

VI. HISTORIC CONTEXT AND STATEMENT OF SIGNIFICANCE

Historic Context

Guidelines provided by the National Park Service within [National Register Bulletin 16A](#) provides a definition:

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

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

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

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

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

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

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

Statement of Significance

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

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

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

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

Pre-Development (Prior to the 19th Century)

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

Pioneer Settlement (1910-1944)

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

Post War (1945-1961)

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

Developmental History of Sailboat Bend--Prehistory

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

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

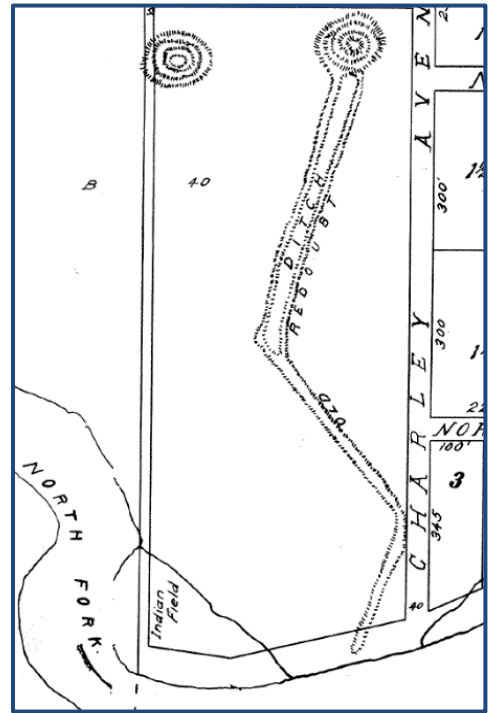


Figure 4: Original Town of Ft Lauderdale Survey⁶

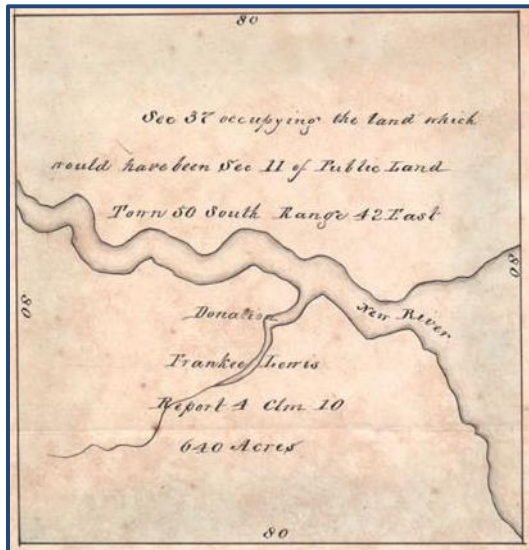


Figure 5: Frankee Lewis Donation⁹

Territorial Florida

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

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

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

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

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

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

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

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



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

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

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

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

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

¹⁴ Ibid.

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

The Seminole Wars

On January 6, 1836, Seminole Indians attacked William Cooley's family, killing his wife, three children, and the children's tutor – Joseph Flinton.¹⁶ Cooley was not at home at the time as he was salvaging a Spanish shipwreck, the "Gil Blas", in Indian Key. Following the massacre of his family, Cooley became a temporary keeper at the Cape Florida Lighthouse (Dade County) and in March of the same year was named Justice of the Peace and Auctioneer (for shipwrecks) for then Dade County.¹⁷ Dade County was named for Major Francis Dade who fought and was killed in the Second Seminole War. In 1997 voters renamed the county "Miami-Dade" so as to acknowledge the prominence of the City of Miami.

