CULTURAL RESOURCE ASSESSMENT SURVEY

Florida Department of Transportation

District One

State Road (SR) 70 Project Development and Environment (PD&E) Study

W. of SR 31 to SE Highlands County Line Rd.

DeSoto County, Florida

Financial Management Number: 451942-1-22-01

ETDM Number: 14569

Date: September 2025

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

CULTURAL RESOURCE ASSESSMENT SURVEY PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

REVISED

STATE ROAD (SR) 70 FROM WEST OF SR 31 TO SOUTHEAST HIGHLANDS COUNTY LINE ROAD, DESOTO COUNTY, FLORIDA

Financial Project Identification No.: 451942-1-22-01
Project Number: 1502-018-P
ETDM No.: 14569

Prepared for:

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September 2025

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed widening of approximately 16.7 miles of State Road (SR) 70 from west of SR 31 to SE Highlands County Line Road in unincorporated DeSoto County, Florida.

The proposed action is to increase the address traffic safety conditions of the existing two-lane undivided roadway by widening it to a four-lane divided roadway, with the inclusion of safety and operational improvements as needed to accomplish the project Purpose and Need. The project will include the construction of wildlife crossing features, roadway signing and pavement markings, and stormwater management facilities including treatment ponds and floodplain compensation sites. The project's proposed stormwater treatment ponds and floodplain compensation sites will be documented in a separate report.

The Area of Potential Effects (APE) for archaeology consists of the existing right-of-way (ROW) containing the improvements and the APE for historic resources consists of the existing ROW and adjacent parcels up to 200 feet (ft) (61 meters [m]).

As a component of this PD&E Study, a Cultural Resource Assessment Survey (CRAS) report was prepared to identify and document any historical resources within the APE, evaluate them for listing in the National Register of Historic Places (NRHP) criteria in 36 Code of Federal Regulations (CFR) 60, National Historic Preservation Act (NHPA) of 1966, as amended. That CRAS was submitted to the Florida Division of Historical Resources (DHR) April 2025 and received concurrence on May 12, 2025. In July 2025, a Section 106 Case Study was also completed to evaluate potential adverse effects to NRHP eligible Old SR 18/Mahon Avenue (8DE00828). This report revises the April 2025 CRAS in order to assess project effects to significant resources.

As a result of the CRAS, three historical structures (8DE00829–8DE00831), four resource groups (8DE00382, 8DE00828, 8DE00858, and 8DE01154/8HG01306), and one historic bridge (8DE00859) previously recorded within the APE were identified. Archaeological survey methods included pedestrian survey throughout the APE and subsurface testing in the form of shovel test pits (STPs) at 25-m (82 ft), 50-m (164 ft), and 100-m (328 ft) intervals based on probability within areas of proposed new ground disturbance. During the field survey of the APE, 30 historical elements of the built environment and two archaeological sites were encountered.

Archaeological sites 8DE01218 (Toby's Resort) and 8DE01219 (Mare Branch Lithics) were newly recorded as precontact scatter sites for which the District and the DHR had insufficient information to make an NRHP recommendation for the sites as a whole but the portion within the APE **does not contribute to the potential NRHP eligibility**. Proposed project activities within the site boundaries include reconstructing and widening the roadway with all work proposed within the

existing FDOT ROW. The District recommends that **no adverse effect to sites 8DE01218 and 8DE01219** is posed by the proposed undertaking.

The CRAS documented 30 historical resources, including four previously recorded resource groups (8DE00382, 8DE00828, 8DE00858, and 8DE01154/8HG01306), three previously recorded structures (8DE00829–8DE00831), 22 newly recorded structures (8DE01192–8DE01213), and one previously recorded bridge (8DE00859) within the Historical APE. Two of the previously recorded structures (8DE00829 and 8DE00831) were documented as having been demolished, and their information was updated with the Florida Master Site File (FMSF). The DHR determined that 8DE00830 and 8DE00858 are ineligible for listing in the NRHP and that resources 8DE01192–8DE01195 and 8DE01197–8DE01213 are individually ineligible for listing in the NRHP. The structures were assessed as a group to assess the eligibility of a historic district; however, the District recommended and the DHR concurred that the structures in the context of a group do not meet the eligibility criteria for nomination of a historic district. The majority of these structures are vernacular residential structures built between circa 1922 and circa 1979. One historical bridge (8DE00859) is exempt from Section 106 Review and was not recorded as it meets the requirements of the *2012 Program Comment Issued for Streamlining Section 106 Review of Actions Affecting Post-1945 Concrete and Steel Bridges.* This programmatic agreement establishes that concrete bridges constructed after 1950 are exempt from recording requirements and thus were excluded from documentation.

8DE00382 (Dorr Airfield) is a previously recorded designed historic landscape built circa 1919. As the resource extends beyond the APE, the District and the DHR had **insufficient information** to evaluate 8DE00382 for listing in the NRHP. Previously recorded resources 8DE00448, 8DE00449, 8DE00450, and 8DE00451, which are potentially eligible, are included in resource group 8DE00382. These four individual structures are listed in the FMSF as demolished. The closest of these plotted resources is 288 ft (87.82 m) south of the APE. Proposed project activities adjacent to 8DE00382 consist of widening and reconstruction of SR 70 from two to four lanes. These activities will not diminish the character-defining qualities that may qualify this resource for inclusion in the NRHP, and as such, will have **no effect on 8DE00382**.

8DE00828 (Old SR 18/Mahon Avenue) is a previously recorded linear resource built circa 1915 for which the boundaries were expanded by this survey. The District recommended and the DHR concurred that **8DE00828 remain eligible for listing in the NRHP.** 8DE00828 meets Criterion A in the areas of Transportation and Community Planning and Development. Proposed project activities adjacent to 8DE00828 consist of widening and reconstruction of SR 70 from two to four lanes, drainage improvements, and share use path construction. The July 2025 Section 106 Case Study for this resource found that the preferred alternative will have **an adverse effect to 8DE00828 (Old SR 18/Mahon Avenue) which is unavoidable; mitigation will be provided.** Resource-specific coordination will continue as necessary between the FDOT and DHR through the Section 106 consultation process.

