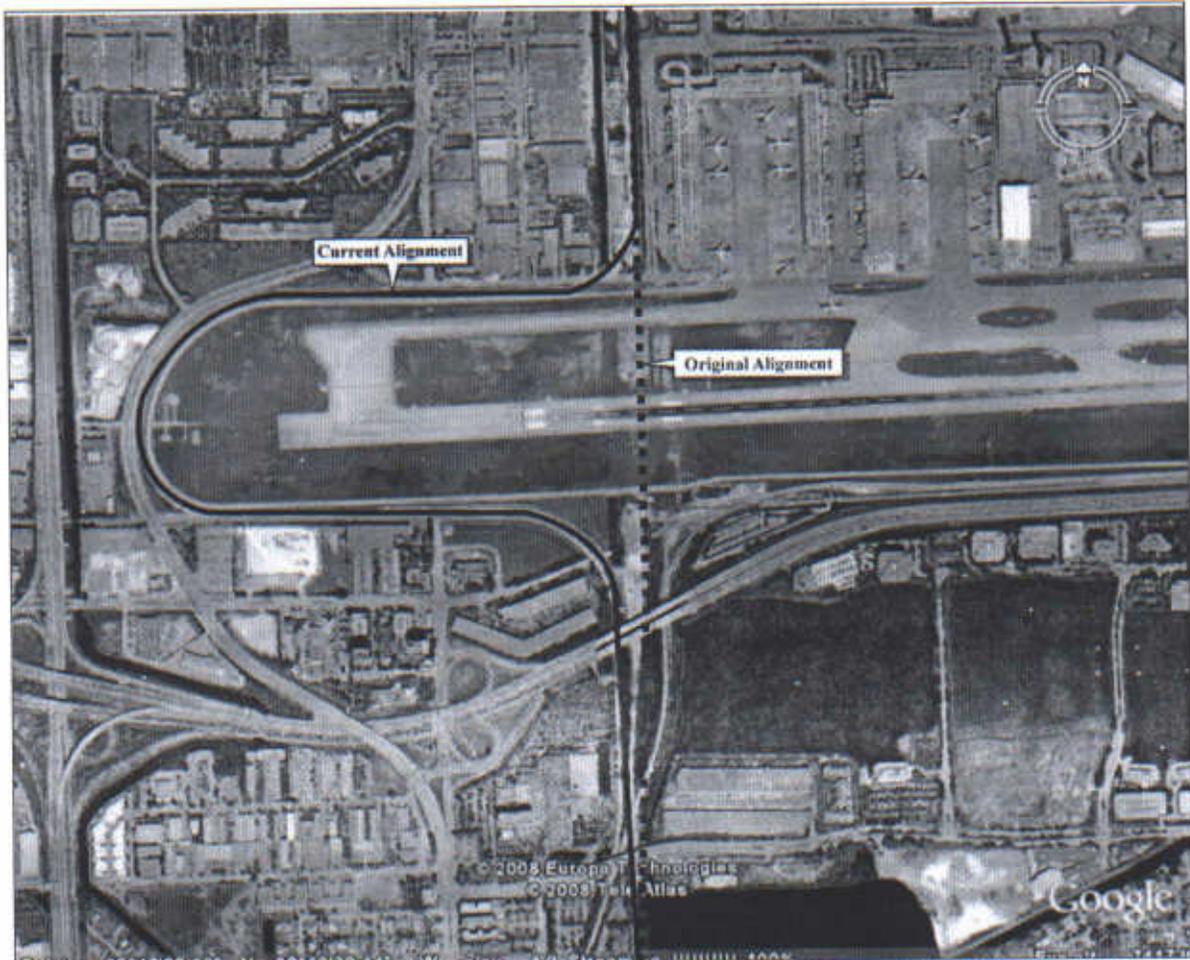
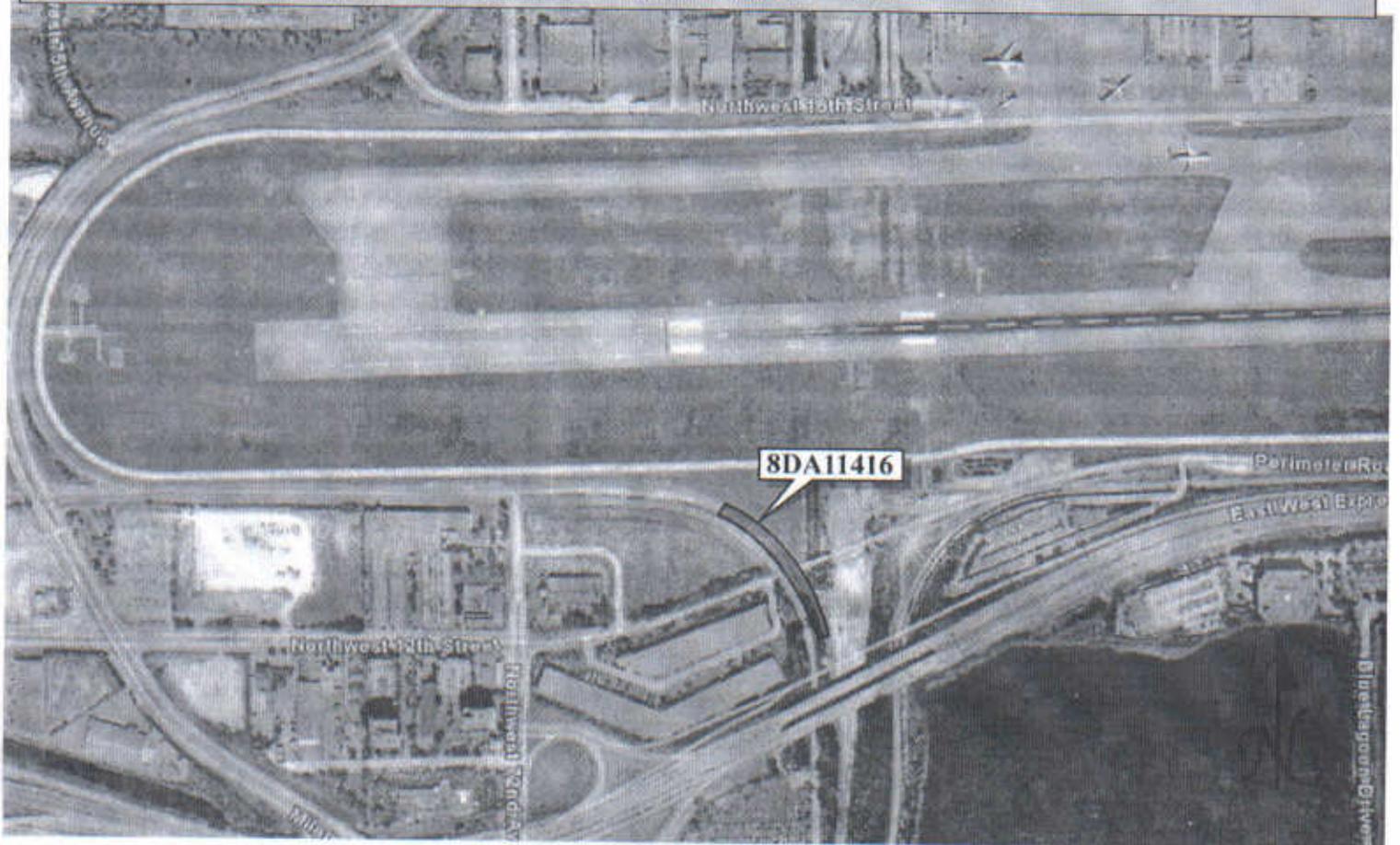


Figure 2: Original and Current Alignment of the Little River Spur of the FEC Railway on a Current Aerial Photograph

PHOTOGRAPH



SKETCH MAP



SITE NAME: Little River Spur of the FEC Railroad

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

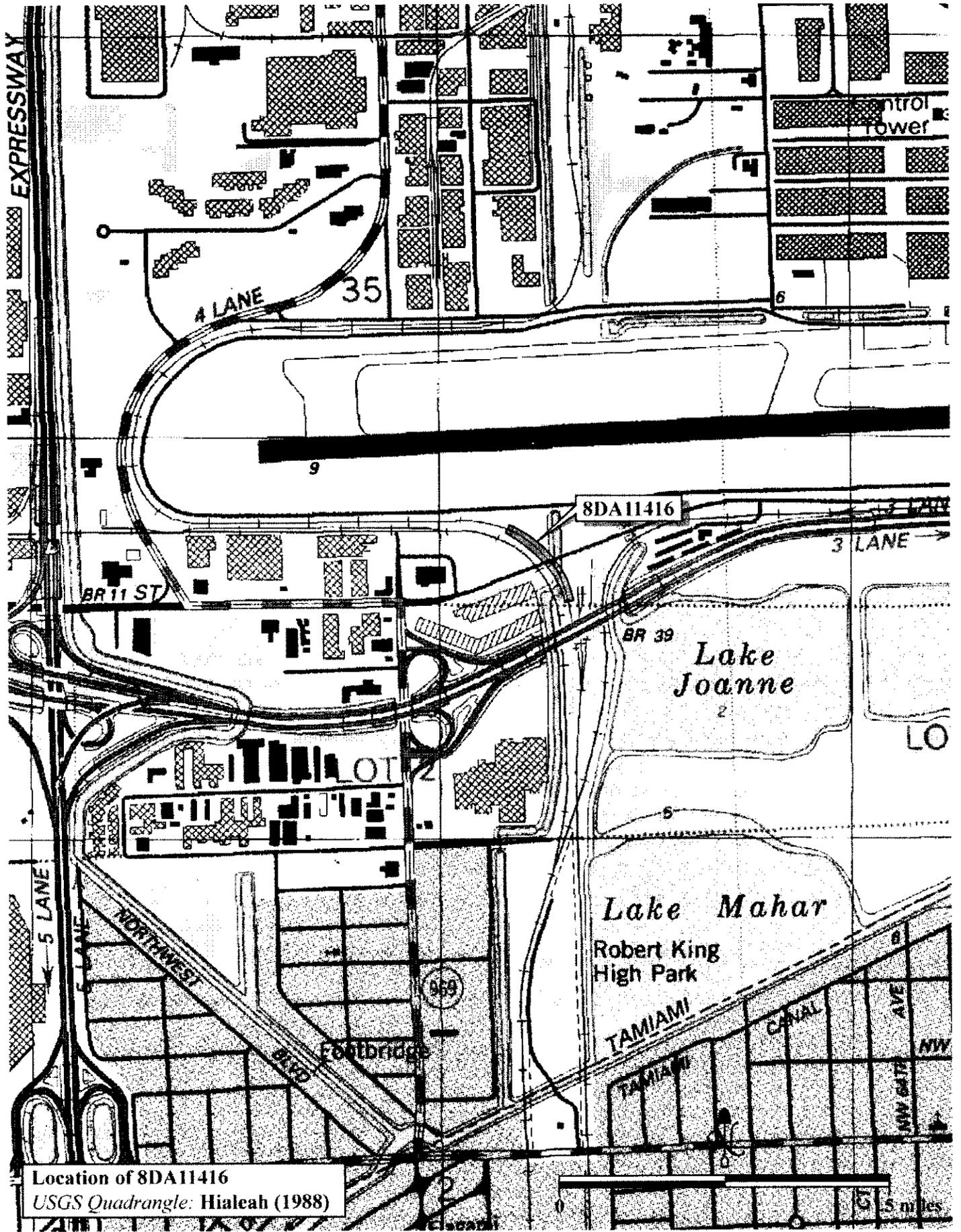
Mann, R. W.

1983 *Rails 'Neath the Palms*. Darwin Publications, Burbank, California.

State University System of Florida (SUSF)

2004 Publication of Archival, Library & Museum Materials (PALMM) – Aerial Photography: Florida (FLAP). Available online at: <http://web.uflib.ufl.edu/digital/collections/FLAP/>

USGS QUADRANGLE MAP



Location of 8DA11416
USGS Quadrangle: Hialeah (1988)

Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA06528**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 2

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Lee American Machinery Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1111 Direction E Street Name 24th Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) N side of E 24th St b/w E 11th Ave & the railroad
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 8 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 04-3108-005-0180 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574168 Northing 2858697
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1955 approximately year listed or earlier year listed or later
Original Use Factory/Plant/Industrial From (year): 1955 To (year): _____
Current Use Storage building From (year): _____ To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 2000 Nature newer railing added at entry stairs
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. Concrete block 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Metal Pivot 24 light; Jalousie multi-light

Distinguishing Architectural Features (exterior or interior ornaments) concrete brick inlay around the window and door level on the NW corner

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date _____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. ____ Chimney Material(s): 1. _____ 2. _____
 Structural System(s): 1. Concrete block 2. _____ 3. _____
 Foundation Type(s): 1. Continuous 2. _____
 Foundation Material(s): 1. Concrete Block 2. _____
 Main Entrance (stylistic details) N end of the W side, two simple metal doors, one with one-light glass and one with no glass, both atop concrete stairs
 Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource This Masonry Vernacular building has few non-historic alterations but has a simple form and little decorative detailing other than brick inlay around the northwest corner. There is an overhead door on the south side.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

FMSF record search (sites/surveys) library research building permits Sanborn maps
FL State Archives/photo collection city directory occupant/owner interview plat maps
property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
cultural resource survey (CRAS) historic photos interior inspection HABS/HAER record search
other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information

Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research
 Document description _____ File or accession #'s _____
 2) Document type Field maps Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

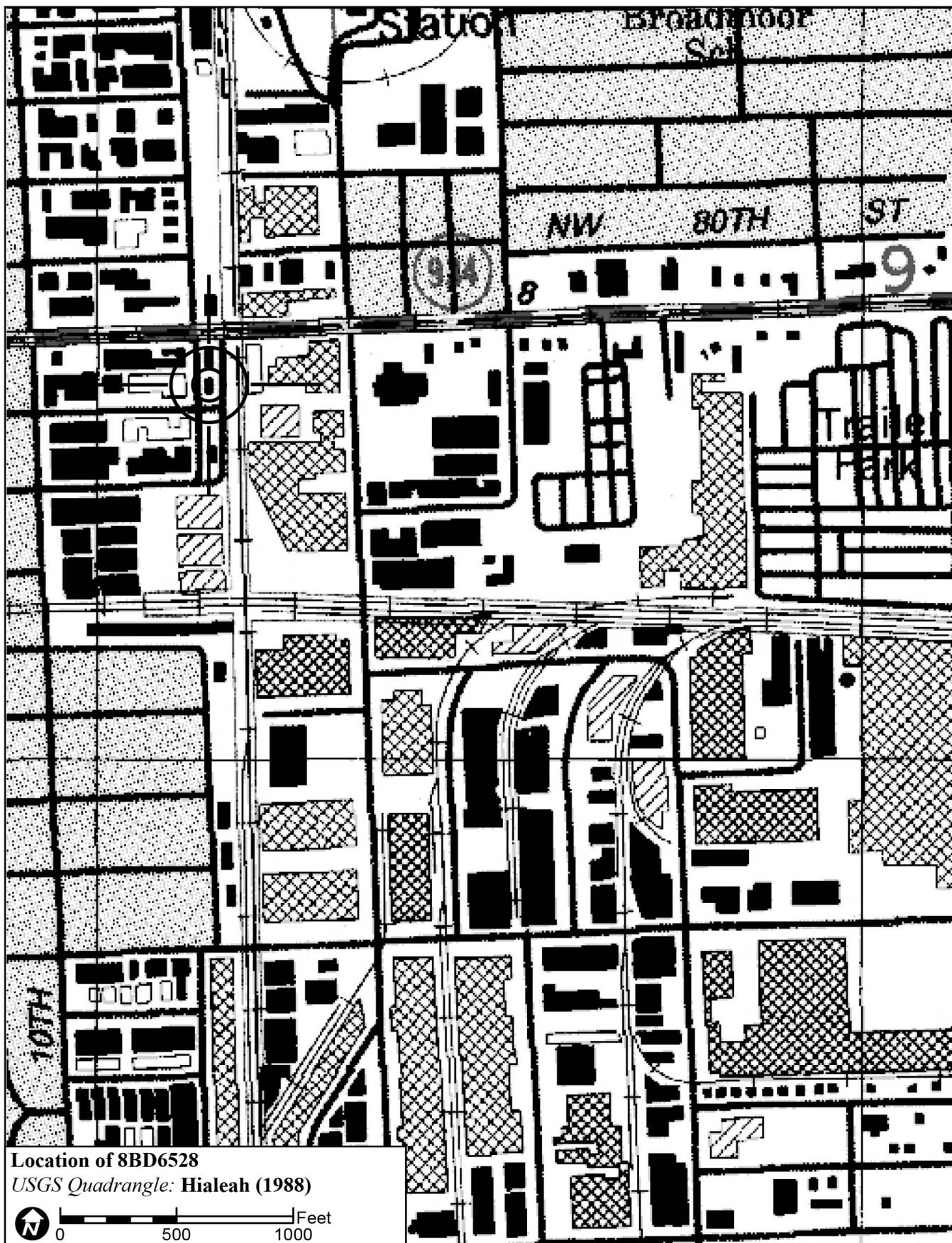
PHOTOGRAPH



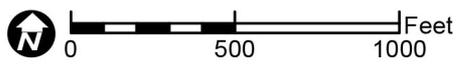
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD6528
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA06529**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 5

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 1140 E. 25th Street Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1140 Direction E Street Name 25th Street Type Street Suffix Direction _____
Address: _____
Cross Streets (nearest / between) SE corner of E 25t St & the railroad
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 9 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 04-3108-005-0030 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574216 Northing 2858749
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1949 approximately year listed or earlier year listed or later
Original Use Commercial From (year): 1949 To (year): 2005
Current Use Storage building From (year): 2005 To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 2000 Nature some windows/loading bays enclosed
Additions: yes no unknown Date: c. 1965 Nature front gable addition at N
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. Concrete block 3. _____
Roof Type(s) 1. Flat 2. Gable 3. Bowed-arched
Roof Material(s) 1. Built-up 2. Composition shingles 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Metal SHS 1/1

Distinguishing Architectural Features (exterior or interior ornaments) concrete banding on gable roof portion, curved parapets, faux shutters, security bars