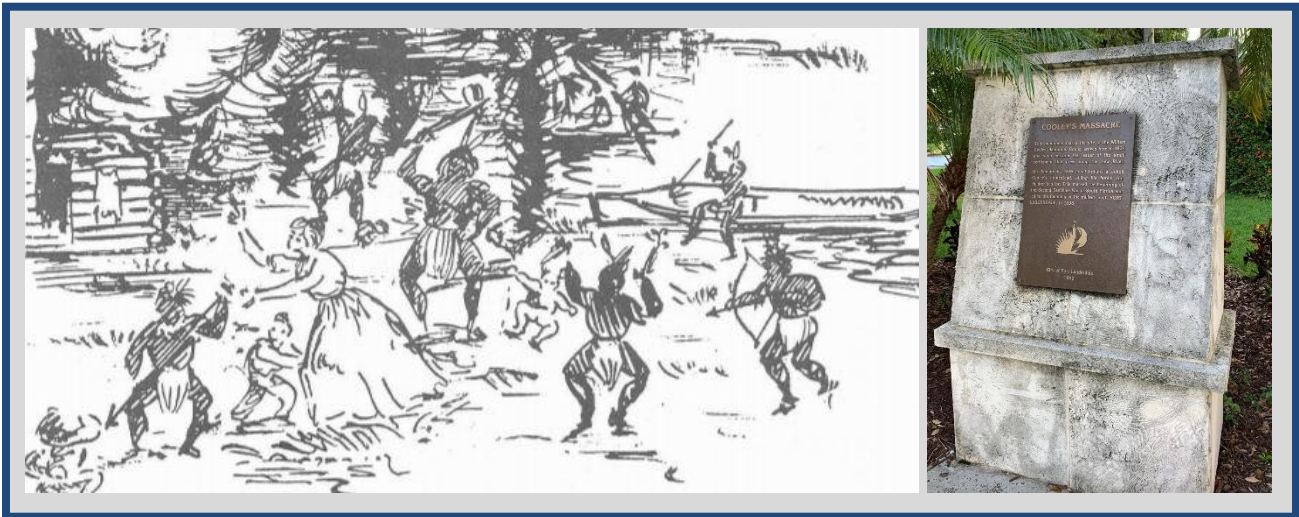


Figure 7: An early depiction of the Cooley Family massacre reflecting the animus between the settlers and the Native Americans at the time¹⁸

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

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

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

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

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

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

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

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

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

Pioneer Settlement

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

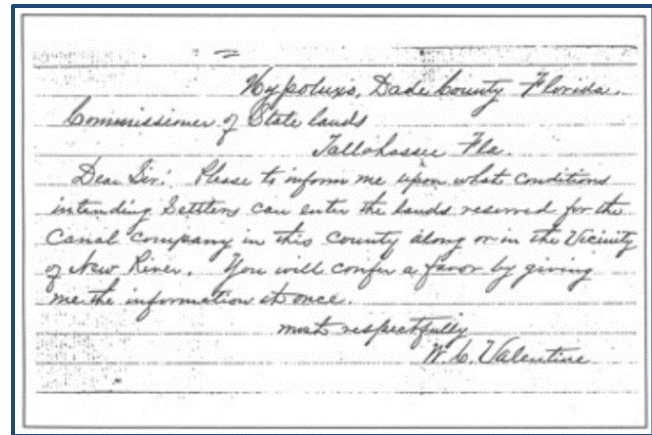


Figure 9: Early Correspondence from W.C. Valentine²⁴

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

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

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

²² Ibid.

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

²⁴ Ibid.

²⁵ Ibid.