A segment of 8DE01154/8HG01306 (SR 70) was newly recorded as part of the previously recorded linear resource built circa 1959. As the resource extends beyond the APE, the District had **insufficient information** to evaluate 8DE01154/8HG01306 for listing in the NRHPP; on May 29, 2025, the DHR concurred with this determination. Proposed project activities within the boundary of 8DE01154/8HG01306 consist of widening and reconstruction of SR 70 from two to four lanes. These activities are needed in order to improve operational and vehicular safety along the corridor. The activities are not anticipated to diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. The District recommended that **no adverse effect to 8DE01154/8HG01306 (SR 70) is posed by the proposed undertaking.**

8DE01196 (1058-1060 SE Hansel Avenue) was newly recorded as historical structure with Industrial Vernacular style built circa 1945. The District recommended and the DHR concurred that **8DE01196 is eligible for listing in the NRHP under Criterion A and B**. 8DE01196 is eligible under Criterion A for its association to the Fenton Feeder innovation, which had broad implications across the cattle industry, and under Criterion B, for its associations to Carl Fenton, a leader in the agricultural industry as well as the local Arcadia community. Project activities adjacent to 8DE01196 will include milling and resurfacing, generally consistent with current conditions. Therefore, proposed activities are not expected to diminish the character-defining qualities that qualify this resource for inclusion in the NRHP, and as such will have **no adverse effect on 8DE01196**.

Table of Contents

List of Tables ***Page***

List of Figures ***Page***

List of Appendices

1 PROJECT OVERVIEW

1.1 Project Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate options for widening State Road (SR) 70 in DeSoto County. The project limits cover approximately 16.7 miles (mi) (26.9 kilometers [km]) of SR 70 from west of SR 31 (Mile Post [MP] 14.973) to SE Highlands County Line Road (MP 31.763), as needed to accommodate roadway tie-ins. The project is located in Sections 32–36 of Township (T) 37 South (S), Range (R) 25 East (E); Sections 31–36 of T37S, R26E; Sections 31–36 of T37S, R27E; Sections 1–5 of T38S, R25E; Sections 1–6 of T38S, R26E; and Sections 1–6 of T38S, R27E. The project limits are shown in **Figure 1-1**.

The objective of this PD&E study is to evaluate widening the existing two-lane undivided roadway to a four-lane divided roadway. The project will include the construction of shared use paths, wildlife crossing features, roadway signing and pavement markings, and stormwater management facilities including treatment ponds and floodplain compensation sites.

This project has been evaluated for its potential effects on various social, cultural, natural, and physical resources. In addition to resource-specific technical reports produced for this study, the project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project #14569.

Upon completion, this study will meet all requirements of the National Environmental Policy Act of 1969 (NEPA) as administered for the FDOT by the FDOT Office of Environmental Management (OEM) and the requirements of other federal and state laws to qualify the proposed project for federal-aid funding.