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	_____	Init.	_____
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	_____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Chimney Material(s): 1. _____ 2. _____
 Structural System(s): 1. Concrete block 2. _____ 3. _____
 Foundation Type(s): 1. Continuous 2. _____
 Foundation Material(s): 1. Concrete Block 2. _____
 Main Entrance (stylistic details) E side, three metal overhead doors serve as the entries to the building

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource This Masonry Vernacular building features a gable roof addition appended to the north side. There are curved parapet walls on the north and south facades. It has a simple form and currently appears to be used for storage.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

FMSF record search (sites/surveys) library research building permits Sanborn maps
 FL State Archives/photo collection city directory occupant/owner interview plat maps
 property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
 cultural resource survey (CRAS) historic photos interior inspection HABS/HAER record search
 other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information

Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research
 Document description _____ File or accession #'s _____
 2) Document type Field maps Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

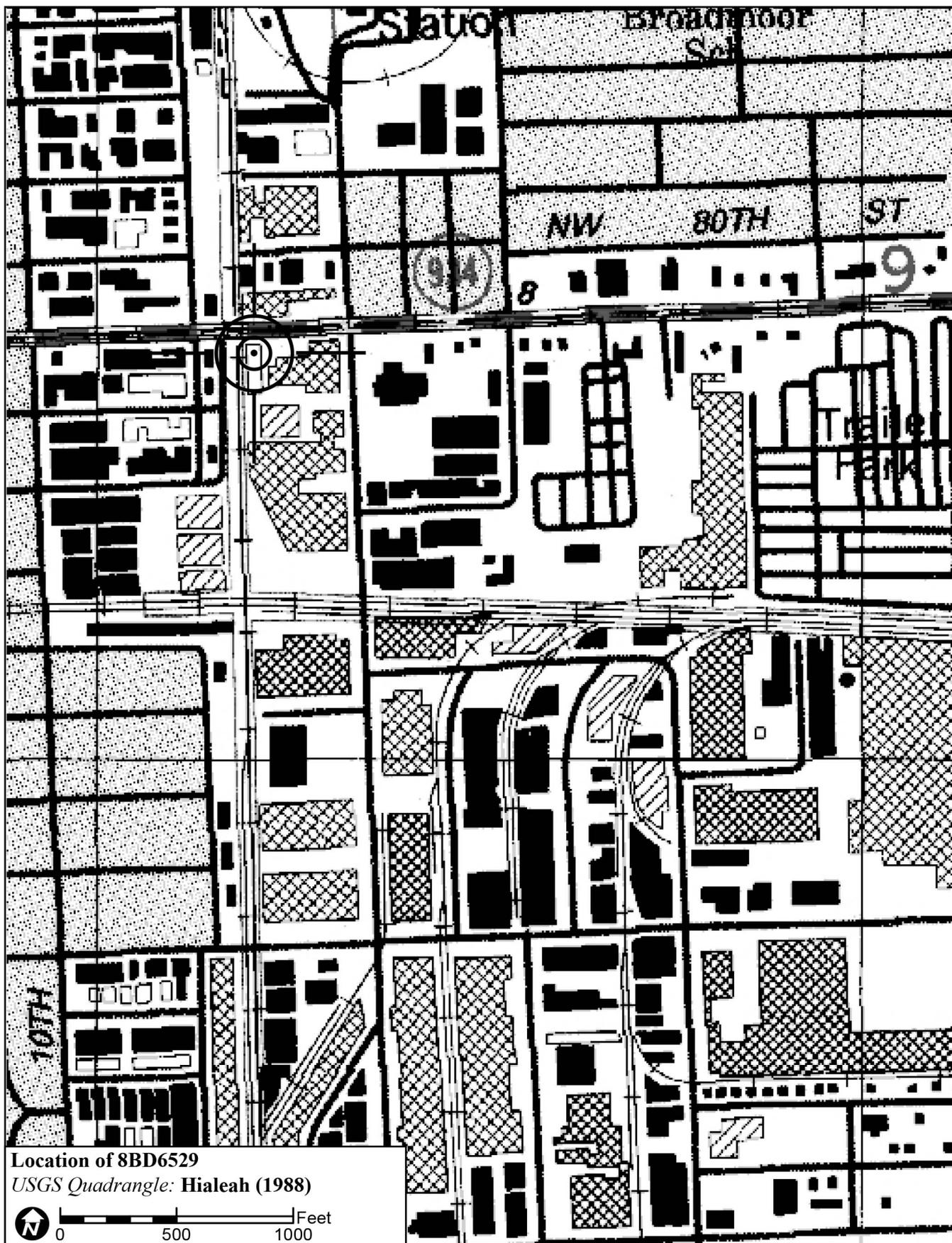
PHOTOGRAPH



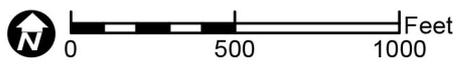
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD6529
USGS Quadrangle: Hialeah (1988)





RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Site #8 DA11416
Field Date 10-16-2013
Form Date 10-21-2013
Recorder# 8

Original
Update

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. Do not use this form for National Register multiple property submissions (MPSs).

Check ONE box that best describes the Resource Group:

- Historic district
Archaeological district
Mixed district
Building complex
Designed historic landscape
Rural historic landscape
Linear resource

Resource Group Name Little River Spur of the FEC Railroad
Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn.
National Register Category
Linear Resource Type
Ownership

LOCATION & MAPPING

Street Number Direction Street Name Street Type Suffix Direction
Address:
City/Town (within 3 miles) Miami In Current City Limits?
County or Counties (do not abbreviate) Miami-Dade
Name of Public Tract (e.g., park)
USGS 7.5' Map(s)
Verbal Description of Boundaries

Table with 3 columns: DHR USE ONLY, OFFICIAL EVALUATION, DHR USE ONLY. Contains fields for NR List Date, Owner Objection, SHPO/KEEPER evaluation, and NR Criteria for Evaluation.

HISTORY & DESCRIPTION

Construction Year: 1940 [] approximately [x] year listed or earlier [] year listed or later

Architect/Designer(last name first): Builder(last name first):

Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing 0

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

- 1. Twentieth C American 3.
2. 4.

Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet.

RESEARCH METHODS (check all that apply)

- [x]FMSF record search (sites/surveys) []library research []building permits []Sanborn maps
[]FL State Archives/photo collection []city directory []occupant/owner interview []plat maps
[]property appraiser / tax records []newspaper files []neighbor interview []Public Lands Survey (DEP)
[x]cultural resource survey []historic photos []interior inspection []HABS/HAER record search
[x]other methods (specify) historic aerial photography

Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? [x]yes []no []insufficient information

Potentially eligible as contributor to a National Register district? []yes [x]no []insufficient information

Explanation of Evaluation (required, see National Register Bulletin 16A p. 48-49. Attach longer statement, if needed, on separate sheet.) See continuation sheet.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

- 1. Transportation 3. 5.
2. Community planning & development 4. 6.

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research
Document description File or accession #'s

2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
3 TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
4 PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: Little River Spur of the FEC Railroad

A. NARRATIVE DESCRIPTION OF SITE

The portion of the Little River Spur of the FEC Railroad within the project APE is located around the intersection with NW 37th Avenue roughly between the CSX Railroad and NW 36th Avenue in Township 53 South, Range 41 East, Sections 8 and 9 (Hialeah USGS Quadrangle 1962, PR 1969) in the City of Miami, Miami-Dade County, Florida. The railroad spur within the project APE consists of two sets of standard tracks over gravel ballast and extends for approximately 1,600 feet. A third and fourth rail also branch off in part of this section of track, though these additional rails are no longer in use. This spur appears in historic aerial photographs from 1940 and appears to be a spur of the FEC Railway (8DA10107), which was constructed circa 1896 and is located approximately four miles to the east of the current project APE. The Little River Spur continues east and west outside of the project APE. Within the facility, the third set of tracks farthest to the south terminate and appear to no longer be used.

B. DISCUSSION OF SIGNIFICANCE

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the Florida East Coast Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year attracting a wealth of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode the first train into the town of Key West. In 1935, however a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time the FEC was more profitable transporting fruit and cargo than passengers and eventually the railway became solely a freight line.

The segment of the railway in the project APE is part of the Little River Spur which connected the FEC yard at Hialeah to the mainline. This area of the Little River Spur at the intersection with the CSX Railroad was an important switching area. This switching area at the intersection of the two rails was known as "Iris" and was supposedly named after the wife of someone who worked for the rail. The name "Iris" still appears on one of the switching boxes. Figures 1 and 2 show the location of the railroad tracks in the vicinity of the project APE in 1951 and at present, respectively. The line continued

SITE NAME: Little River Spur of the FEC Railroad

through Hialeah and past the airport, and eventually rejoined with the mainline just south of South Miami. According to USGS Quadrangle maps, the spur was approximately 18 miles long overall. The FEC yard at Hialeah was an important facility for the FEC Railway as it housed an engine service area and roundhouse (Mann 1983).



Figure 1: The Little River Spur of the FEC Railway and the CSX Railroad on an Aerial Photograph from 1951

SITE NAME: Little River Spur of the FEC Railroad

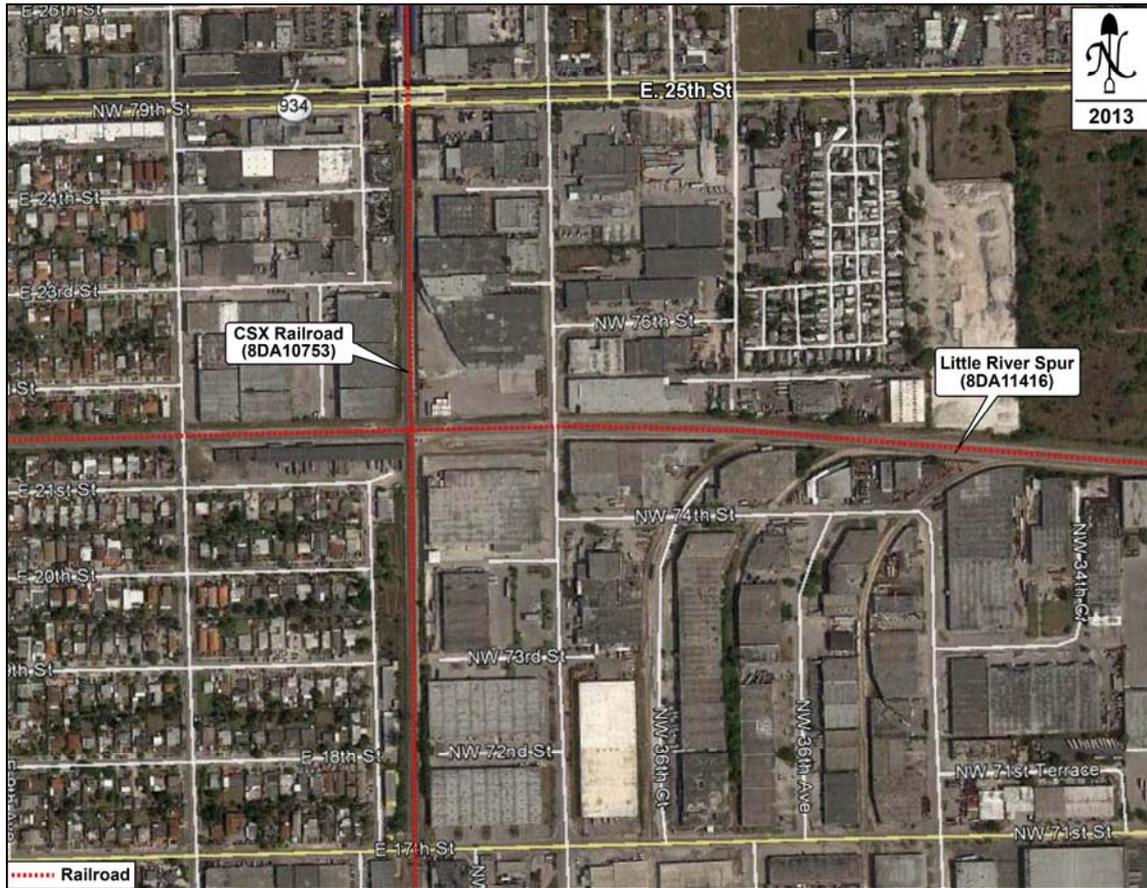


Figure 2: The Little River Spur of the FEC Railway and the CSX Railroad on a Modern Aerial Photograph

It is known that the FEC Railway corridor retains historical importance due to its associations with development and transportation of the east coast of Florida as well as Miami in particular. The segment of the Little River Spur of the FEC Railway located within the current project APE includes approximately 1600 feet of the railroad near the intersection of NW 37th Avenue. Another portion of the Little River Spur was documented in 2007 as part of the *Cultural Resource Assessment Survey for the Miami International Airport Traffic Circulation Improvements*. The SHPO determined that this previously documented portion of the Little River Spur was ineligible for inclusion in the National Register in 2008. The previously recorded portion was located several miles to the southwest near the airport, and had been altered in this area from its original alignment. The section of the rail within the project APE retains its original alignment, its historic appearance of two main tracks, and its original use. The continuity of its historic alignment and appearance can be seen in the aerial photographs above (Figures 1 and 2). Therefore, the Little River Spur of the FEC Railroad is considered eligible for inclusion in the National Register under Criterion A for its contributions to the patterns of development and transportation in Miami.

SITE NAME: Little River Spur of the FEC Railroad

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Mann, R. W.

1983 *Rails 'Neath the Palms*. Darwin Publications, Burbank, California.

Janus Research

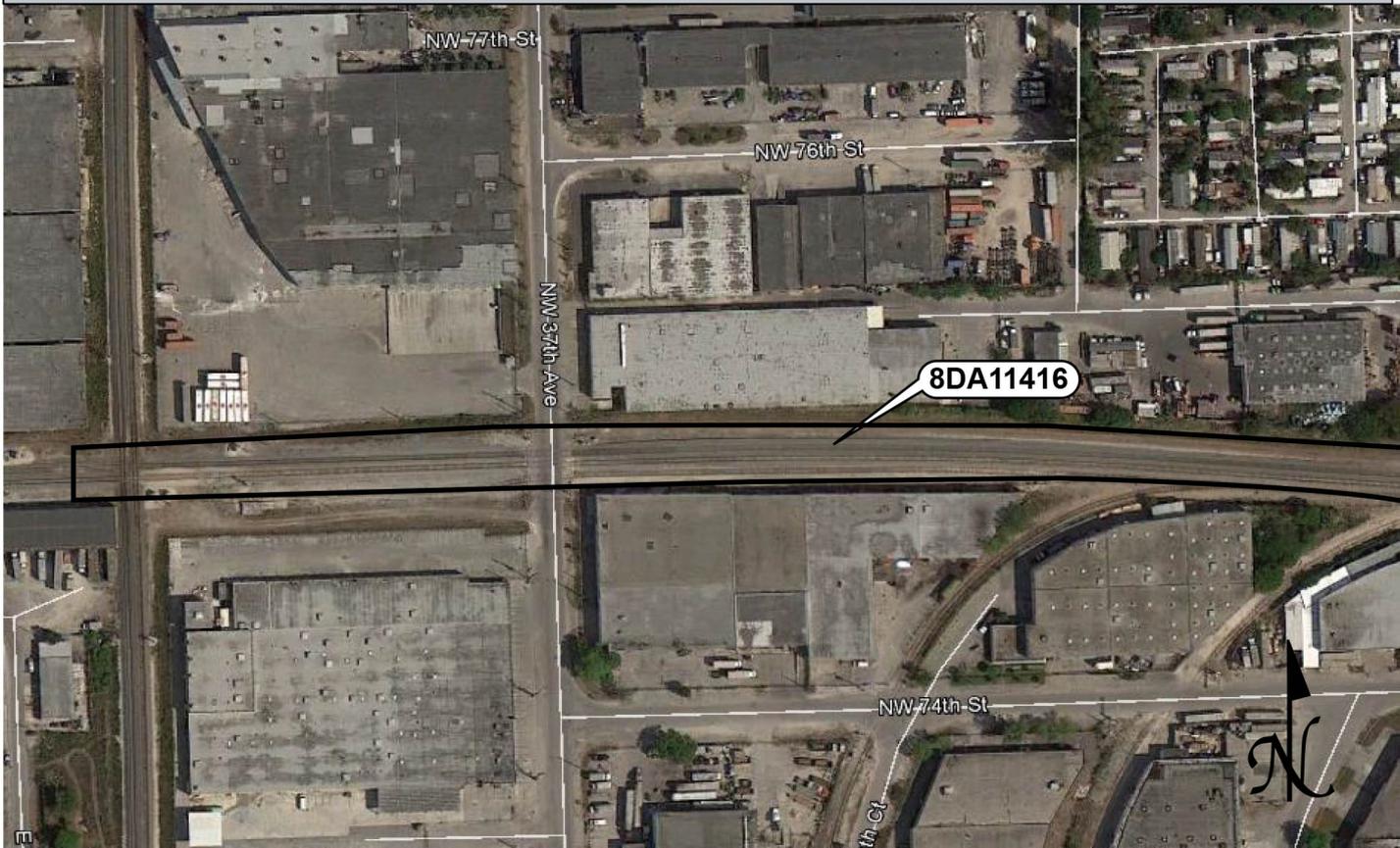
2007 Cultural Resource Assessment Survey for the Miami International Airport Traffic Circulation Improvements. Manuscript on file, Florida Department of State, Division of Historic Resources, Tallahassee, Florida.

2007 Florida Master Site File form for 8DA11416. On file, Florida Department of State, Division of Historic Resources, Tallahassee, Florida.