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

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



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

The Railroad Arrives

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

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

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

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

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

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

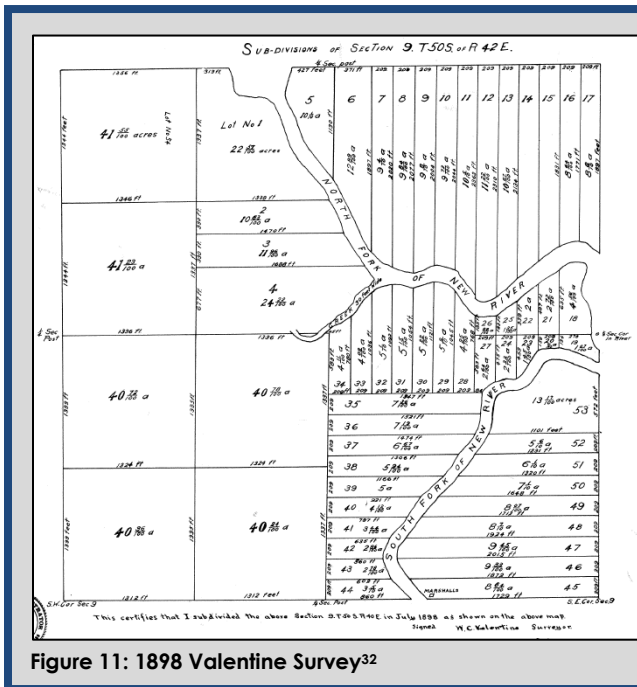


Figure 11: 1898 Valentine Survey³²

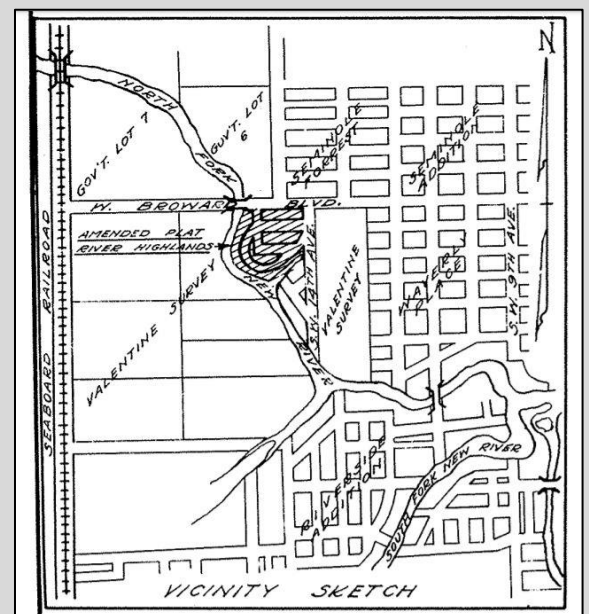


Figure 12: Vicinity Sketch for River Highlands Subdivision

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

²⁹ Scott, Patrick. "Early History of Fort Lauderdale," Fort Lauderdale Historical Society Archives. 2018.
³⁰ Herriott Landers, Helen. "West Side School: 86 Years of Serving Broward County." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 29, No. 1 (2009). P. 38-41.
³¹ Dillon, Jr., Rodney E. and Joe Knetsch. "Forgotten Pioneer: Legacy of Captain William C. Valentine." *Broward Legacy*. Broward County Historical Commission. Fort Lauderdale, Florida. Volume 17, No. 1-2 (Winter/Spring 1994). P.39-45.
³² 1898 William C. Valentine plat of Sub-divisions of Section 9, Township 50 South of Range 42 East.