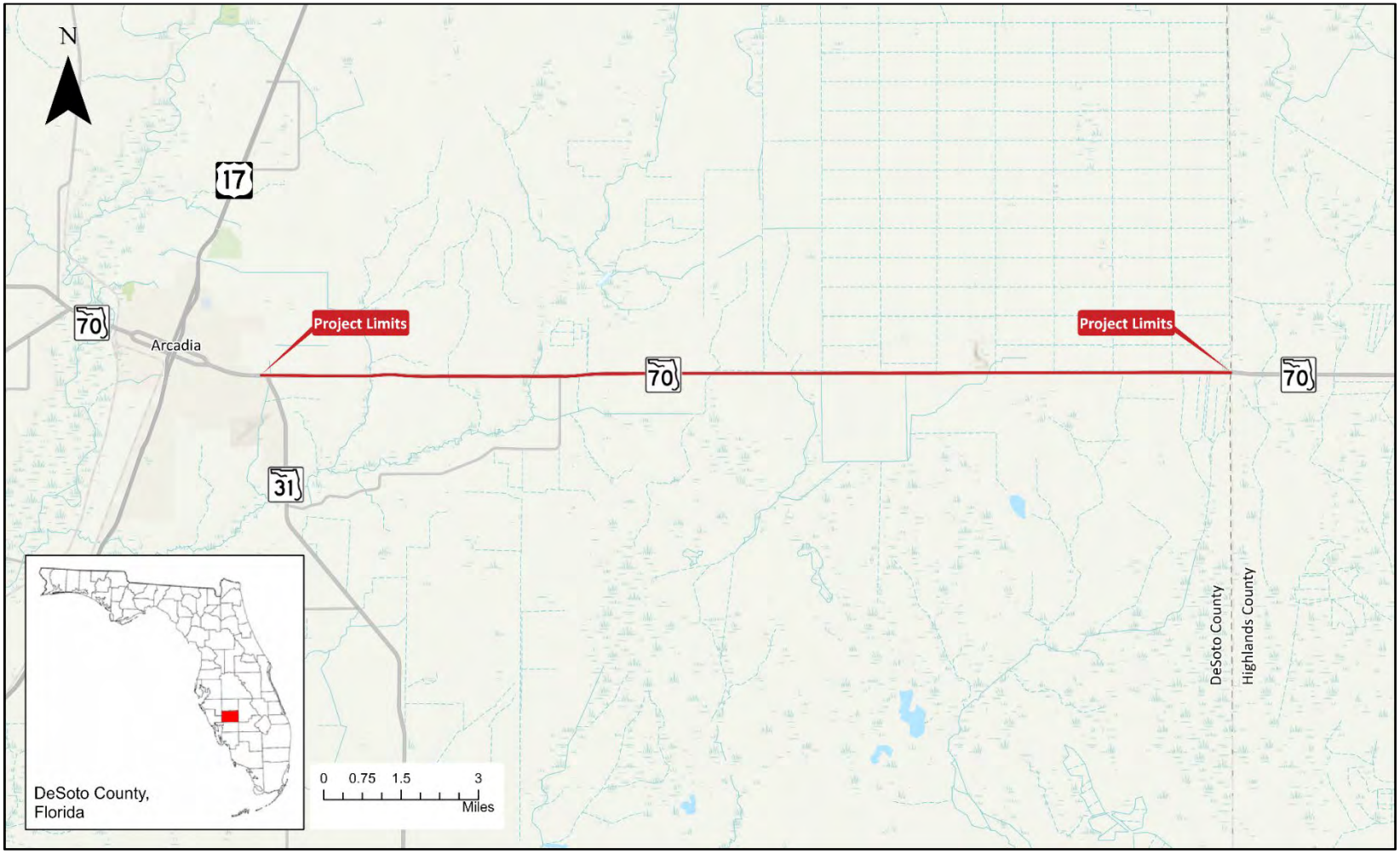
1.2 Purpose and Need

The purpose of this project is to address roadway and traffic safety conditions on SR 70 from west of SR 31 to SE Highlands County Line Road in unincorporated DeSoto County. Other goals of the project are to maintain important east-west connectivity within the regional transportation network and accommodate freight activity within the area.

1.3 Existing Facility

SR 70 is part of Florida's Strategic Intermodal System (SIS) highway network and designated state hurricane evacuation route network. As part of the National Highway System, SR 70 is critical in the transportation network as it facilitates local and regional traffic and the movement of goods/freight. SR 70 is functionally classified as "Rural Principal Arterial – Other" within the project area, and the

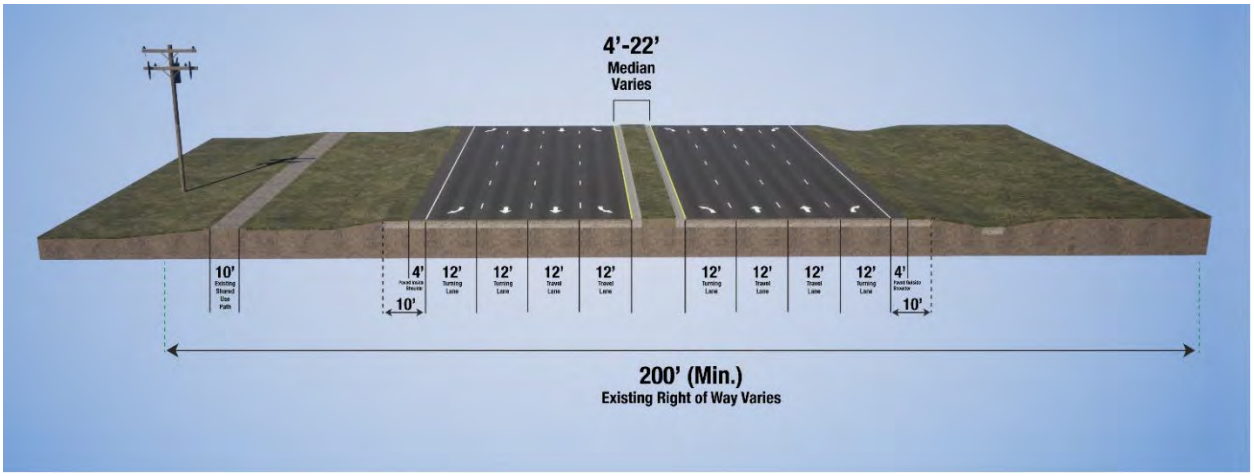
Figure 1-1. Project Location Map.



project segment of the roadway has an existing context classification of C2-Rural. The posted speed limit on the corridor is generally 60 miles per hour (mph) with slower speeds ranging from 40 mph to 55 mph west of SR 31 to west of Townsend Road.

This segment of SR 70 consists of two existing roadway typical sections. From west of SR 31 to west of Townsend Road, SR 70 is a four-lane divided facility with 12-foot travel lanes and ten-foot outside shoulders (four feet paved). The travel lanes are separated by a raised grass median and intermittent right and left turn lanes. A portion of a ten-foot shared-use path is present on the northern side of the roadway, extending from west of SR 31 to west of SE Townsend Road (**Figure 1-2**). No designated bicycle lanes are present on either side of the facility.

Figure 1-2. Existing SR 70 Roadway Typical Section from west of SR 31 to west of Townsend Road.



From west of Townsend Road to SE Highlands County Line Road, SR 70 becomes a two-lane undivided facility with 12-foot travel lanes and 12-foot outside shoulders (five feet paved) (**Figure 1-3**). There is no shared use path and no designated bicycle facilities along this portion.

The existing typical section for the SR 70 bridges over Whidden Creek (aka Mare Branch) and Joshua Creek consists of two 12-foot travel lanes with guardrail and traffic railings (**Figure 1-4**). There is no shared use path and no designated bicycle facilities at these locations.

Existing right-of-way along the project portion of SR 70 is generally 200 feet in width, but ranges from approximately 180 feet to 220 feet in width from west of SR 31 to CR 760, and from 200 feet to 350 feet in width from CR 760 to SE Highlands County Line Road; it is generally wider to the north than south along the eastern end.

Figure 1-3. Existing SR 70 Roadway Typical Section from west of Townsend Road to SE Highlands County Line Road.