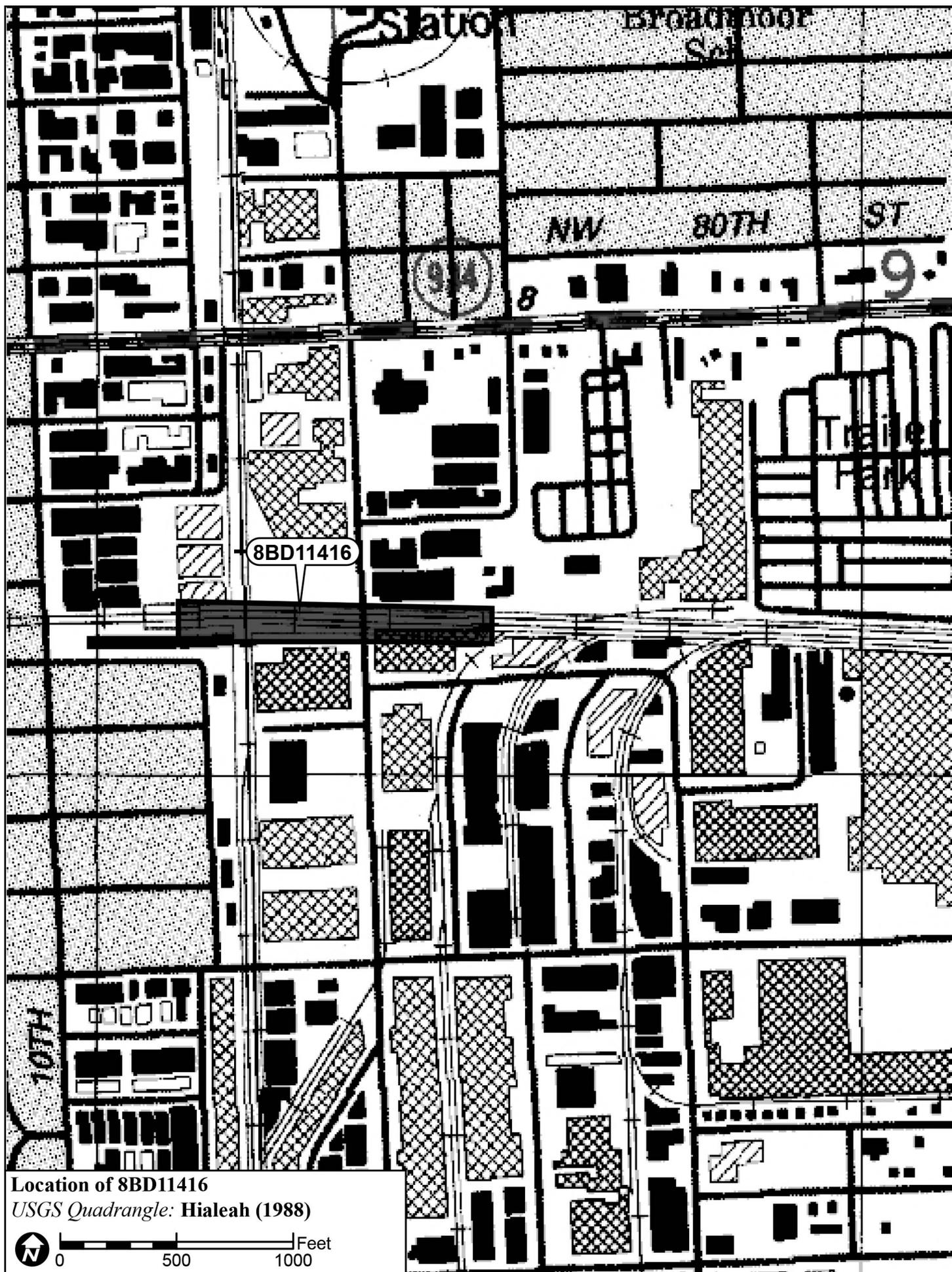
PHOTOGRAPH



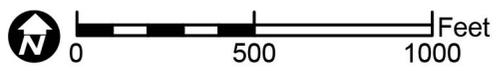
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD11416
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA13750**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 1

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Northside Supermarket II Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1110 Direction E Street Name 25th Street Type Street Suffix Direction _____
Address: _____
Cross Streets (nearest / between) SE corner of E 11th Ave and NW 25th St
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 8 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 04-3108-005-0010 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574167 Northing 2858744
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1953 approximately year listed or earlier year listed or later
Original Use Commercial From (year): 1953 To (year): _____
Current Use Commercial From (year): _____ To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 1980s Nature doors/win. repl., sec. bars/awning added
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Metal SHS 2/1; Fixed 1 and 3 light

Distinguishing Architectural Features (exterior or interior ornaments) signage, security bars

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	_____	Init.	_____
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	_____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Chimney Material(s): 1. _____ 2. _____
 Structural System(s): 1. Concrete block 2. _____ 3. _____
 Foundation Type(s): 1. Slab 2. _____
 Foundation Material(s): 1. Concrete, Generic 2. _____
 Main Entrance (stylistic details) N side, double glass/metal commercial doors under awning

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource This Masonry Vernacular commercial building originally had two separate entrances but one is no longer in use. It has a simple form and little ornamentation. There are overhead doors located on the north and west sides.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

FMSF record search (sites/surveys) library research building permits Sanborn maps
FL State Archives/photo collection city directory occupant/owner interview plat maps
property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
cultural resource survey (CRAS) historic photos interior inspection HABS/HAER record search
other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information

Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research
 Document description _____ File or accession #'s _____
 2) Document type Field maps Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

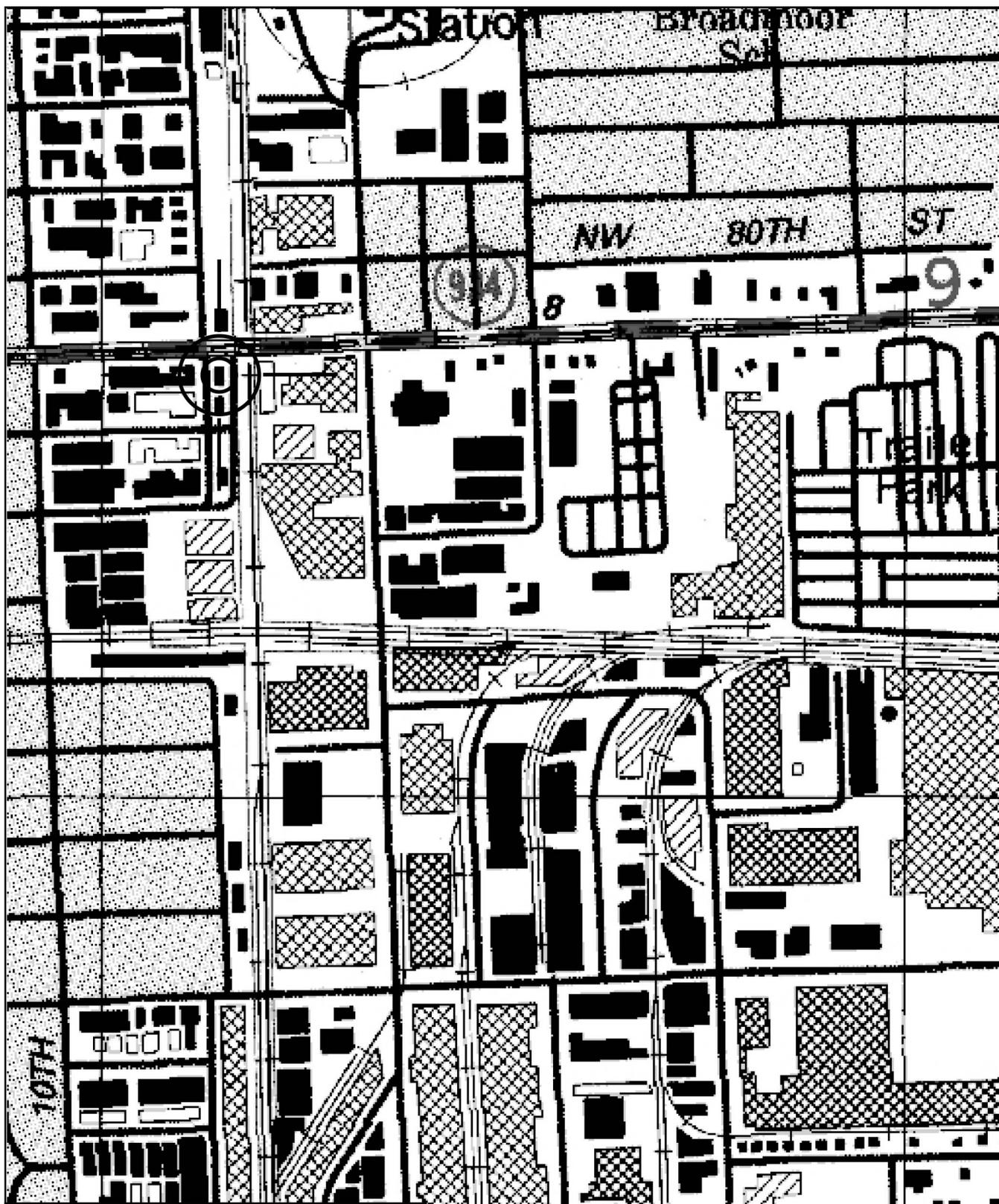
PHOTOGRAPH



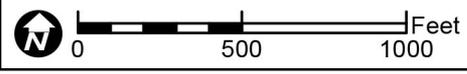
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD13750
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA13751**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 3

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Angel and Junior Body Shop Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1109 Direction E Street Name 23th Street Type Street Suffix Direction _____
Address: _____
Cross Streets (nearest / between) N side of E 23rd St b/w E 11th Ave & the railroad
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 8 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 04-3108-002-2730 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574178 Northing 2858597
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1958 approximately year listed or earlier year listed or later
Original Use Commercial From (year): 1958 To (year): _____
Current Use Commercial From (year): _____ To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 1990s Nature overhead door on south side replaced
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. Concrete block 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) none visible

Distinguishing Architectural Features (exterior or interior ornaments) _____

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date _____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. ___ Chimney Material(s): 1. ___ 2. ___
Structural System(s): 1. Concrete block 2. ___ 3. ___
Foundation Type(s): 1. Slab 2. ___
Foundation Material(s): 1. Concrete, Generic 2. ___
Main Entrance (stylistic details) S side, simple metal door with no glass

Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): []excellent [x]good []fair []deteriorated []ruinous
Narrative Description of Resource This Masonry Vernacular building has a simple form with no notable ornamentation or distinguishing architectural elements.

Archaeological Remains []Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

- [x]FMSF record search (sites/surveys) []library research []building permits []Sanborn maps
[]FL State Archives/photo collection []city directory []occupant/owner interview []plat maps
[x]property appraiser / tax records []newspaper files []neighbor interview []Public Lands Survey (DEP)
[x]cultural resource survey (CRAS) []historic photos []interior inspection []HABS/HAER record search
[x]other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? []yes [x]no []insufficient information
Appears to meet the criteria for National Register listing as part of a district? []yes [x]no []insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. ___ 3. ___ 5. ___
2. ___ 4. ___ 6. ___

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type Field notes Maintaining organization Janus Research
Document description ___ File or accession #'s ___
2) Document type Field maps Maintaining organization Janus Research
Document description ___ File or accession #'s ___

RECORDER INFORMATION

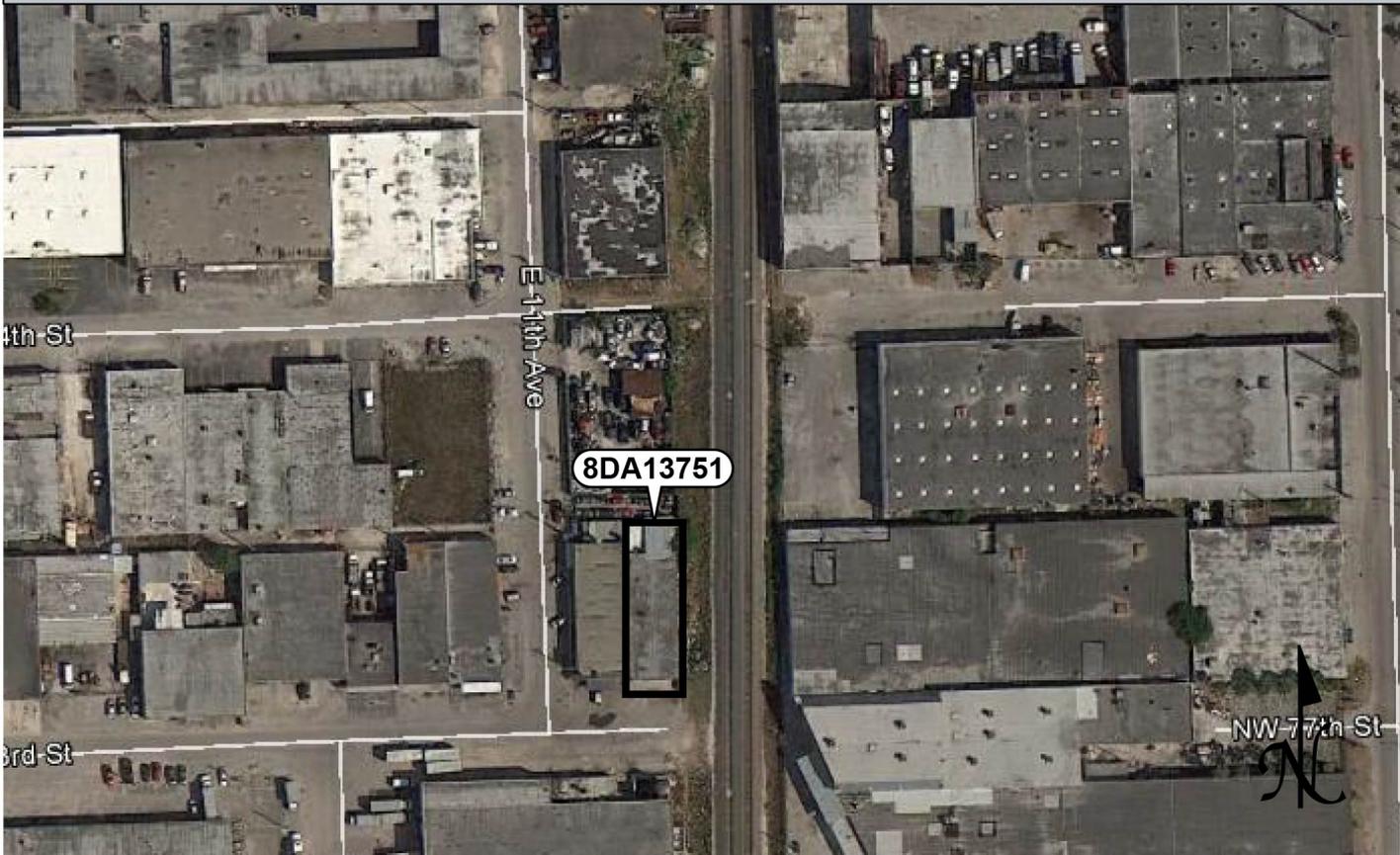
Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

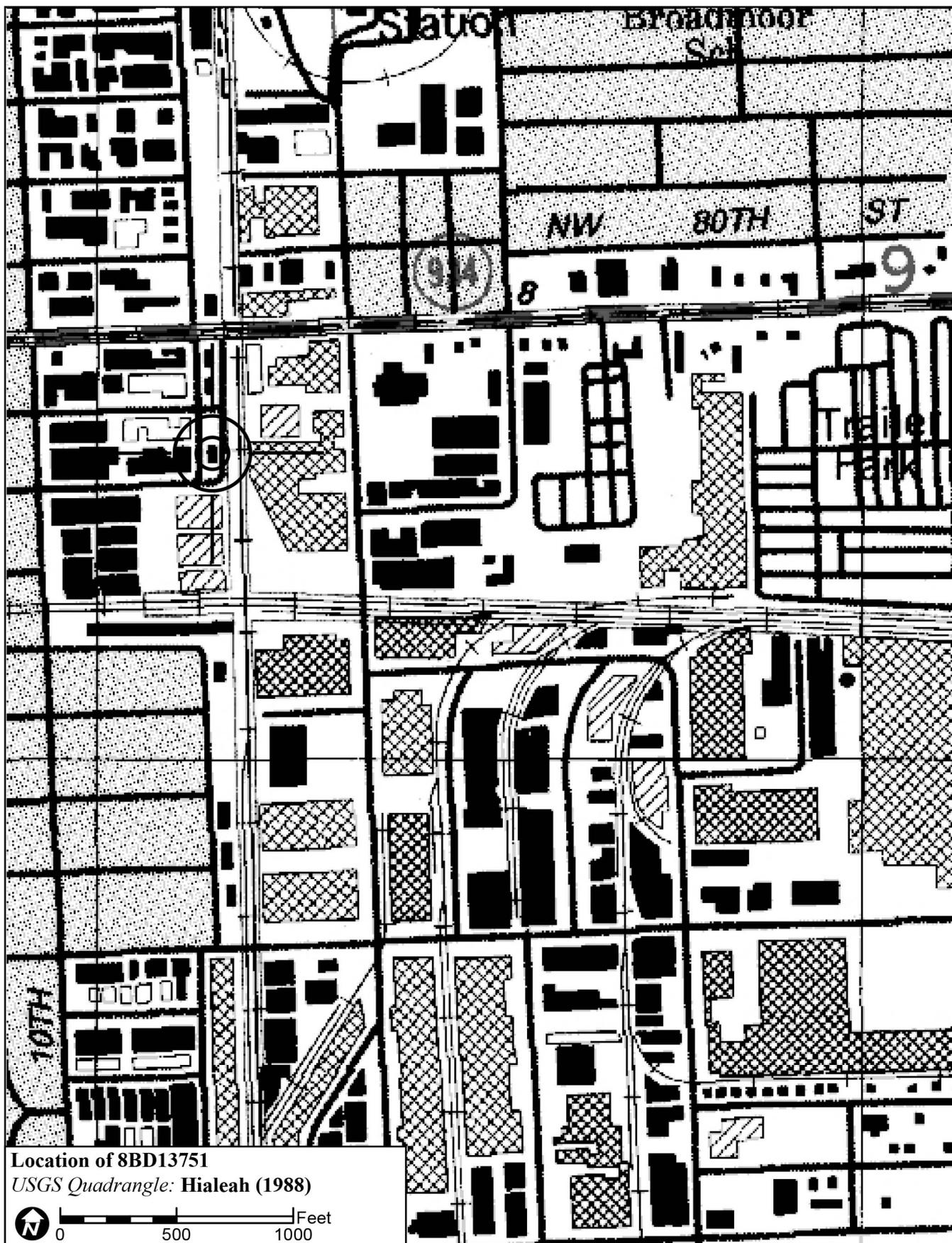
PHOTOGRAPH



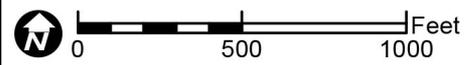
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD13751
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA13752**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 6