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

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

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

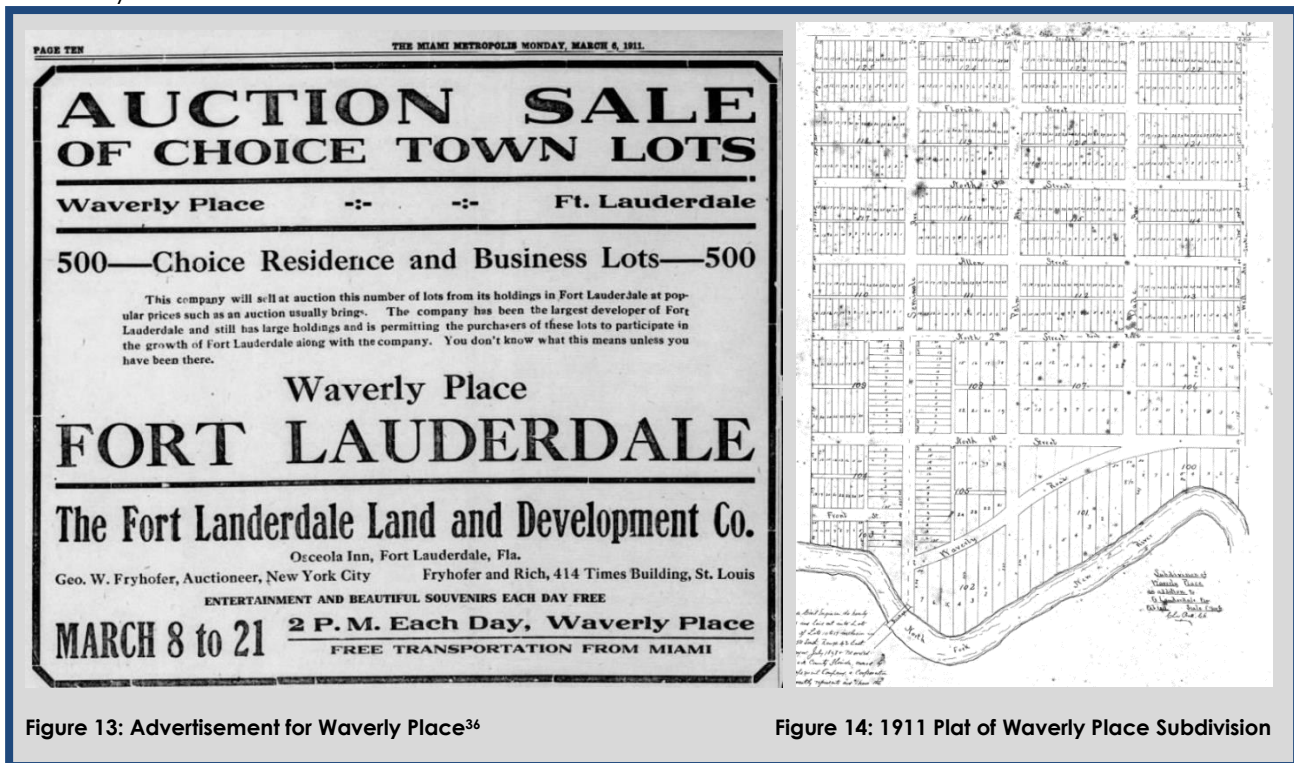


Figure 13: Advertisement for Waverly Place³⁶

Figure 14: 1911 Plat of Waverly Place Subdivision

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

³⁴ Ibid.

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

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

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

Early Residents

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



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

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

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

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

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

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

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



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

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

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

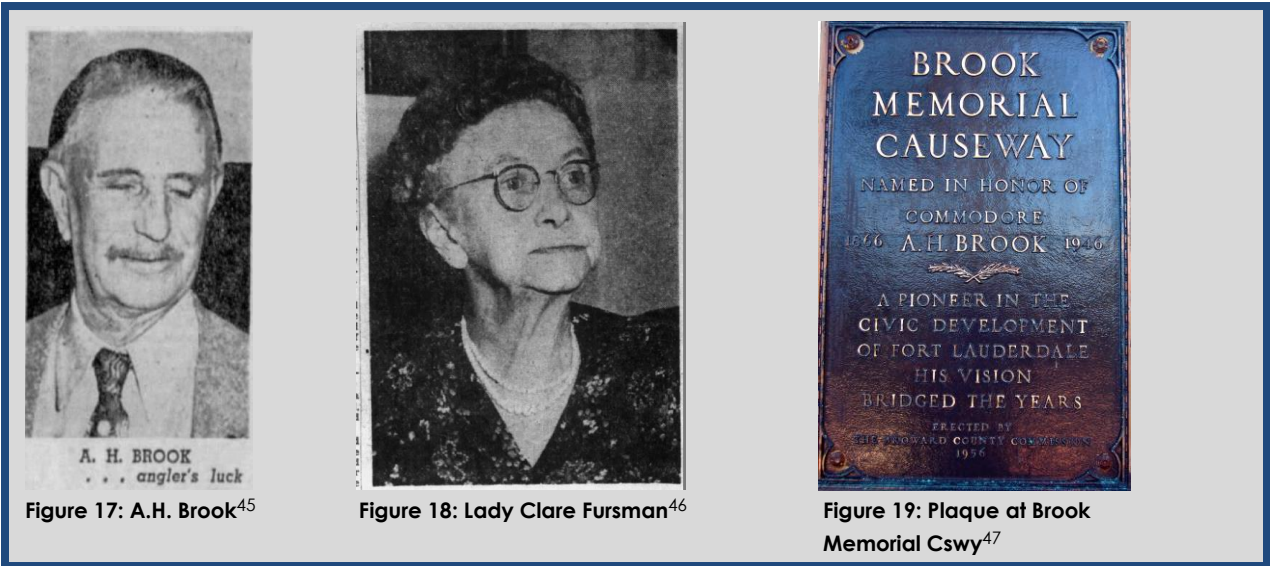
⁴¹ Ibid.