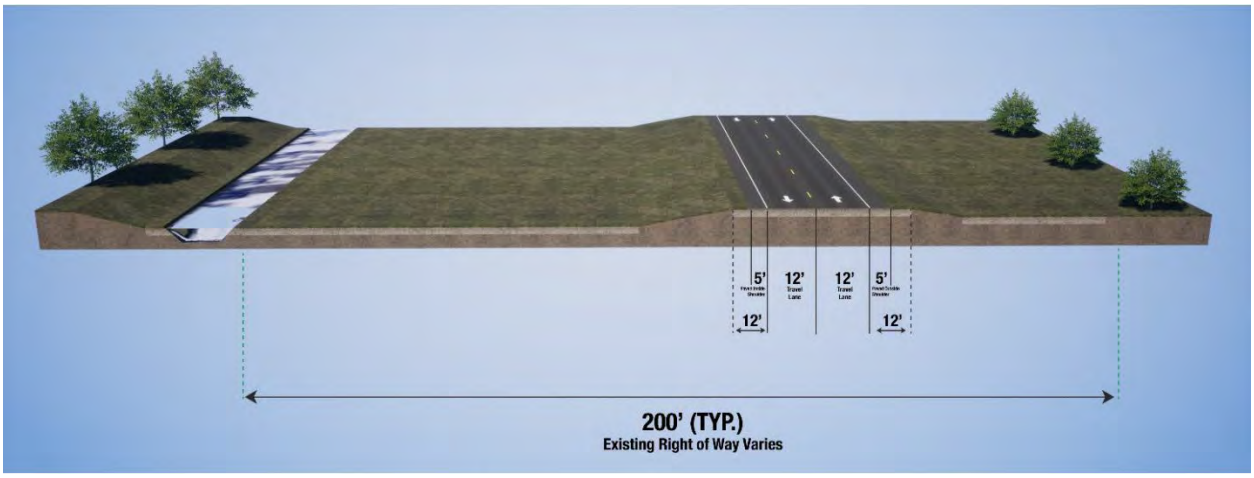
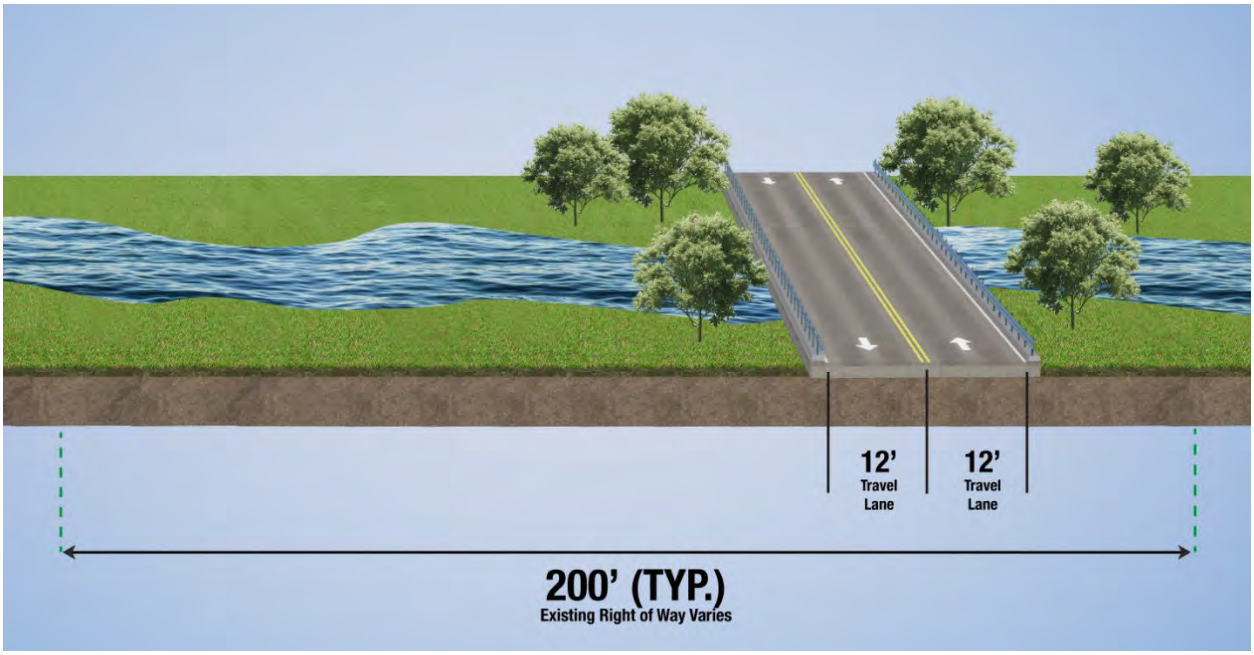


Figure 1-4. Typical Section for Existing Bridges Over Whidden Creek and Joshua Creek.



There are two bridges and five concrete bridge culverts along the corridor where lakes, streams, or wetlands intersect with the roadway. In addition, there are seven smaller concrete box culverts located along the project area. The two bridges and five concrete bridge culverts are as follows:

- SR 70 Concrete Bridge:
  - SR 70 over Whidden Creek (No. 040024)
  - SR 70 over Joshua Creek (No. 040027)
- SR 70 Concrete Bridge Culvert:

- SR 70 over Tiger Bay (No. 040031)
- SR 70 over Mossy Gully (No. 040032)
- SR 70 over DCI Canal (No. 040033)
- SR 70 over Long Point Marsh (No. 040037)
- SR 70 over Parker Creek (No. 040940)

Chronicle Heritage assessed each bridge and bridge culvert's age and character and determined they meet the requirements of *2012 Program Comment Issued for Streamlining Section 106 Review of Actions Affecting Post-1945 Concrete and Steel Bridges,* and therefore do not require documentation. A full discussion of the existing roadway conditions can be found in the Preliminary Engineering Report (PER), prepared under separate cover.

1.4 Proposed Improvements

To meet the Purpose and Need, the Preferred Alternative will widen SR 70 from two to four lanes throughout the study limits. The Preferred Alternative includes milling and resurfacing portions of the existing roadway, along with construction of the westbound lanes to the north of the existing travel lanes.