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) LaperKan Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 3775 Direction NW Street Name 77th Street Type Street Suffix Direction _____
Address: _____
Cross Streets (nearest/between) W side of E 12th Ave b/w NW 78th St & the railroad
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade _____
Township 53S Range 41E Section 9 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 04-3108-000-0050 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574259 Northing 2858593
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1959 approximately year listed or earlier year listed or later
Original Use Factory/Plant/Industrial From (year): 1959 To (year): _____
Current Use Commercial From (year): _____ To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 2000 Nature new windows, door, stucco, roof, etc.
Additions: yes no unknown Date: c. 2000 Nature large additions to S of original bldg.
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Irregular Number of Stories 2
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Metal Fixed 1 and 6 light

Distinguishing Architectural Features (exterior or interior ornaments) vents

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date _____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Chimney Material(s): 1. _____ 2. _____
 Structural System(s): 1. Concrete block 2. _____ 3. _____
 Foundation Type(s): 1. Slab 2. _____
 Foundation Material(s): 1. Concrete, Generic 2. _____
 Main Entrance (stylistic details) E side on a newer addition, new double glass/metal commercial doors with sidelights and transom
 Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource This large Masonry Vernacular building features numerous additions and has been remodeled to the extent that neither its historic form nor any historic fabric is visible.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

FMSF record search (sites/surveys) library research building permits Sanborn maps
FL State Archives/photo collection city directory occupant/owner interview plat maps
property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
cultural resource survey (CRAS) historic photos interior inspection HABS/HAER record search
other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information
 Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information
 Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and it has been altered by numerous additions and alterations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research
 Document description _____ File or accession #'s _____
 2) Document type Field maps Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

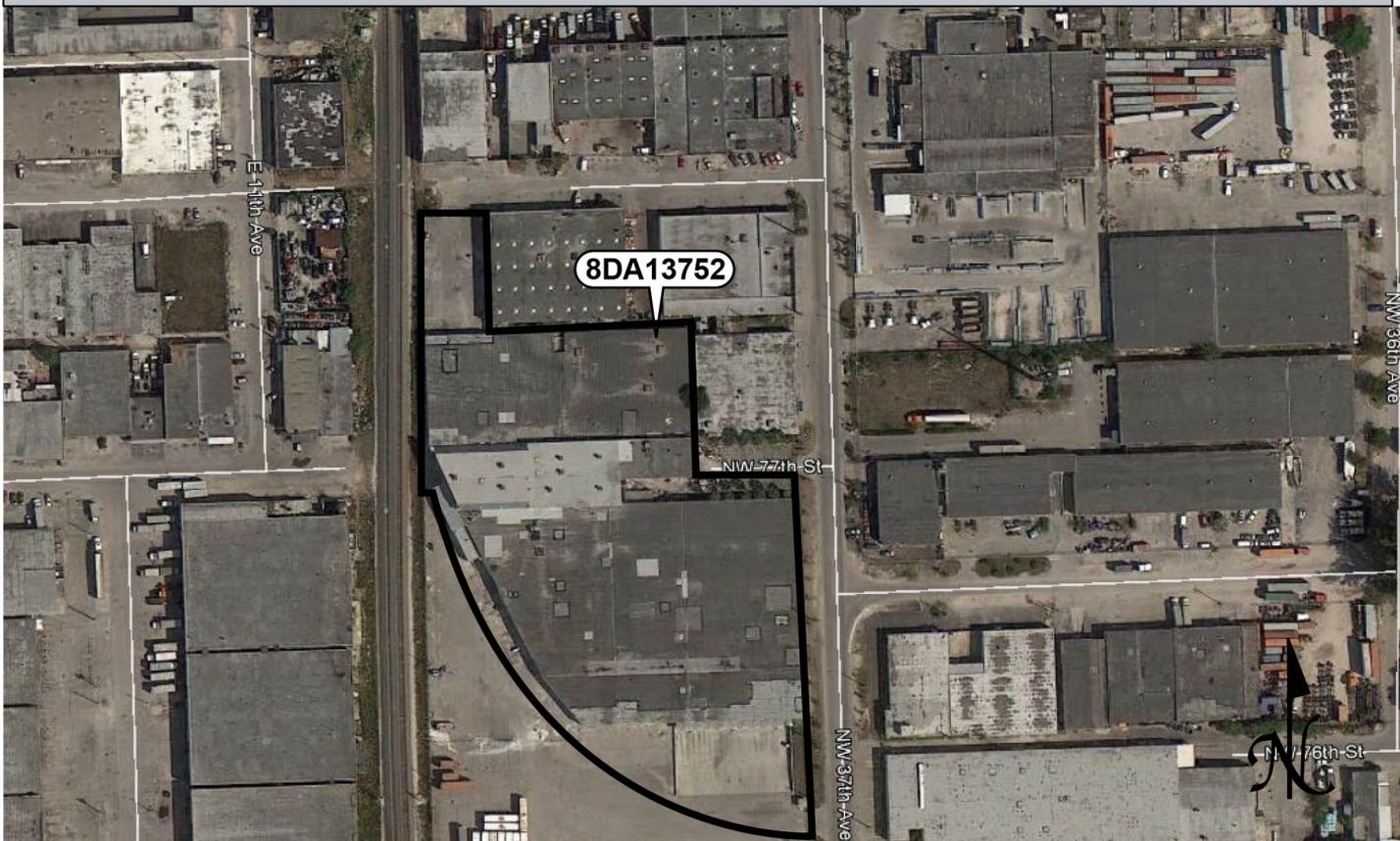
- ① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

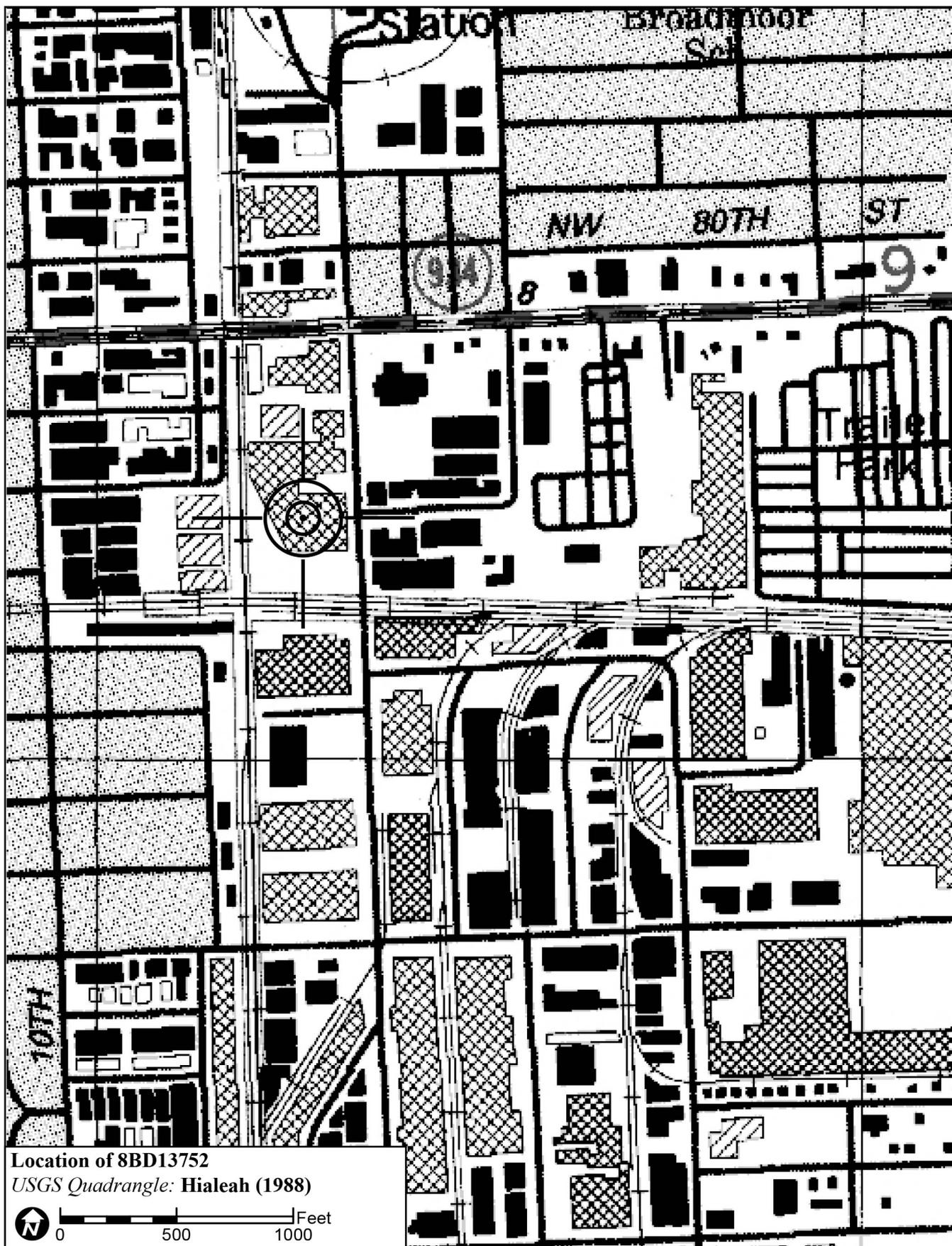
PHOTOGRAPH



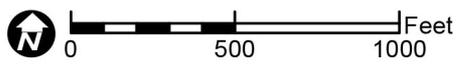
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD13752
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA13753**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 7

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Columbia Southern, Inc. Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 7525 Direction NW Street Name 37th Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) NE corner of E 12th Ave and the railroad
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 9 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 30-3109-000-0480 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574409 Northing 2858456
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1952 approximately year listed or earlier year listed or later
Original Use Factory/Plant/Industrial From (year): 1952 To (year): _____
Current Use Factory/Plant/Industrial From (year): _____ To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 1990s Nature windows/doors replaced, awnings added
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Irregular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Metal Fixed 1 and 2 light
Distinguishing Architectural Features (exterior or interior ornaments) textured stucco, awnings, security bars

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) One flat-roof, concrete block garage/workshop building to the east on the same parcel.

DHR USE ONLY		OFFICIAL EVALUATION	DHR USE ONLY	
NR List Date _____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____	
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)			

DESCRIPTION (continued)

Chimney: No. ___ Chimney Material(s): 1. ___ 2. ___
Structural System(s): 1. Concrete block 2. ___ 3. ___
Foundation Type(s): 1. Slab 2. ___
Foundation Material(s): 1. Concrete, Generic 2. ___
Main Entrance (stylistic details) N end of W side, metal/glass commercial door with security bars underneath fabric awning
Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): [] excellent [x] good [] fair [] deteriorated [] ruinous
Narrative Description of Resource This Masonry Vernacular building has a simple form and little ornamentation. There are multiple overhead doors located on the north side.

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

- [x] FMSF record search (sites/surveys) [] library research [] building permits [] Sanborn maps
[] FL State Archives/photo collection [] city directory [] occupant/owner interview [] plat maps
[x] property appraiser / tax records [] newspaper files [] neighbor interview [] Public Lands Survey (DEP)
[x] cultural resource survey (CRAS) [] historic photos [] interior inspection [] HABS/HAER record search
[x] other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? [] yes [x] no [] insufficient information
Appears to meet the criteria for National Register listing as part of a district? [] yes [x] no [] insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.
Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. ___ 3. ___ 5. ___
2. ___ 4. ___ 6. ___

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type Field notes Maintaining organization Janus Research
Document description File or accession #'s
2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

RECORDER INFORMATION

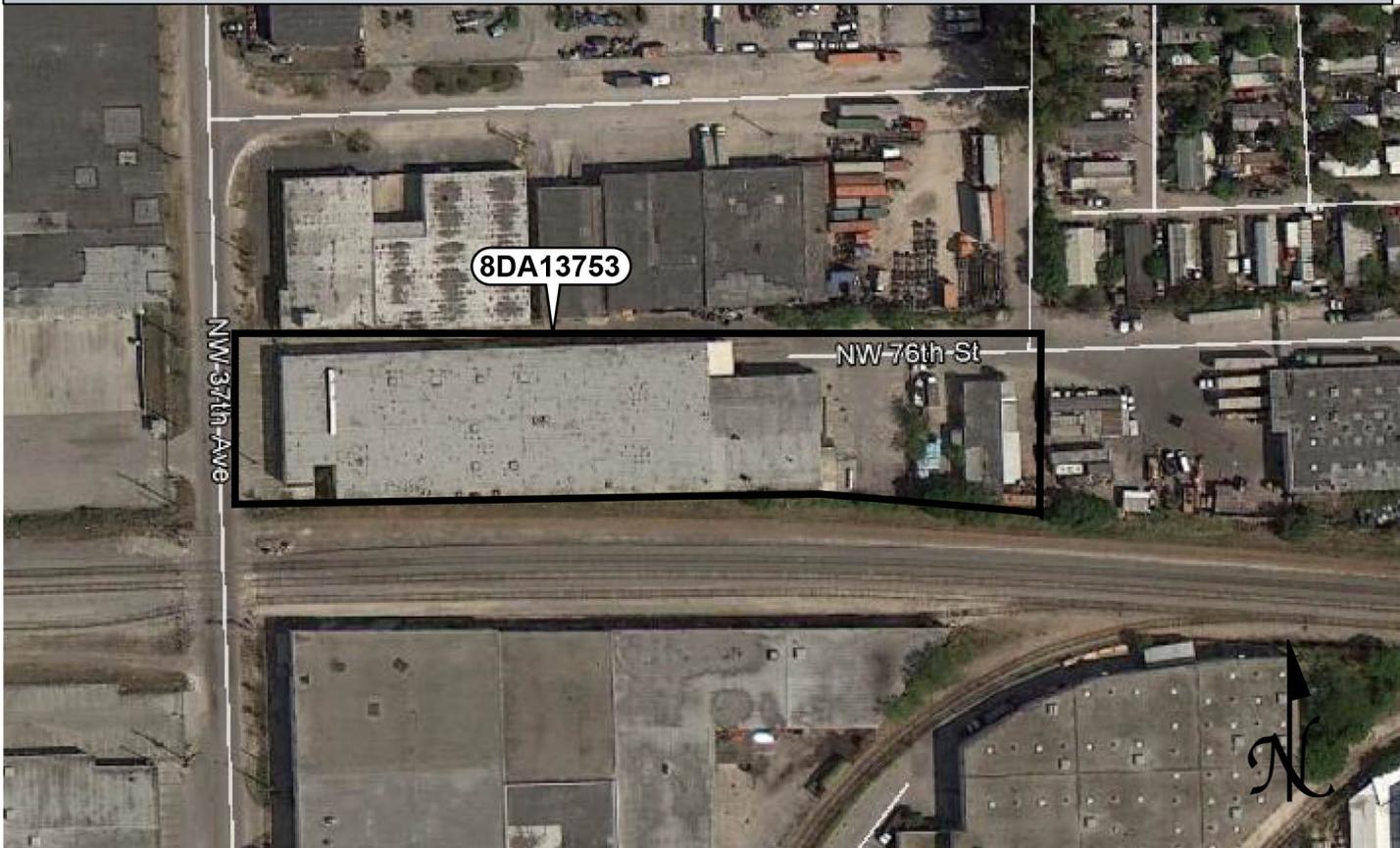
Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

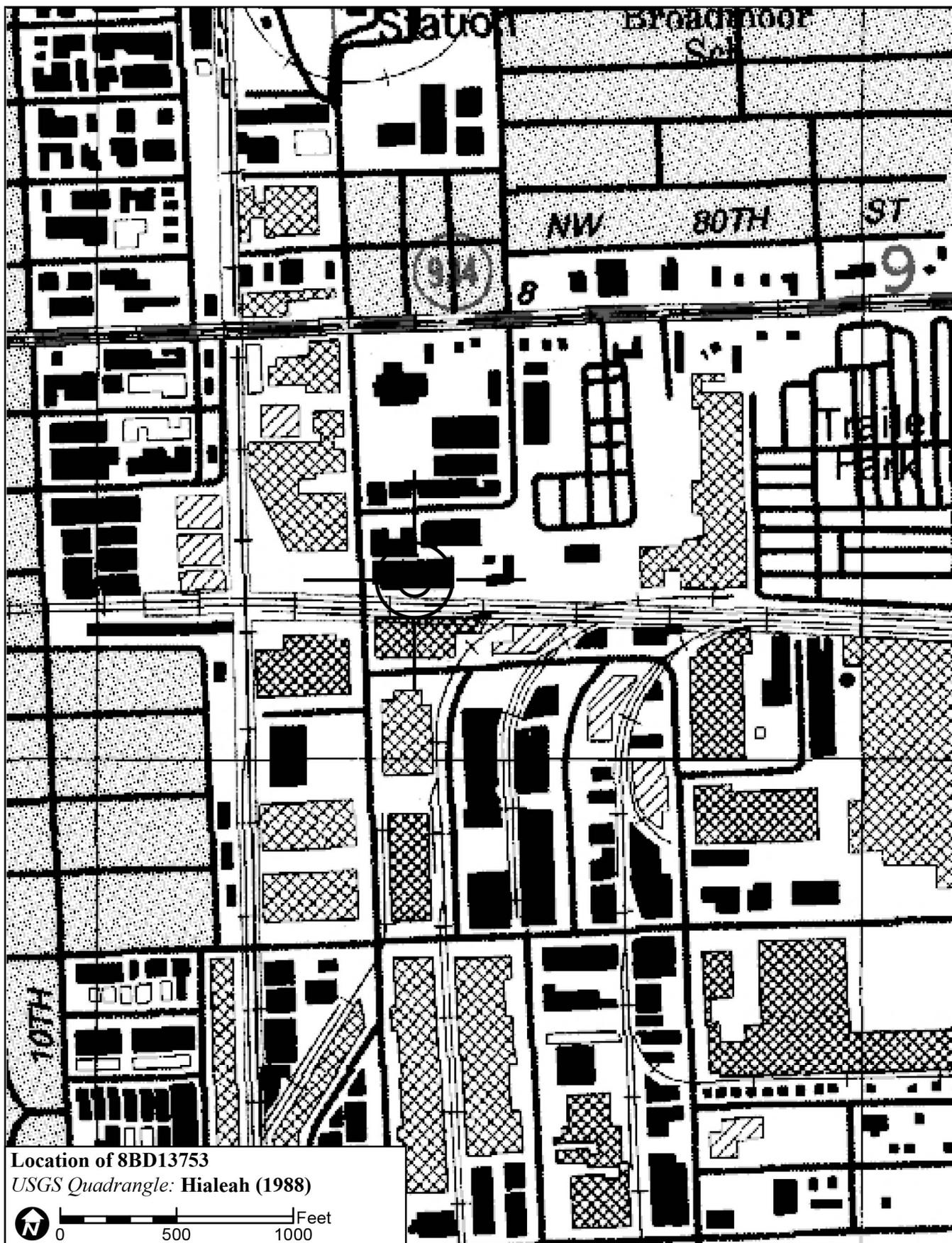
PHOTOGRAPH



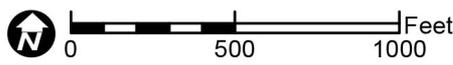
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD13753
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA06528**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 2