⁴² Ibid.

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

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

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



Other early notable residents residing in the SBHD include:

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

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

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

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

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

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

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

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

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

Development Boom

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



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

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

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

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

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

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

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



Figure 21: West Side School in 1923 ⁵⁰



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

Figure 22: Advertisement for River Highlands⁵¹

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

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

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

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

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



Figure 23: Historic Photo of Fire Station #3⁵⁵

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

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

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

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

⁵⁴ Ibid.

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

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

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

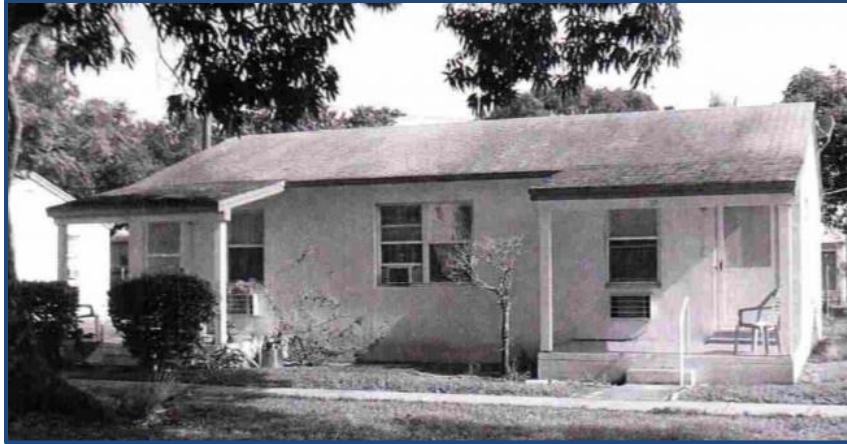


Figure 24: Photo from Florida Master Site File Historic Structure Form for BD4505 (Building Type A)