From west of SR 31 to east of Siesta Boulevard, the Preferred Alternative will mill and resurface the existing roadway and shared use path, as consistent with **Figure 1-2.**

The Preferred Alternative from east of Siesta Boulevard to west of Joshua Creek (Error! Reference source not found.) generally consists of four 12-foot travel lanes, a 40-foot width median that includes eight-foot inside shoulders (four-foot paved), and ten-foot outside shoulders (five-foot paved). Improvements proposed within these limits will primarily consist of intermittent milling and resurfacing and widening/ reconstruction of the existing lanes as the new eastbound lanes and widening/new construction of the new westbound lanes. A new ten-foot shared use path will be constructed adjacent to the northern right-of-way (ROW) line from the Toby's RV Resort entrance to the new westbound bridge over Joshua Creek.

The Preferred Alternative for the bridges over Whidden Creek and Joshua Creek (**Figure 1-6**) include four twelve-foot travel lanes (two in each direction) with six-foot paved inside shoulders and ten-foot paved outside shoulders. Concrete barriers would be implemented on both shoulders. The westbound bridge will have a fourteen-foot shared use path with a concrete barrier separating pedestrian and bicycle users from the travel lane and a railing at the outside edge of the bridge. At Joshua Creek, the shared use path will switch from the north to the south side of SR 70 via a bicycle and pedestrian underpass under the reconstructed SR 70 bridges over Joshua Creek.

Figure 1-5. SR 70 Preferred Alternative from west of SR 31 to west of Joshua Creek.

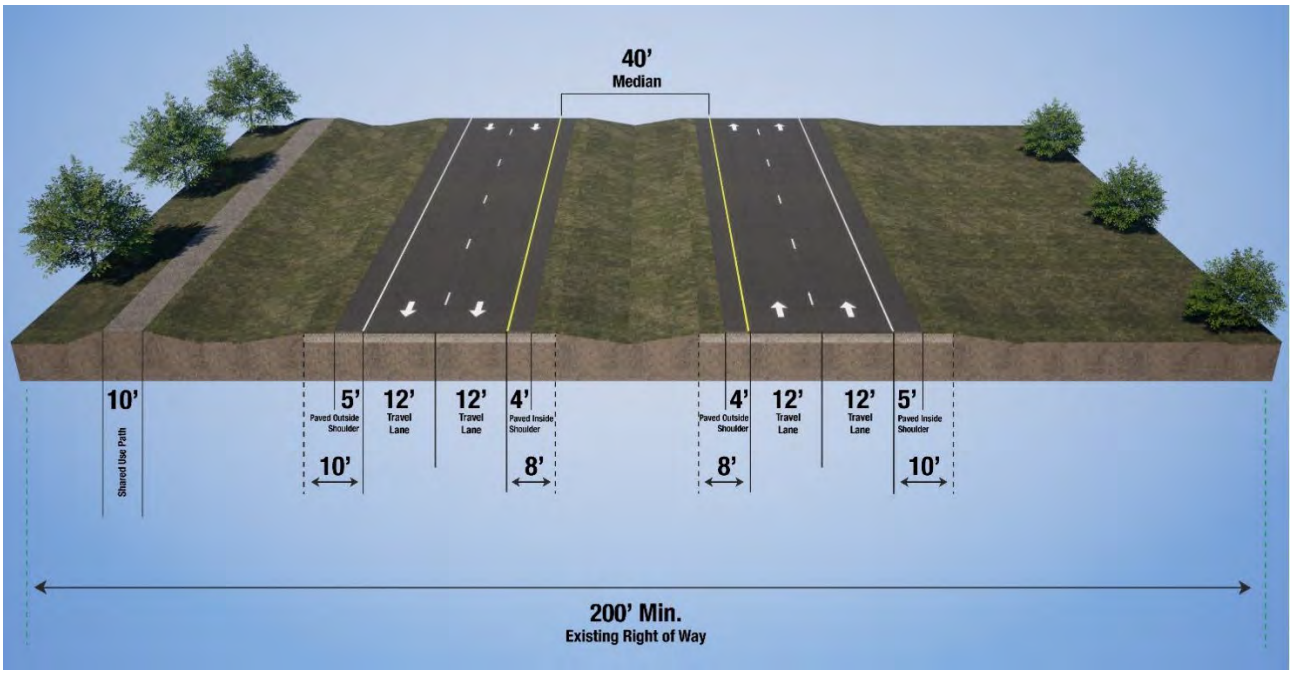
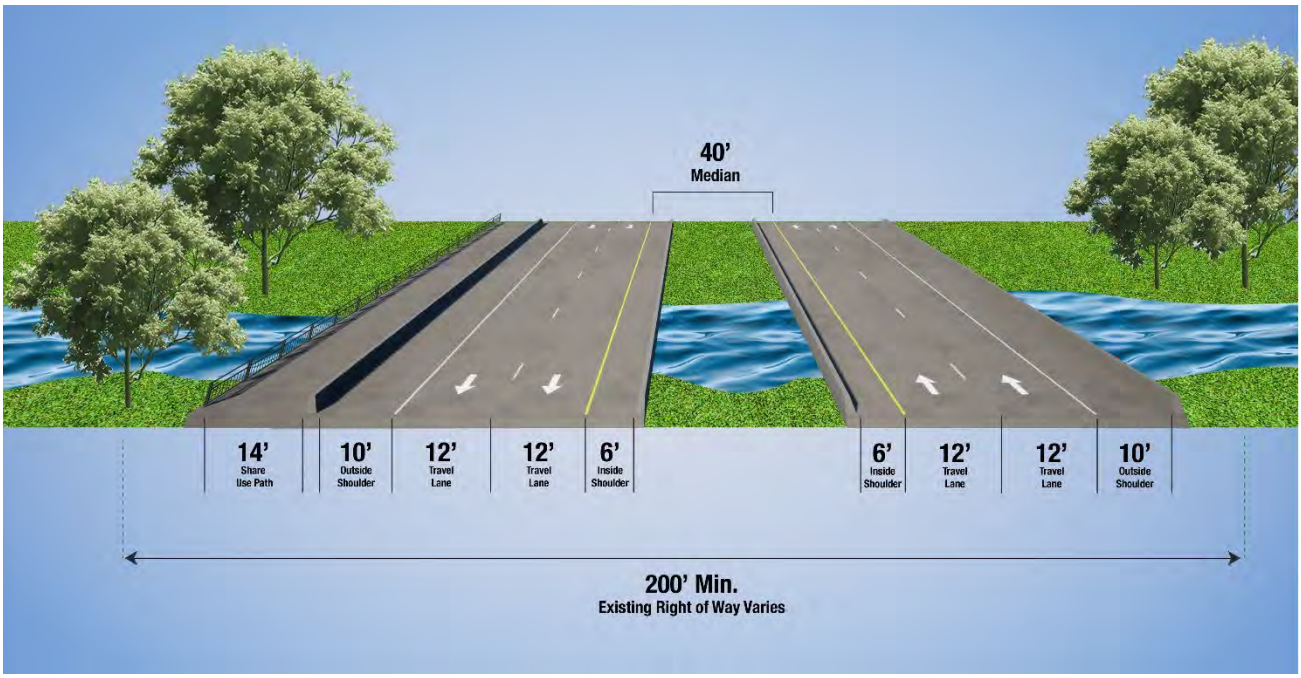