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Lee American Machinery Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1111 Direction E Street Name 24th Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) N side of E 24th St b/w E 11th Ave & the railroad
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 8 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 04-3108-005-0180 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574168 Northing 2858697
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1955 approximately year listed or earlier year listed or later
Original Use Factory/Plant/Industrial From (year): 1955 To (year): _____
Current Use Storage building From (year): _____ To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 2000 Nature newer railing added at entry stairs
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. Concrete block 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Metal Pivot 24 light; Jalousie multi-light

Distinguishing Architectural Features (exterior or interior ornaments) concrete brick inlay around the window and door level on the NW corner

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	_____	Init.	_____
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	_____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. ___ Chimney Material(s): 1. ___ 2. ___
Structural System(s): 1. Concrete block 2. ___ 3. ___
Foundation Type(s): 1. Continuous 2. ___
Foundation Material(s): 1. Concrete Block 2. ___
Main Entrance (stylistic details) N end of the W side, two simple metal doors, one with one-light glass and one with no glass, both atop concrete stairs
Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): []excellent [x]good []fair []deteriorated []ruinous
Narrative Description of Resource This Masonry Vernacular building has few non-historic alterations but has a simple form and little decorative detailing other than brick inlay around the northwest corner. There is an overhead door on the south side.
Archaeological Remains []Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

[x]FMSF record search (sites/surveys) []library research []building permits []Sanborn maps
[]FL State Archives/photo collection []city directory []occupant/owner interview []plat maps
[x]property appraiser / tax records []newspaper files []neighbor interview []Public Lands Survey (DEP)
[x]cultural resource survey (CRAS) []historic photos []interior inspection []HABS/HAER record search
[x]other methods (describe) historic aerial photography
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? []yes [x]no []insufficient information
Appears to meet the criteria for National Register listing as part of a district? []yes [x]no []insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.
Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. ___ 3. ___ 5. ___
2. ___ 4. ___ 6. ___

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type Field notes Maintaining organization Janus Research
Document description ___ File or accession #'s ___
2) Document type Field maps Maintaining organization Janus Research
Document description ___ File or accession #'s ___

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

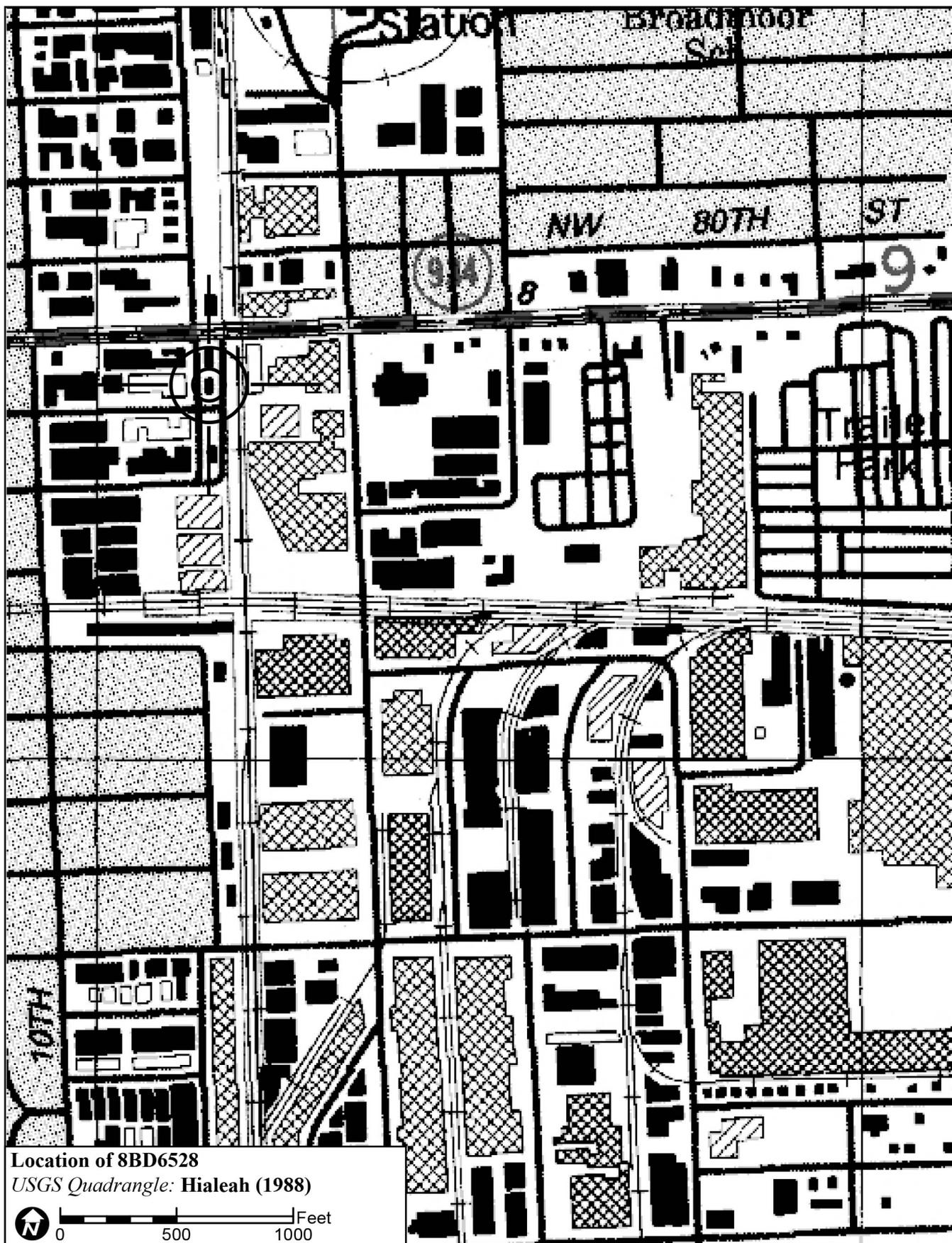
PHOTOGRAPH



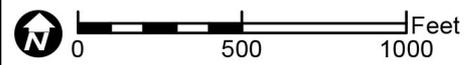
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD6528
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA06529**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 5

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 1140 E. 25th Street Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1140 Direction E Street Name 25th Street Type Street Suffix Direction _____
Address: _____
Cross Streets (nearest / between) SE corner of E 25t St & the railroad
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 9 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 04-3108-005-0030 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574216 Northing 2858749
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1949 approximately year listed or earlier year listed or later
Original Use Commercial From (year): 1949 To (year): 2005
Current Use Storage building From (year): 2005 To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 2000 Nature some windows/loading bays enclosed
Additions: yes no unknown Date: c. 1965 Nature front gable addition at N
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. Concrete block 3. _____
Roof Type(s) 1. Flat 2. Gable 3. Bowed-arched
Roof Material(s) 1. Built-up 2. Composition shingles 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Metal SHS 1/1

Distinguishing Architectural Features (exterior or interior ornaments) concrete banding on gable roof portion, curved parapets, faux shutters, security bars

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date _____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Chimney Material(s): 1. _____ 2. _____
 Structural System(s): 1. Concrete block 2. _____ 3. _____
 Foundation Type(s): 1. Continuous 2. _____
 Foundation Material(s): 1. Concrete Block 2. _____
 Main Entrance (stylistic details) E side, three metal overhead doors serve as the entries to the building

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource This Masonry Vernacular building features a gable roof addition appended to the north side. There are curved parapet walls on the north and south facades. It has a simple form and currently appears to be used for storage.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

FMSF record search (sites/surveys) library research building permits Sanborn maps
 FL State Archives/photo collection city directory occupant/owner interview plat maps
 property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
 cultural resource survey (CRAS) historic photos interior inspection HABS/HAER record search
 other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information

Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research
 Document description _____ File or accession #'s _____
 2) Document type Field maps Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

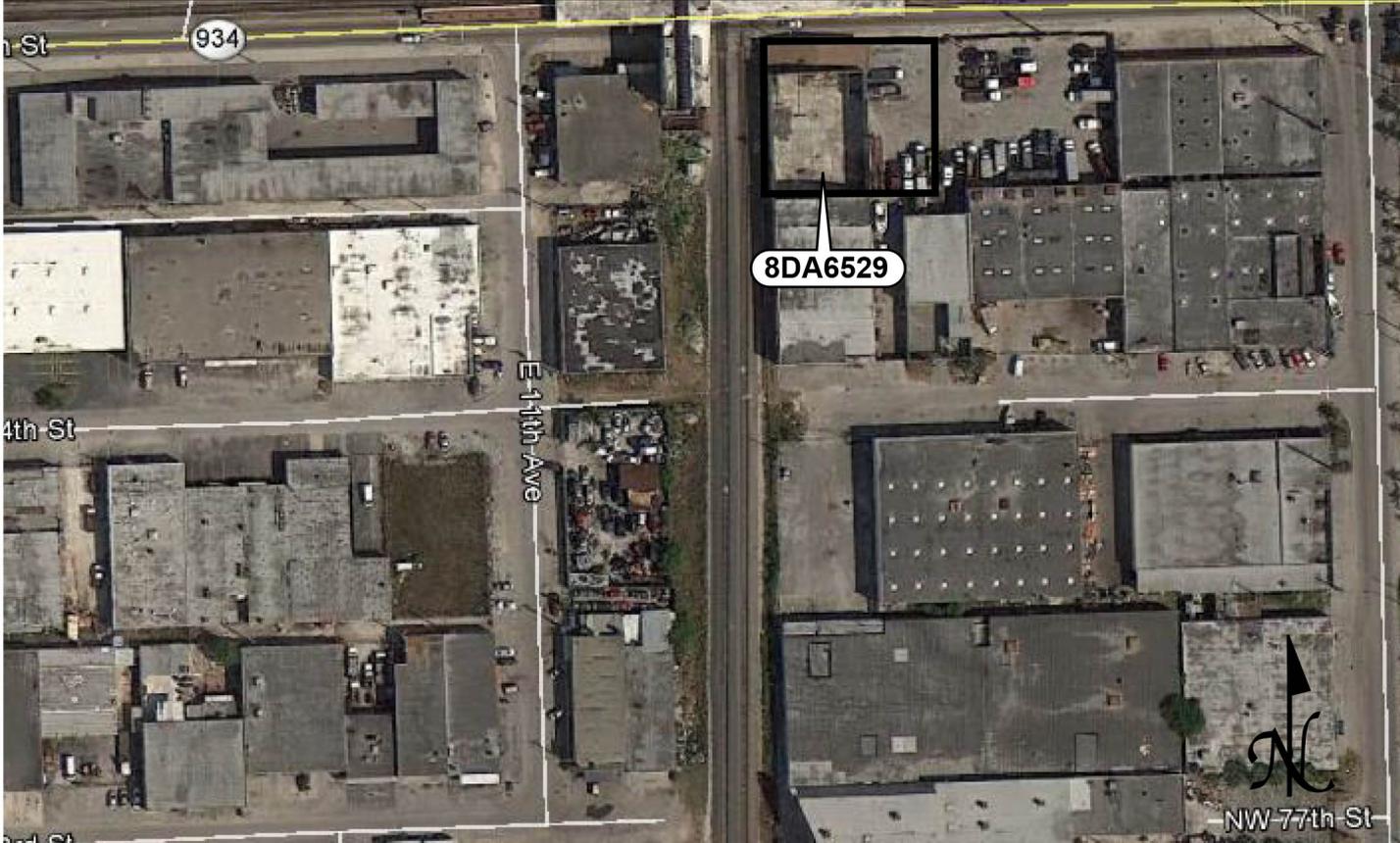
- ① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

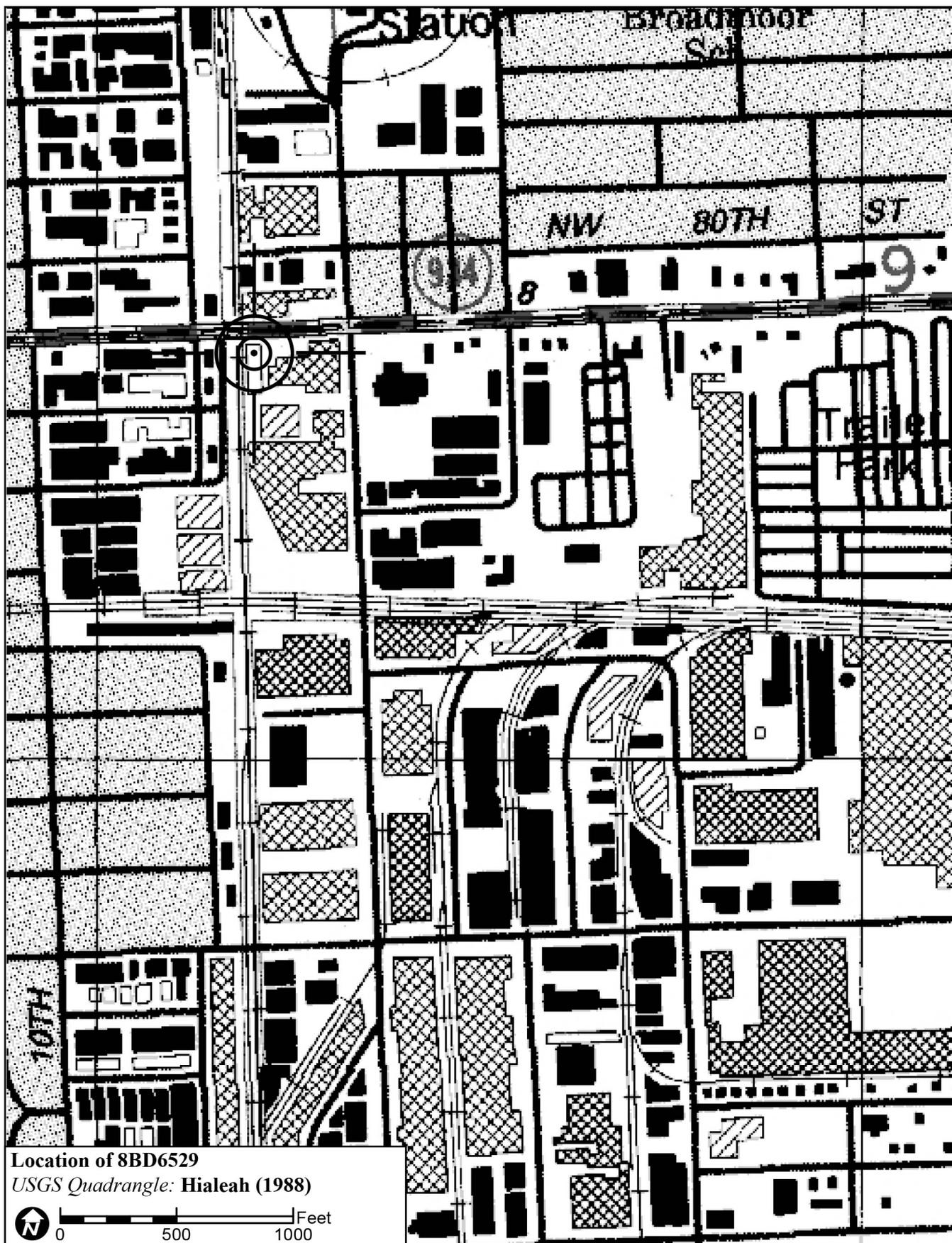
PHOTOGRAPH



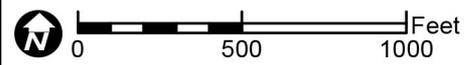
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD6529
USGS Quadrangle: Hialeah (1988)





RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Site #8 DA11416
Field Date 10-16-2013
Form Date 10-21-2013
Recorder# 8

Original
Update

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. Do not use this form for National Register multiple property submissions (MPSs).

Check ONE box that best describes the Resource Group:

- Historic district
Archaeological district
Mixed district
Building complex
Designed historic landscape
Rural historic landscape
Linear resource

Resource Group Name Little River Spur of the FEC Railroad
Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn.
National Register Category
Linear Resource Type
Ownership

LOCATION & MAPPING

Street Number Direction Street Name Street Type Suffix Direction
Address:
City/Town (within 3 miles) Miami In Current City Limits?
County or Counties (do not abbreviate) Miami-Dade
Name of Public Tract (e.g., park)
USGS 7.5' Map(s)
Verbal Description of Boundaries

Table with 3 columns: DHR USE ONLY, OFFICIAL EVALUATION, DHR USE ONLY. Contains fields for NR List Date, Owner Objection, SHPO/KEEPER criteria, and dates.

HISTORY & DESCRIPTION

Construction Year: 1940 [] approximately [x] year listed or earlier [] year listed or later

Architect/Designer(last name first): Builder(last name first):

Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing 0

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

- 1. Twentieth C American 3.
2. 4.

Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet.

RESEARCH METHODS (check all that apply)

- [x]FMSF record search (sites/surveys) []library research []building permits []Sanborn maps
[]FL State Archives/photo collection []city directory []occupant/owner interview []plat maps
[]property appraiser / tax records []newspaper files []neighbor interview []Public Lands Survey (DEP)
[x]cultural resource survey []historic photos []interior inspection []HABS/HAER record search
[x]other methods (specify) historic aerial photography

Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? [x]yes []no []insufficient information

Potentially eligible as contributor to a National Register district? []yes [x]no []insufficient information

Explanation of Evaluation (required, see National Register Bulletin 16A p. 48-49. Attach longer statement, if needed, on separate sheet.) See continuation sheet.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

- 1. Transportation 3. 5.
2. Community planning & development 4. 6.