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

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

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

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

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

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

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

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

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

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

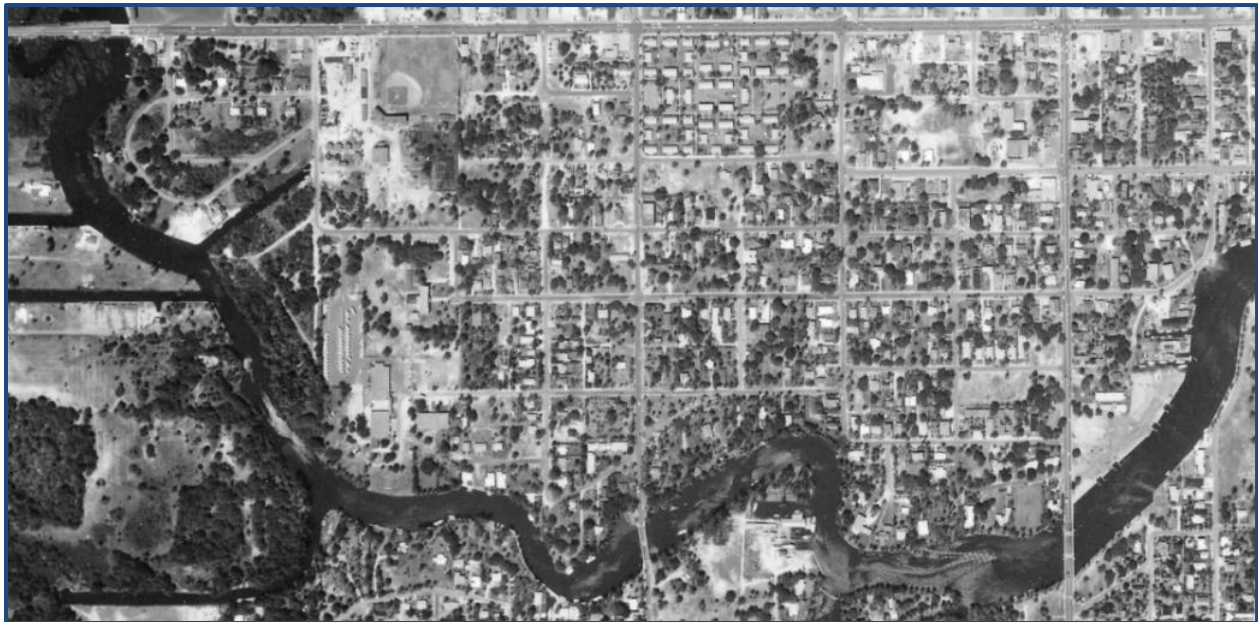


Figure 25: Aerial photograph of Sailboat Bend Historic District in 1957⁶¹

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

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

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

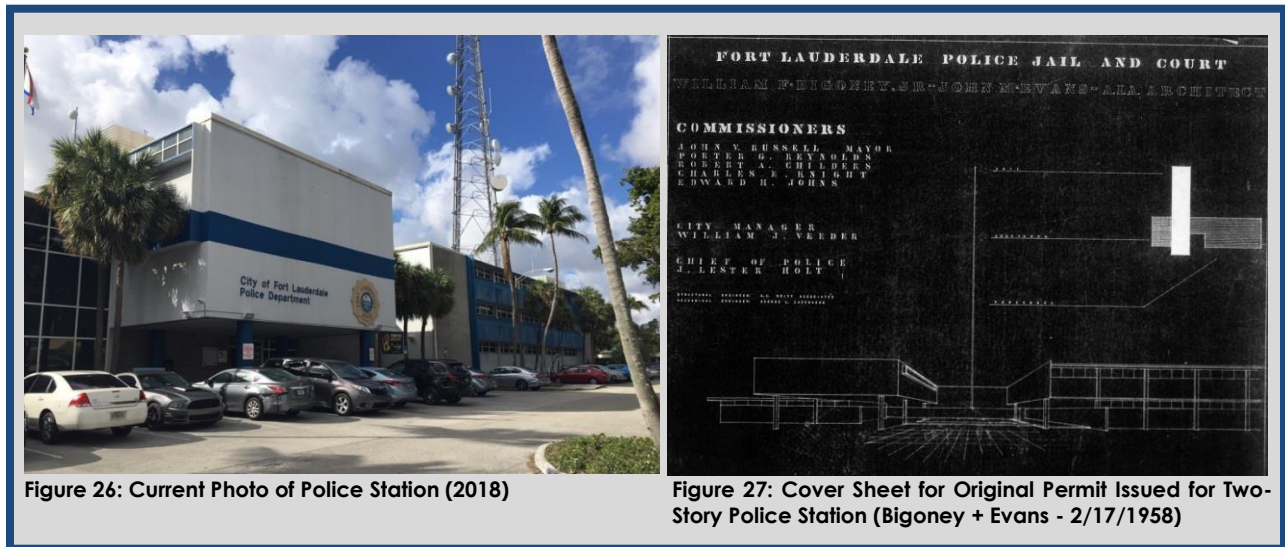


Figure 26: Current Photo of Police Station (2018)

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

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

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