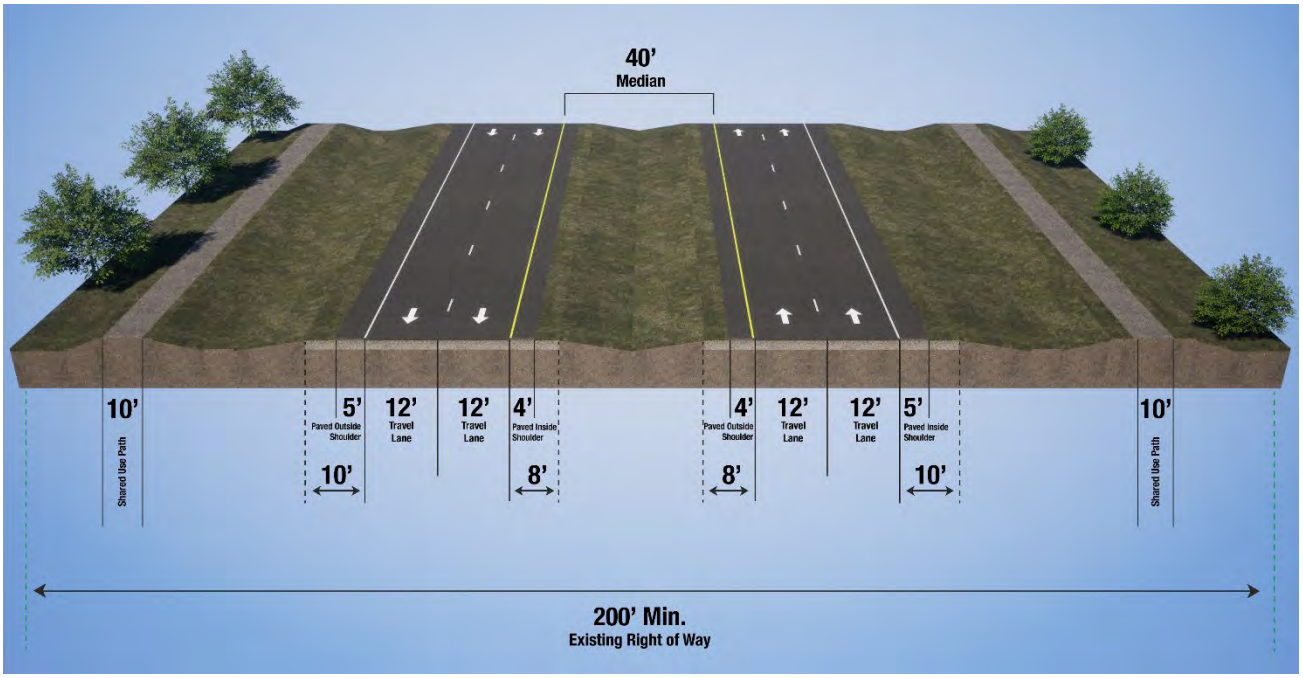
Figure 1-6. Preferred Alternative for SR 70 Bridges Over Whidden Creek and Joshua Creek.



The Preferred Alternative east of Joshua Creek to CR 760 (**Figure 1-7**) features the construction of new westbound lanes to the north of the existing lanes, consisting of four twelve-foot travel lanes (two in each direction) with an open median of 40 feet that includes eight-foot inside shoulders (four-foot paved), and ten-foot outside shoulders (five-foot paved). Between Joshua

Creek and CR 760 two new ten-foot shared use paths will be constructed adjacent to both the northern and southern ROW lines. Along the north side of SR 70, the shared use path will end opposite the CR 760 intersection, while the shared use path adjacent to the southern ROW line will continue eastward.

Figure 1-7. SR 70 Preferred Alternative from east of Joshua Creek to CR 760.



The Preferred Alternative from CR 760 to SE Highlands County Line Road (**Figure 1-8**) features the construction of new westbound lanes to the north of the existing lanes, consisting of four twelve-foot travel lanes (two in each direction) with an open median of 40 feet that includes eight-foot inside shoulders (four-foot paved) and ten-foot outside shoulders (five-foot paved). A guardrail will be constructed adjacent to the westbound lanes and existing canal.