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research
Document description File or accession #'s

2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
3 TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
4 PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: Little River Spur of the FEC Railroad

A. NARRATIVE DESCRIPTION OF SITE

The portion of the Little River Spur of the FEC Railroad within the project APE is located around the intersection with NW 37th Avenue roughly between the CSX Railroad and NW 36th Avenue in Township 53 South, Range 41 East, Sections 8 and 9 (Hialeah USGS Quadrangle 1962, PR 1969) in the City of Miami, Miami-Dade County, Florida. The railroad spur within the project APE consists of two sets of standard tracks over gravel ballast and extends for approximately 1,600 feet. A third and fourth rail also branch off in part of this section of track, though these additional rails are no longer in use. This spur appears in historic aerial photographs from 1940 and appears to be a spur of the FEC Railway (8DA10107), which was constructed circa 1896 and is located approximately four miles to the east of the current project APE. The Little River Spur continues east and west outside of the project APE. Within the facility, the third set of tracks farthest to the south terminate and appear to no longer be used.

B. DISCUSSION OF SIGNIFICANCE

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the Florida East Coast Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year attracting a wealth of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode the first train into the town of Key West. In 1935, however a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time the FEC was more profitable transporting fruit and cargo than passengers and eventually the railway became solely a freight line.

The segment of the railway in the project APE is part of the Little River Spur which connected the FEC yard at Hialeah to the mainline. This area of the Little River Spur at the intersection with the CSX Railroad was an important switching area. This switching area at the intersection of the two rails was known as "Iris" and was supposedly named after the wife of someone who worked for the rail. The name "Iris" still appears on one of the switching boxes. Figures 1 and 2 show the location of the railroad tracks in the vicinity of the project APE in 1951 and at present, respectively. The line continued

SITE NAME: Little River Spur of the FEC Railroad

through Hialeah and past the airport, and eventually rejoined with the mainline just south of South Miami. According to USGS Quadrangle maps, the spur was approximately 18 miles long overall. The FEC yard at Hialeah was an important facility for the FEC Railway as it housed an engine service area and roundhouse (Mann 1983).



Figure 1: The Little River Spur of the FEC Railway and the CSX Railroad on an Aerial Photograph from 1951

SITE NAME: Little River Spur of the FEC Railroad

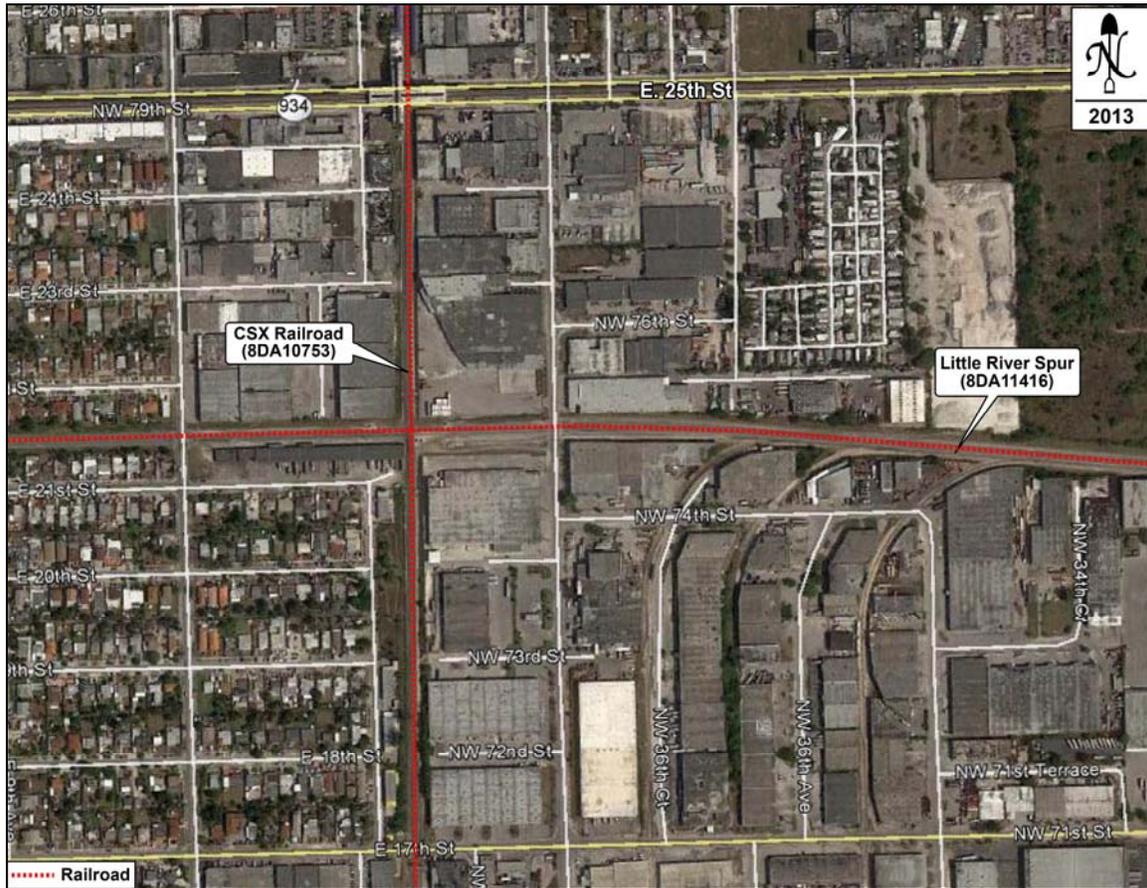


Figure 2: The Little River Spur of the FEC Railway and the CSX Railroad on a Modern Aerial Photograph

It is known that the FEC Railway corridor retains historical importance due to its associations with development and transportation of the east coast of Florida as well as Miami in particular. The segment of the Little River Spur of the FEC Railway located within the current project APE includes approximately 1600 feet of the railroad near the intersection of NW 37th Avenue. Another portion of the Little River Spur was documented in 2007 as part of the *Cultural Resource Assessment Survey for the Miami International Airport Traffic Circulation Improvements*. The SHPO determined that this previously documented portion of the Little River Spur was ineligible for inclusion in the National Register in 2008. The previously recorded portion was located several miles to the southwest near the airport, and had been altered in this area from its original alignment. The section of the rail within the project APE retains its original alignment, its historic appearance of two main tracks, and its original use. The continuity of its historic alignment and appearance can be seen in the aerial photographs above (Figures 1 and 2). Therefore, the Little River Spur of the FEC Railroad is considered eligible for inclusion in the National Register under Criterion A for its contributions to the patterns of development and transportation in Miami.

SITE NAME: Little River Spur of the FEC Railroad

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Mann, R. W.

1983 *Rails 'Neath the Palms*. Darwin Publications, Burbank, California.

Janus Research

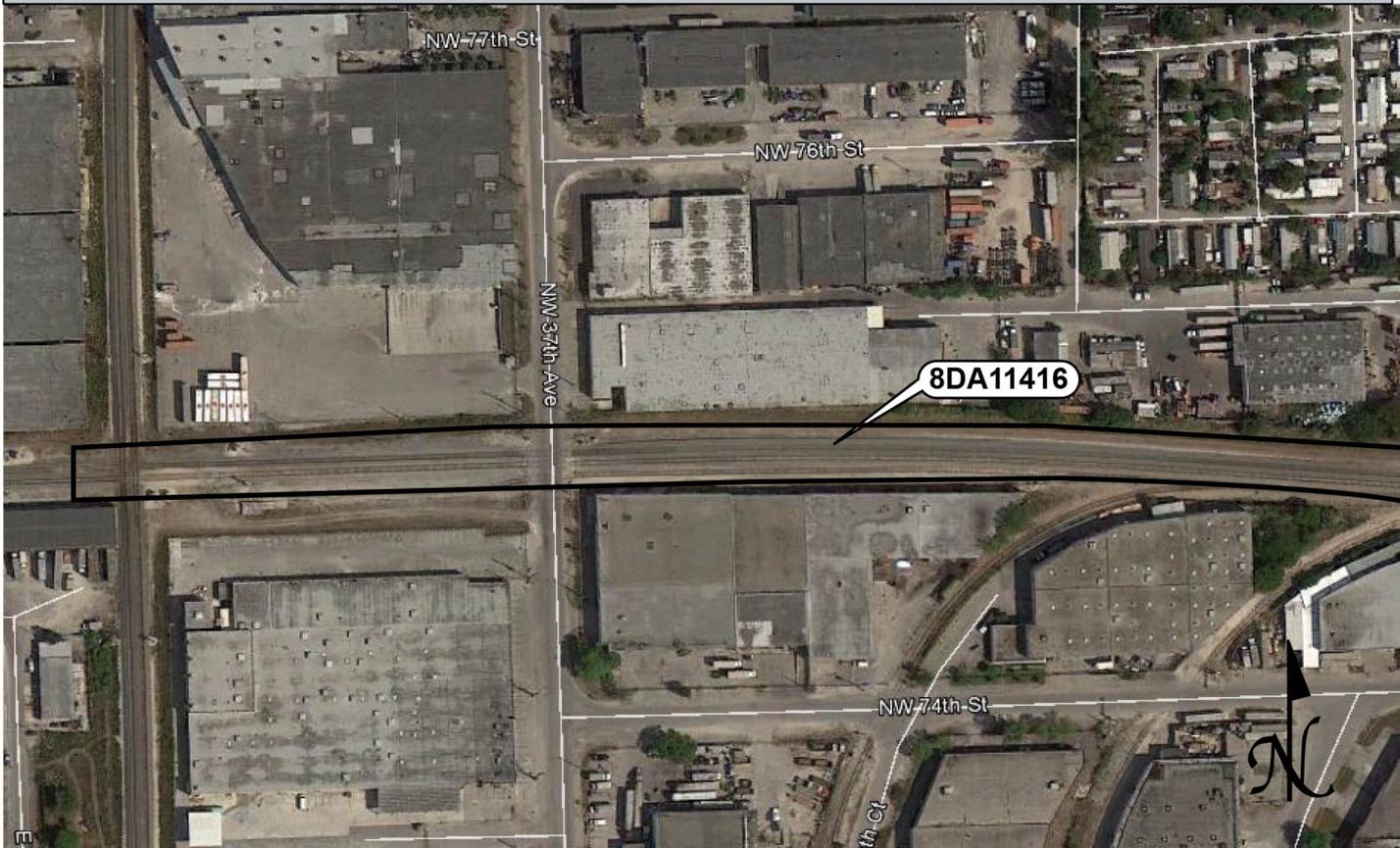
2007 Cultural Resource Assessment Survey for the Miami International Airport Traffic Circulation Improvements. Manuscript on file, Florida Department of State, Division of Historic Resources, Tallahassee, Florida.

2007 Florida Master Site File form for 8DA11416. On file, Florida Department of State, Division of Historic Resources, Tallahassee, Florida.

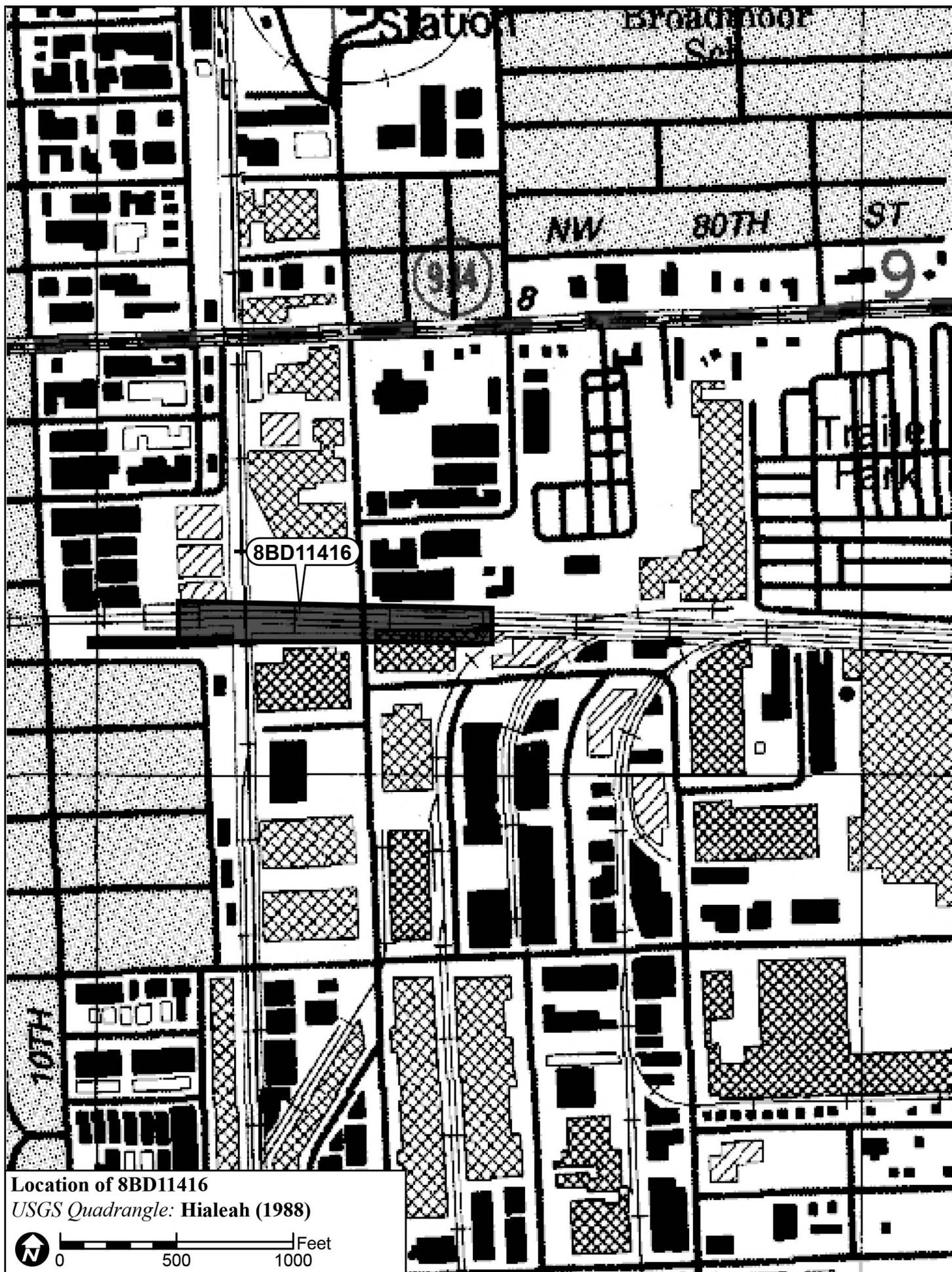
PHOTOGRAPH



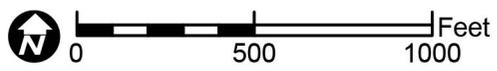
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD11416
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA13750**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 1

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Northside Supermarket II Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1110 Direction E Street Name 25th Street Type Street Suffix Direction _____
Address: _____
Cross Streets (nearest / between) SE corner of E 11th Ave and NW 25th St
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 8 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 04-3108-005-0010 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574167 Northing 2858744
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1953 approximately year listed or earlier year listed or later
Original Use Commercial From (year): 1953 To (year): _____
Current Use Commercial From (year): _____ To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 1980s Nature doors/win. repl., sec. bars/awning added
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Metal SHS 2/1; Fixed 1 and 3 light

Distinguishing Architectural Features (exterior or interior ornaments) signage, security bars

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	_____	Init.	_____
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	_____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. ___ Chimney Material(s): 1. ___ 2. ___
Structural System(s): 1. Concrete block 2. ___ 3. ___
Foundation Type(s): 1. Slab 2. ___
Foundation Material(s): 1. Concrete, Generic 2. ___
Main Entrance (stylistic details) N side, double glass/metal commercial doors under awning

Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): []excellent [x]good []fair []deteriorated []ruinous

Narrative Description of Resource This Masonry Vernacular commercial building originally had two separate entrances but one is no longer in use. It has a simple form and little ornamentation. There are overhead doors located on the north and west sides.

Archaeological Remains []Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

- [x]FMSF record search (sites/surveys) []library research []building permits []Sanborn maps
[]FL State Archives/photo collection []city directory []occupant/owner interview []plat maps
[x]property appraiser / tax records []newspaper files []neighbor interview []Public Lands Survey (DEP)
[x]cultural resource survey (CRAS) []historic photos []interior inspection []HABS/HAER record search
[x]other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? []yes [x]no []insufficient information

Appears to meet the criteria for National Register listing as part of a district? []yes [x]no []insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

- 1. ___ 3. ___ 5. ___
2. ___ 4. ___ 6. ___

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

- 1) Document type Field notes Maintaining organization Janus Research
Document description ___ File or accession #'s ___
2) Document type Field maps Maintaining organization Janus Research
Document description ___ File or accession #'s ___

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

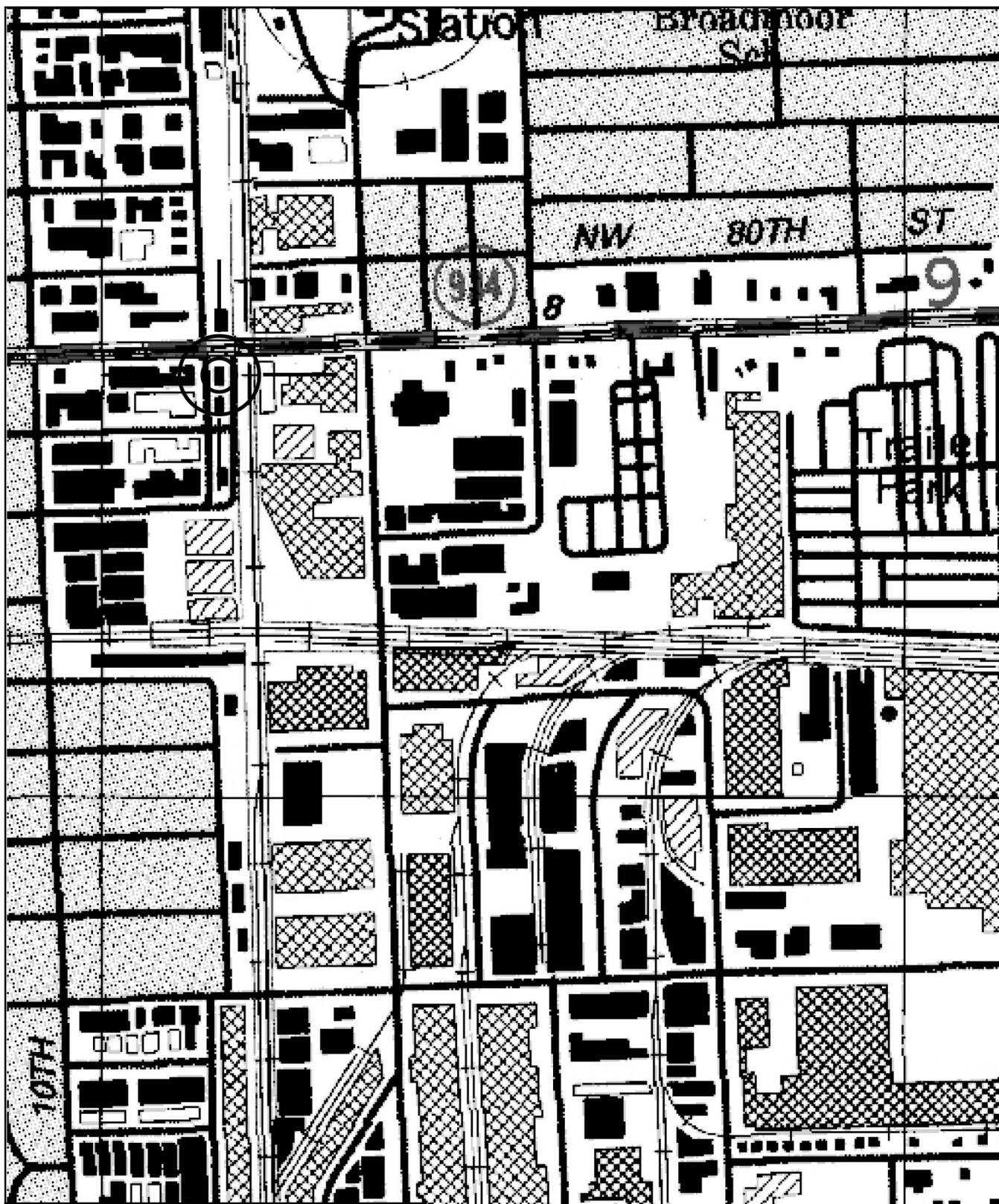
PHOTOGRAPH



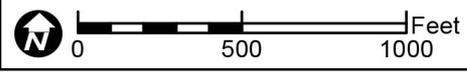
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD13750
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA13751**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 3

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Angel and Junior Body Shop Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1109 Direction E Street Name 23th Street Type Street Suffix Direction _____
Address: _____
Cross Streets (nearest / between) N side of E 23rd St b/w E 11th Ave & the railroad
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 8 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 04-3108-002-2730 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574178 Northing 2858597
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1958 approximately year listed or earlier year listed or later
Original Use Commercial From (year): 1958 To (year): _____
Current Use Commercial From (year): _____ To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 1990s Nature overhead door on south side replaced
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. Concrete block 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) none visible

Distinguishing Architectural Features (exterior or interior ornaments) _____

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date _____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. ___ Chimney Material(s): 1. ___ 2. ___
Structural System(s): 1. Concrete block 2. ___ 3. ___
Foundation Type(s): 1. Slab 2. ___
Foundation Material(s): 1. Concrete, Generic 2. ___
Main Entrance (stylistic details) S side, simple metal door with no glass

Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): []excellent [x]good []fair []deteriorated []ruinous

Narrative Description of Resource This Masonry Vernacular building has a simple form with no notable ornamentation or distinguishing architectural elements.

Archaeological Remains []Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

- [x]FMSF record search (sites/surveys) []library research []building permits []Sanborn maps
[]FL State Archives/photo collection []city directory []occupant/owner interview []plat maps
[x]property appraiser / tax records []newspaper files []neighbor interview []Public Lands Survey (DEP)
[x]cultural resource survey (CRAS) []historic photos []interior inspection []HABS/HAER record search
[x]other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? []yes [x]no []insufficient information

Appears to meet the criteria for National Register listing as part of a district? []yes [x]no []insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

- 1. ___ 3. ___ 5. ___
2. ___ 4. ___ 6. ___

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

- 1) Document type Field notes Maintaining organization Janus Research
Document description ___ File or accession #'s ___
2) Document type Field maps Maintaining organization Janus Research
Document description ___ File or accession #'s ___

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

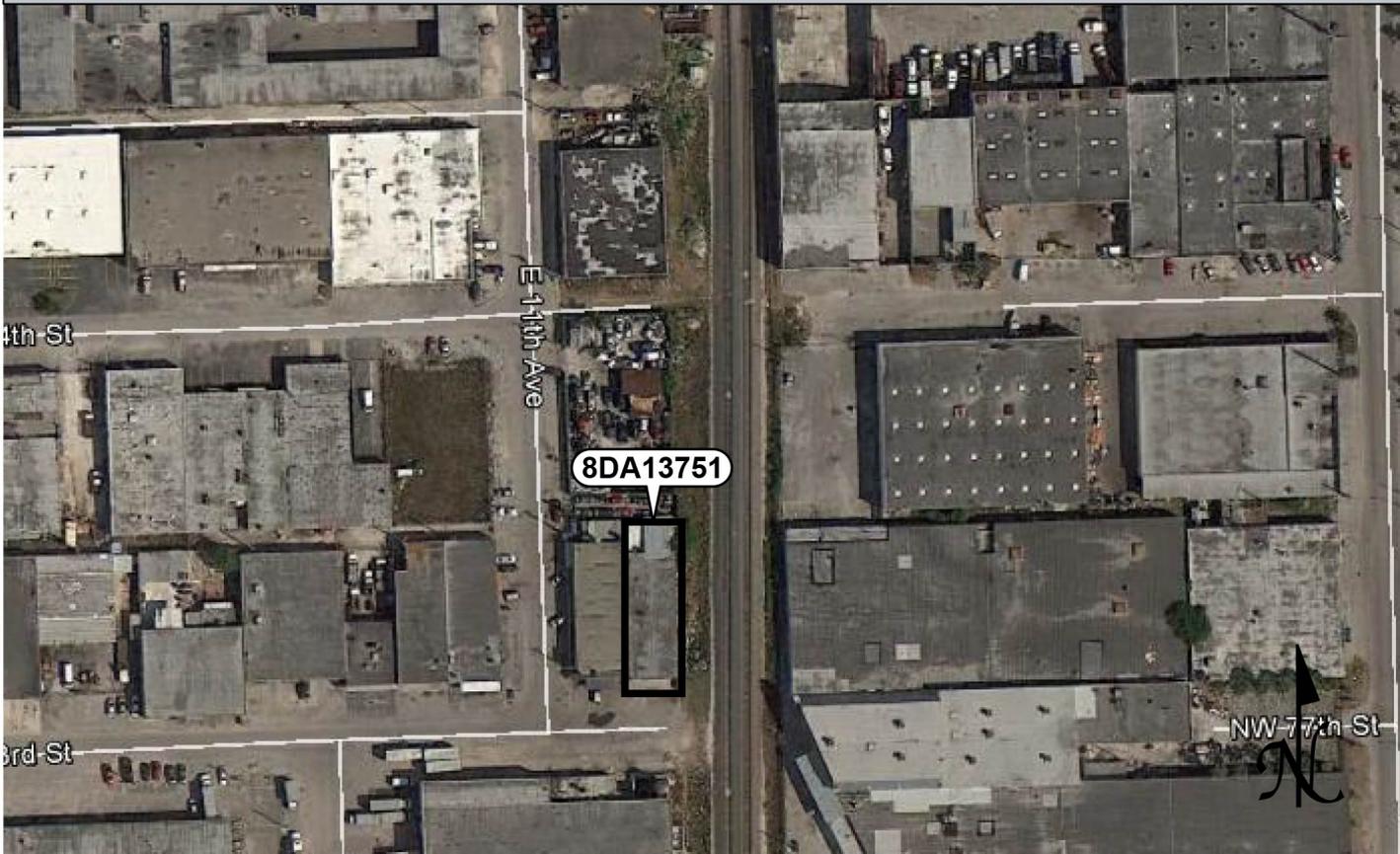
Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

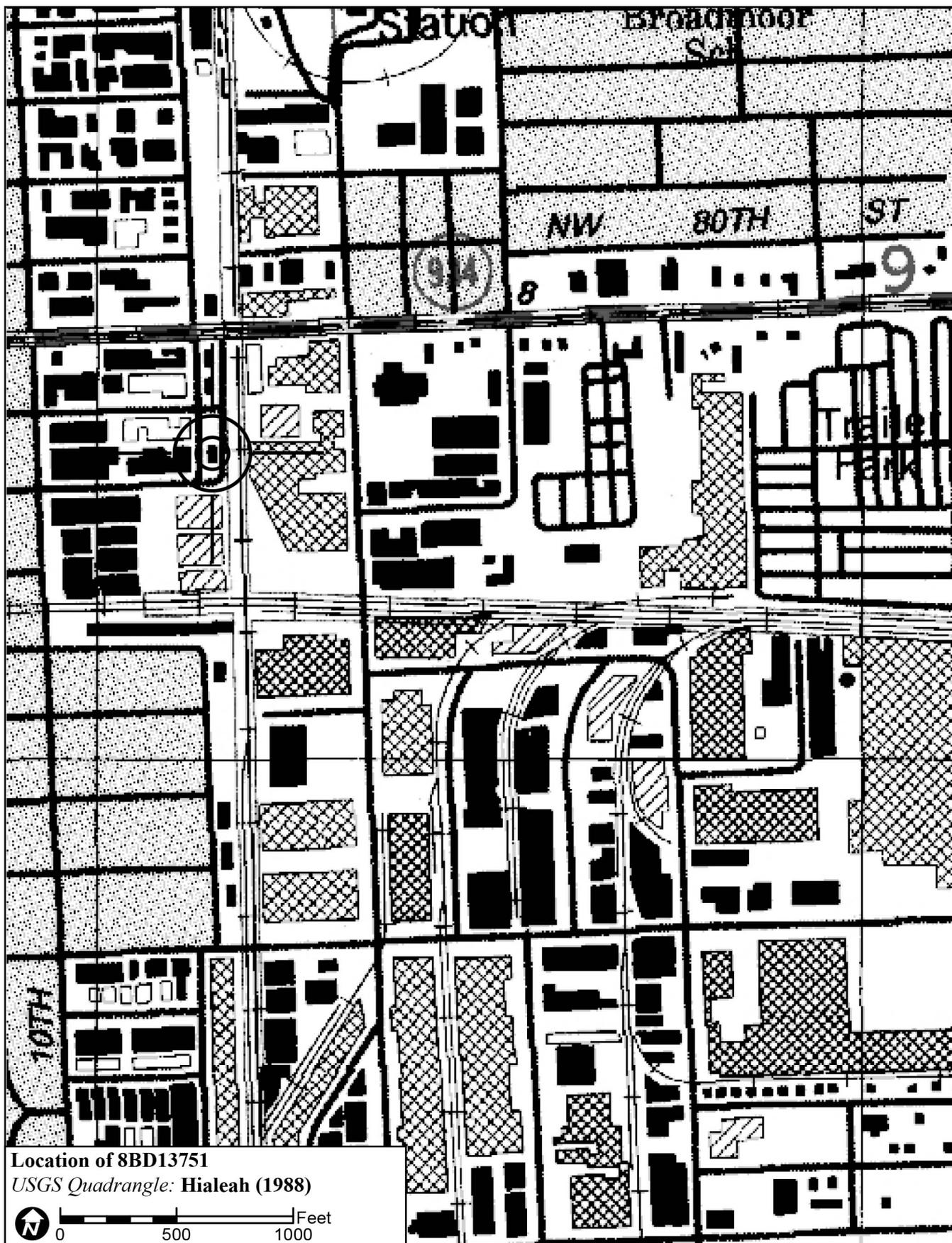
PHOTOGRAPH



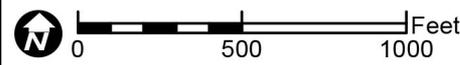
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD13751
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA13752**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 6

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) LaperKan Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 3775 Direction NW Street Name 77th Street Type Street Suffix Direction _____
Address: _____
Cross Streets (nearest/between) W side of E 12th Ave b/w NW 78th St & the railroad
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 9 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 04-3108-000-0050 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574259 Northing 2858593
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1959 approximately year listed or earlier year listed or later
Original Use Factory/Plant/Industrial From (year): 1959 To (year): _____
Current Use Commercial From (year): _____ To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 2000 Nature new windows, door, stucco, roof, etc.
Additions: yes no unknown Date: c. 2000 Nature large additions to S of original bldg.
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Irregular Number of Stories 2
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Metal Fixed 1 and 6 light

Distinguishing Architectural Features (exterior or interior ornaments) vents

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date _____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Chimney Material(s): 1. _____ 2. _____
 Structural System(s): 1. Concrete block 2. _____ 3. _____
 Foundation Type(s): 1. Slab 2. _____
 Foundation Material(s): 1. Concrete, Generic 2. _____
 Main Entrance (stylistic details) E side on a newer addition, new double glass/metal commercial doors with sidelights and transom
 Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource This large Masonry Vernacular building features numerous additions and has been remodeled to the extent that neither its historic form nor any historic fabric is visible.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

FMSF record search (sites/surveys) library research building permits Sanborn maps
 FL State Archives/photo collection city directory occupant/owner interview plat maps
 property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
 cultural resource survey (CRAS) historic photos interior inspection HABS/HAER record search
 other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information
 Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information
 Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and it has been altered by numerous additions and alterations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research
 Document description _____ File or accession #'s _____
 2) Document type Field maps Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments

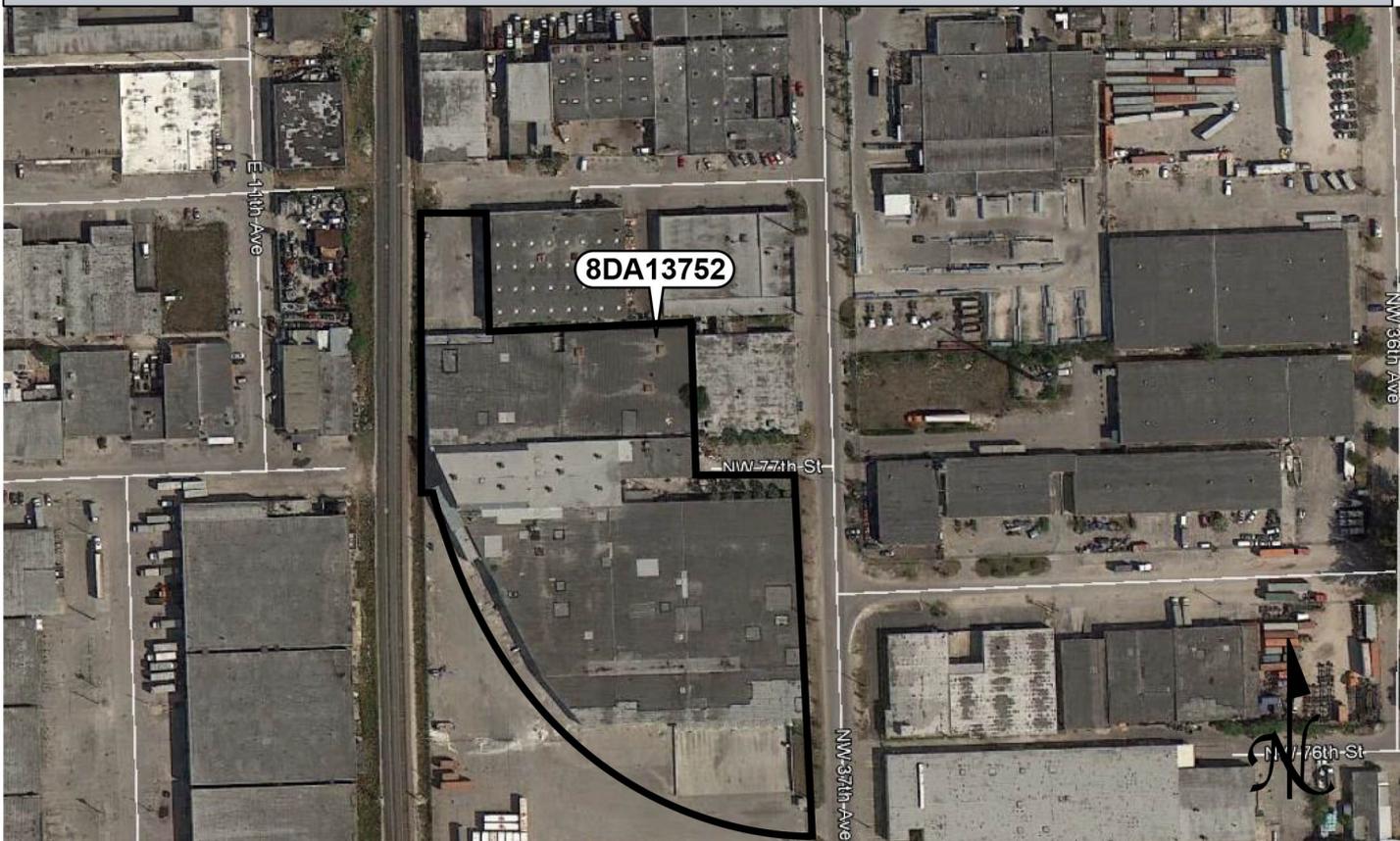
- ① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