Between CR 760 and SE Highlands County Line Road, SR 70 has five additional bridge culvert crossings at Tiger Bay, Mossy Gully, DCI Canal, Long Point Marsh, and Parker Creek. The Preferred Alternative proposes new bridges (**Figure 1-9**) at each of these locations, including four twelve-foot travel lanes (two in each direction) with six-foot paved inside shoulders and ten-foot paved outside shoulders. Concrete barriers would be implemented on both shoulders. The eastbound bridge will have a fourteen-foot shared use path with a concrete barrier separating pedestrian and bicycle users from the travel lane and a railing at the outside edge of the bridge.

The project will include the construction of wildlife crossing features at the seven major bridge crossings, roadway signing and pavement markings, and stormwater management facilities including treatment ponds and floodplain compensation sites. The Concept Plans have been provided as **Appendix D.**

Figure 1-8. SR 70 Preferred Alternative from CR 760 to SE Highlands County Line Road.

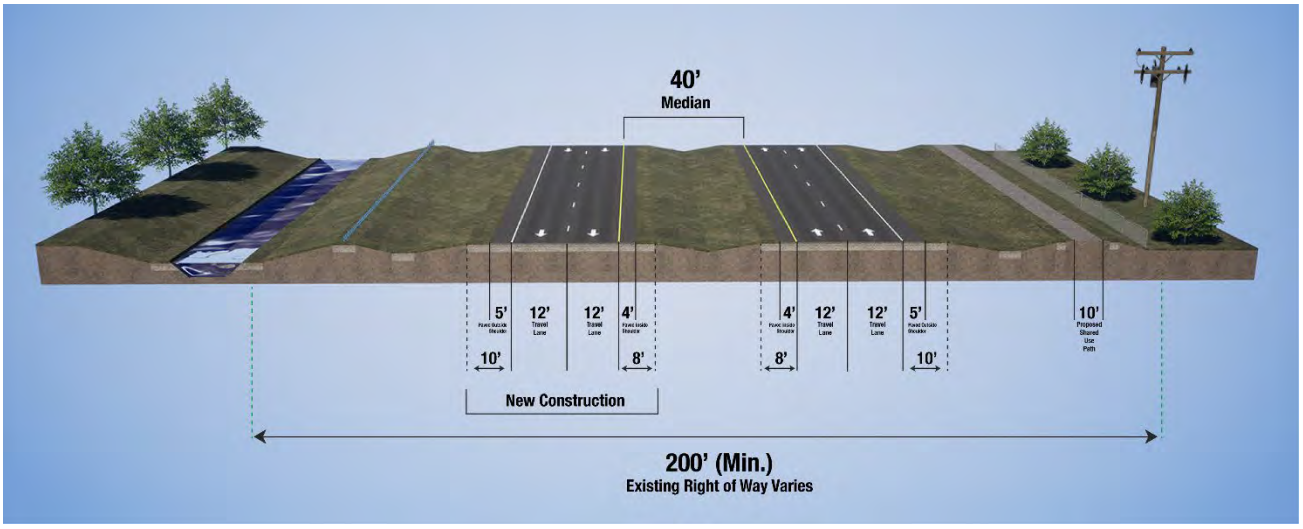
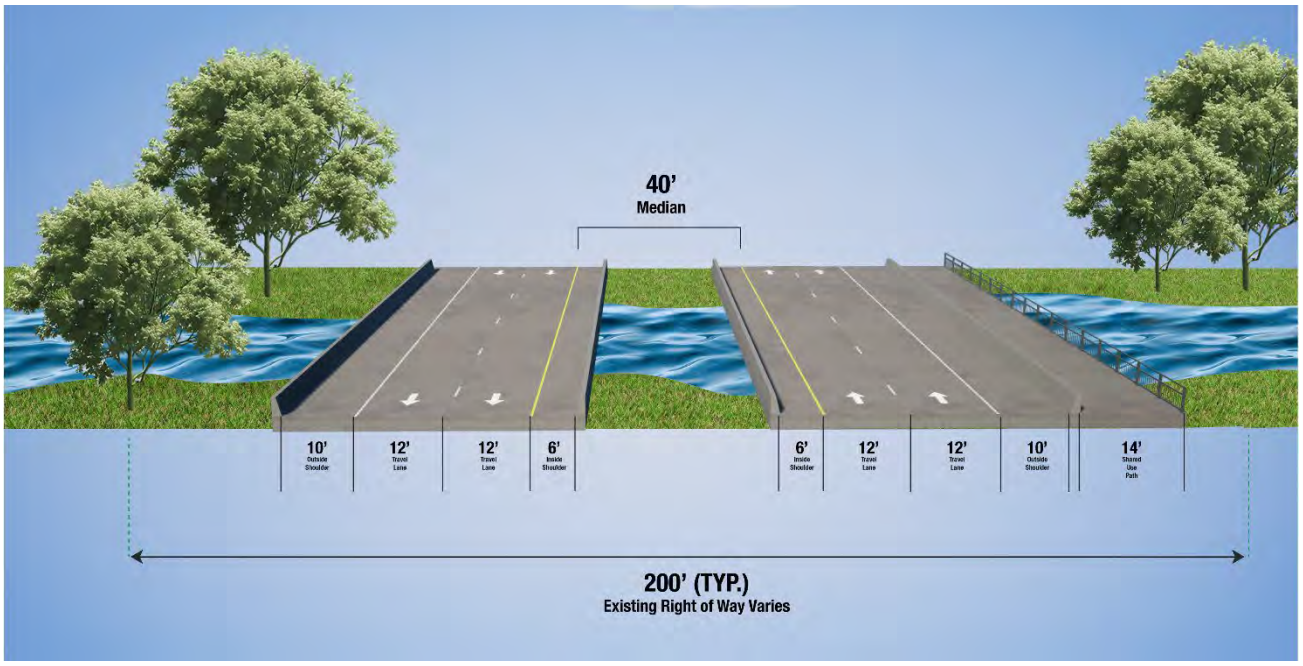


Figure 1-9. Preferred Alternative for SR 70 Bridges from CR 760 to SE Highlands County Line Road.