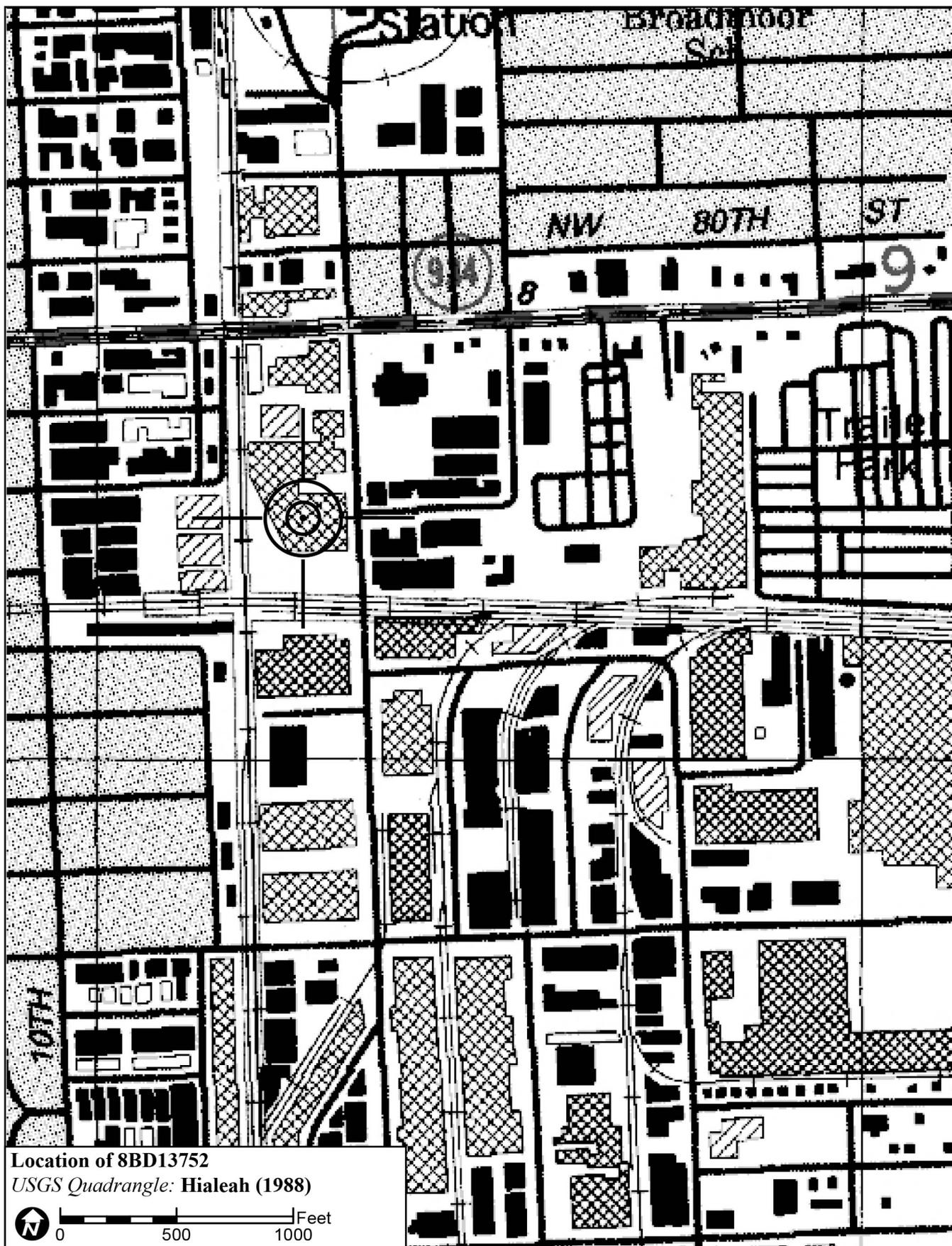
PHOTOGRAPH



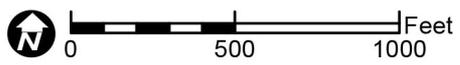
SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD13752
USGS Quadrangle: Hialeah (1988)



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA13753**
Field Date 10-16-2013
Form Date 10-21-2013
Recorder # 7

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Columbia Southern, Inc. Multiple Listing (DHR only) _____
Survey Project Name Tri-Rail Coastal Link Enhancement-Iris NE Conn. Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 7525 Direction NW Street Name 37th Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) NE corner of E 12th Ave and the railroad
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map _____
City / Town (within 3 miles) Miami In City Limits? yes no unknown County _____ Dade
Township 53S Range 41E Section 9 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 30-3109-000-0480 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 574409 Northing 2858456
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1952 approximately year listed or earlier year listed or later
Original Use Factory/Plant/Industrial From (year): 1952 To (year): _____
Current Use Factory/Plant/Industrial From (year): _____ To (year): 2013
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: c. 1990s Nature windows/doors replaced, awnings added
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Masonry Vernacular Exterior Plan Irregular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Metal Fixed 1 and 2 light
Distinguishing Architectural Features (exterior or interior ornaments) textured stucco, awnings, security bars

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) One flat-roof, concrete block garage/workshop building to the east on the same parcel.

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	_____	Init.	_____
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	_____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. ___ Chimney Material(s): 1. ___ 2. ___
Structural System(s): 1. Concrete block 2. ___ 3. ___
Foundation Type(s): 1. Slab 2. ___
Foundation Material(s): 1. Concrete, Generic 2. ___
Main Entrance (stylistic details) N end of W side, metal/glass commercial door with security bars underneath fabric awning
Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): []excellent [x]good []fair []deteriorated []ruinous
Narrative Description of Resource This Masonry Vernacular building has a simple form and little ornamentation. There are multiple overhead doors located on the north side.

Archaeological Remains ___ []Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

- [x]FMSF record search (sites/surveys) []library research []building permits []Sanborn maps
[]FL State Archives/photo collection []city directory []occupant/owner interview []plat maps
[x]property appraiser / tax records []newspaper files []neighbor interview []Public Lands Survey (DEP)
[x]cultural resource survey (CRAS) []historic photos []interior inspection []HABS/HAER record search
[x]other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? []yes [x]no []insufficient information
Appears to meet the criteria for National Register listing as part of a district? []yes [x]no []insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This Masonry Vernacular building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.
Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. ___ 3. ___ 5. ___
2. ___ 4. ___ 6. ___

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type Field notes Maintaining organization Janus Research
Document description ___ File or accession #'s ___
2) Document type Field maps Maintaining organization Janus Research
Document description ___ File or accession #'s ___

RECORDER INFORMATION

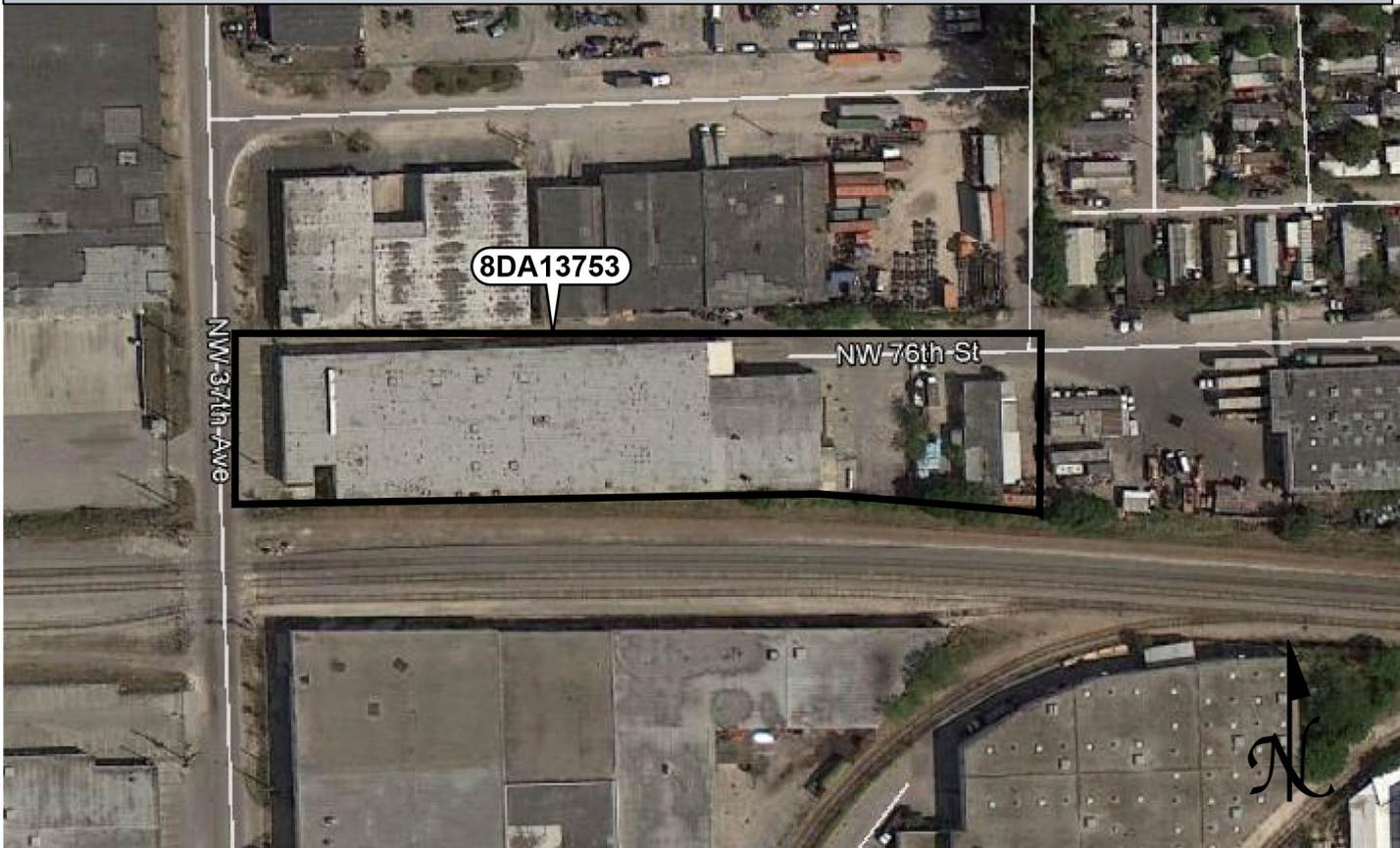
Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

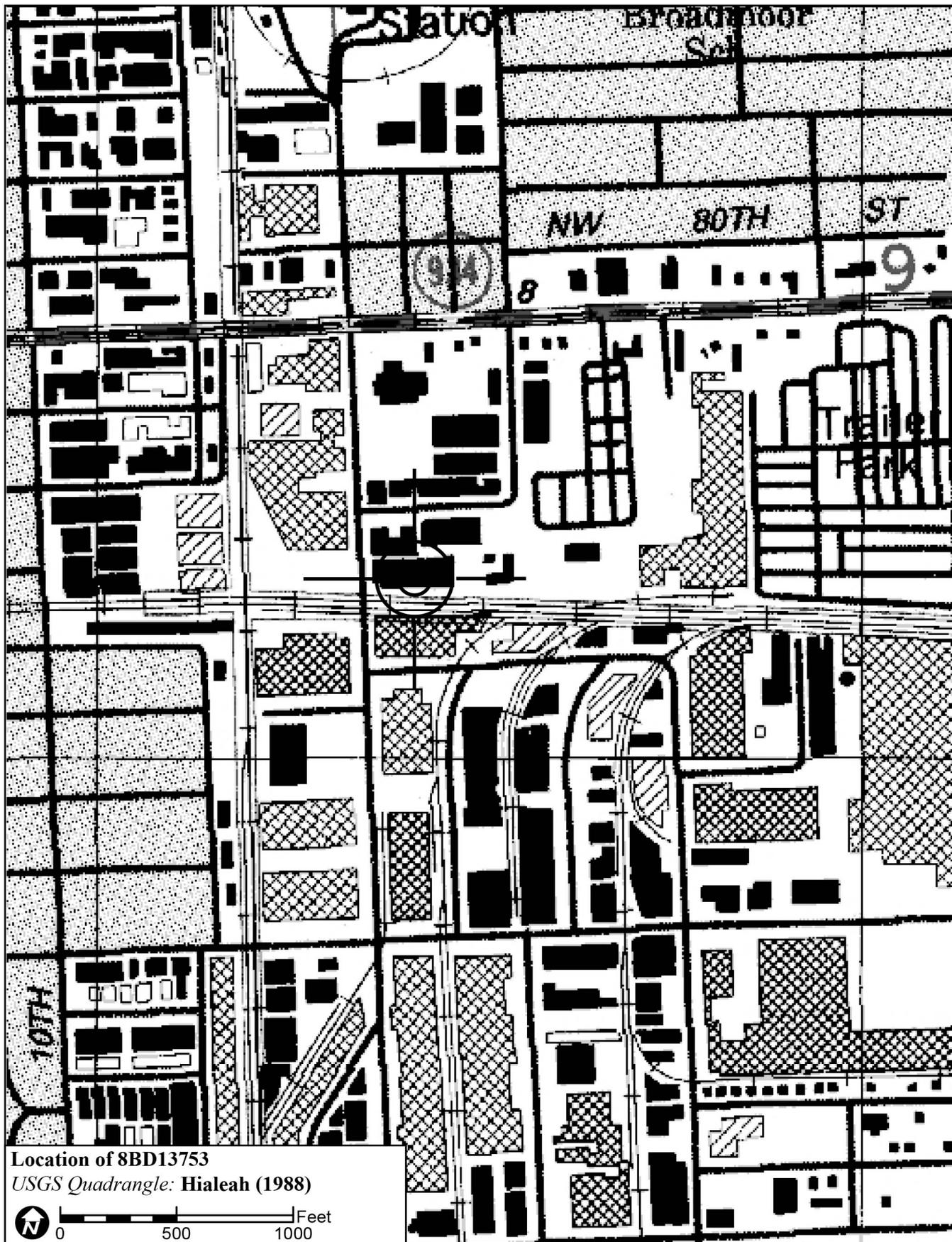
PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



Location of 8BD13753
USGS Quadrangle: Hialeah (1988)

Appendix B:
Survey Log Sheet

Ent D (FMSF only) _____



Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Identification and Bibliographic Information

Survey Project (name and project phase) CRAS of SFRC Phase 1B - IRIS NE Connection

Report Title (exactly as on title page) Cultural Resource Assessment Survey of the South Florida Freight and Passenger Rail Enhancement Study, Phase 1B - IRIS NE Connection; FPID: 433514-1, Miami-Dade County, Florida

Report Authors (as on title page, last names first) 1. Janus Research 3. _____
2. _____ 4. _____

Publication Date (year) 2013 Total Number of Pages in Report (count text, figures, tables, not site forms) 53

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
Janus Research, 1107 N. Ward Street, Tampa FL 33607

Supervisors of Fieldwork (even if same as author) Names Streelman, Amy and Pepe, James

Affiliation of Fieldworkers: Organization Janus Research City Tampa

Key Words/Phrases (Don't use county name, or common words like *archaeology, structure, survey, architecture, etc.*)

1. Rail Enhancement Study 3. Phase 1B 5. _____ 7. _____
2. IRIS 4. IRIS NE Connection 6. _____ 8. _____

Survey Sponsors (corporation, government unit, organization or person directly funding fieldwork)

Name FDOT - District 4 Organization Florida Dept of Transportation - District 4

Address/Phone/E-mail 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309-3421

Recorder of Log Sheet Janus Research Date Log Sheet Completed 11-5-2013

Is this survey or project a continuation of a previous project? No Yes: Previous survey #s (FMSF only) _____

Mapping

Counties (List each one in which field survey was done; attach additional sheet if necessary)

1. Dade 3. _____ 5. _____
2. _____ 4. _____ 6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)

1. Name HIALEAH Year 1988 4. Name _____ Year _____
2. Name _____ Year _____ 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Description of Survey Area

Dates for Fieldwork: Start 10-16-2013 End 10-16-2013 Total Area Surveyed (fill in one) _____ hectares 20 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: _____ meters _____ feet Length: _____ kilometers _____ miles

Research and Field Methods

Types of Survey (check all that apply): archaeological architectural historical/archival underwater
damage assessment monitoring report other(describe): _____

Scope/Intensity/Procedures Pedestrian survey of the study area for archaeological resources. CRAS documentation of historic resources within the project APE for architectural survey.

Preliminary Methods (check as many as apply to the project as a whole)

Florida Archives (Gray Building) library research- local public local property or tax records other historic maps
Florida Photo Archives (Gray Building) library-special collection - nonlocal newspaper files soils maps or data
Site File property search Public Lands Survey (maps at DEP) literature search windshield survey
Site File survey search local informant(s) Sanborn Insurance maps aerial photography
other (describe): Janus Library

Archaeological Methods (check as many as apply to the project as a whole)

Check here if NO archaeological methods were used.
surface collection, controlled shovel test-other screen size block excavation (at least 2x2 m)
surface collection, uncontrolled water screen soil resistivity
shovel test-1/4" screen posthole tests magnetometer
shovel test-1/8" screen auger tests side scan sonar
shovel test 1/16" screen coring pedestrian survey
shovel test-unscreened test excavation (at least 1x2 m) unknown
other (describe): Pedestrian Survey

Historical/Architectural Methods (check as many as apply to the project as a whole)

Check here if NO historical/architectural methods were used.
building permits demolition permits neighbor interview subdivision maps
commercial permits exposed ground inspected occupant interview tax records
interior documentation local property records occupation permits unknown
other (describe): Cultural Resource Survey

Survey Results (cultural resources recorded)

Site Significance Evaluated? Yes No
Count of Previously Recorded Sites 3 Count of Newly Recorded Sites 4
Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8". Attach additional pages if necessary.) DA6528, DA6529, DA11416

Newly Recorded Site #'s (Are all originals and not updates? List site #'s without "8". Attach additional pages if necessary.) DA13750-DA13753

Site Forms Used: Site File Paper Form Site File Electronic Recording Form

REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPY OF USGS 1:24,000 MAP(S)

SHPO USE ONLY SHPO USE ONLY SHPO USE ONLY
Origin of Report: 872 CARL UW 1A32 # _____ Academic Contract Avocational
Grant Project # _____ Compliance Review: CRAT # _____
Type of Document: Archaeological Survey Historical/Architectural Survey Marine Survey Cell Tower CRAS Monitoring Report
Overview Excavation Report Multi-Site Excavation Report Structure Detailed Report Library, Hist. or Archival Doc
MPS MRA TG Other: _____
Document Destination: _____ Plotability: _____



Survey Log

- Historic APE
- Proposed ROW
- New Track

USGS Quadrangle Map:
Hialeah (1988) and Miami (1988)



0 250 Feet