1.5 Purpose of Report

The FDOT District 1 conducted a CRAS in support of SR 70 PD&E Study in DeSoto and Highlands Counties, Florida (**Figure 1-10** through **Figure 1-13**). It was submitted to the Florida Division of Historical Resources (DHR) in April 2025 and received concurrence on May 12, 2025. In July 2025, a Section 106 Case Study was also completed to evaluate potential adverse effects to NRHP eligible Old SR 18/Mahon Avenue (8DE00828). This current report serves as a revision to the April 2025 CRAS in order to assess project effects to significant resources.

This project is being documented in accordance with the requirements of Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) as federal environmental permits are anticipated, and to maintain eligibility for the use of federal funds for future project phases. Pending available funding, project construction activities are tentatively anticipated to begin late 2026 or early 2027.

The Area of Potential Effects (APE) for archaeology consists of the existing SR 70 mainline ROW containing the improvements and the APE for historic resources consists of the existing ROW and adjacent parcels up to 200 ft (61 meters [m]). All engineering plans are georeferenced for the project to trace and digitize the APE.

The purpose of this survey was to locate and identify historic properties within the APE and to assess the significance of such properties with respect to the National Register of Historic Places (NRHP) criteria in 36 Code of Federal Regulations (CFR) 60, National Historic Preservation Act (NHPA) of 1966, as amended. The survey is compliant with Chapter 267 of the Florida Statutes. It was conducted in accordance with the requirements of the Archaeological and Historical Resources Chapter of FDOT's PD&E Manual, FDOT's Cultural Resources Management (CRM) Handbook (July 2024), and the methods outlined in Module 3 by the Florida Division of Historical Resources (FDHR 2003). This report was prepared in accordance with Rule 1A-46 of the Florida Administrative Code as well as in compliance with Section 106 and the NHPA of 1966, as implemented by 36 CFR Part 800.

Figure 1-10. Archaeological and Historical APE.

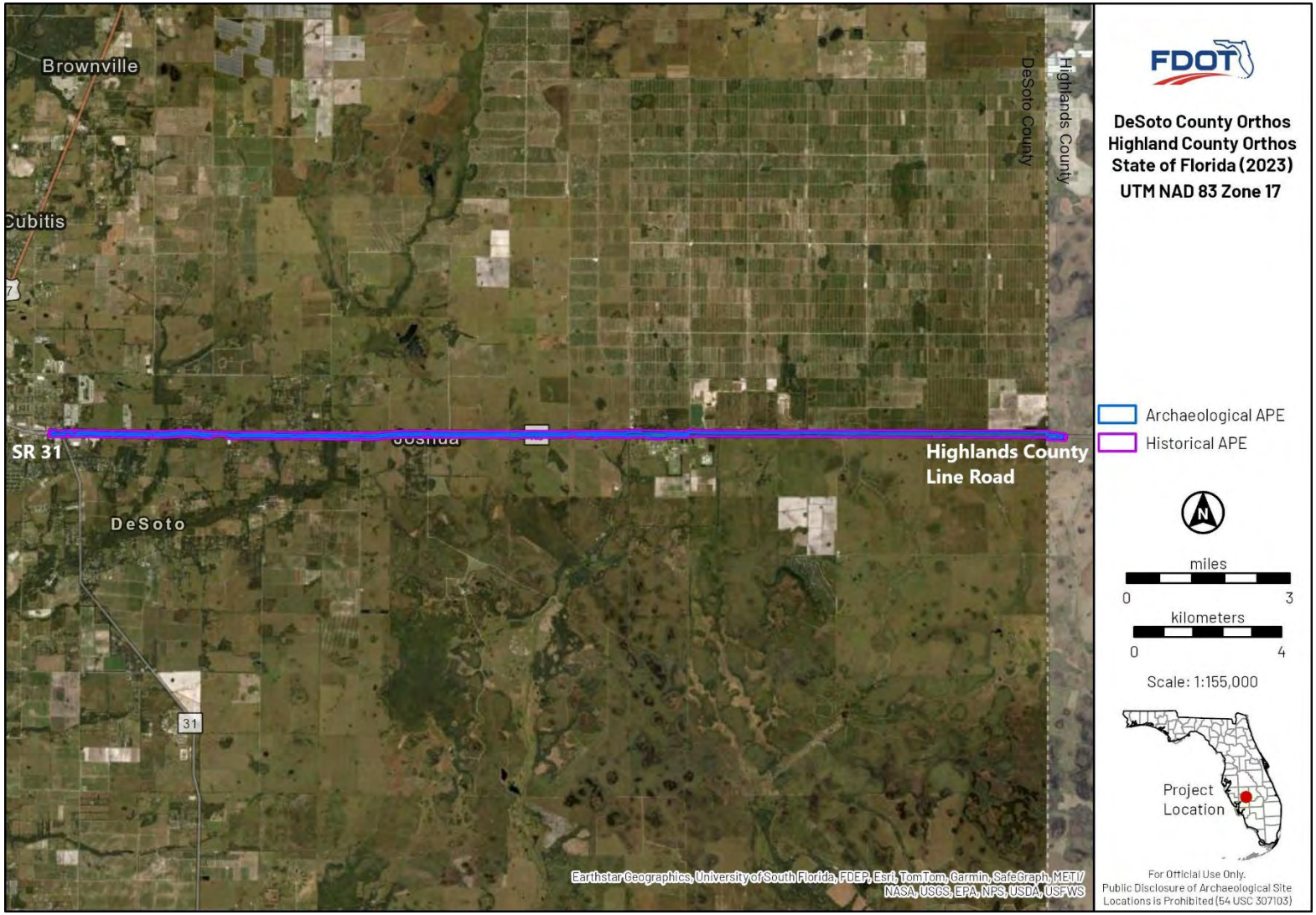


Figure 1-11. Project location map, showing the western portion of the APE.

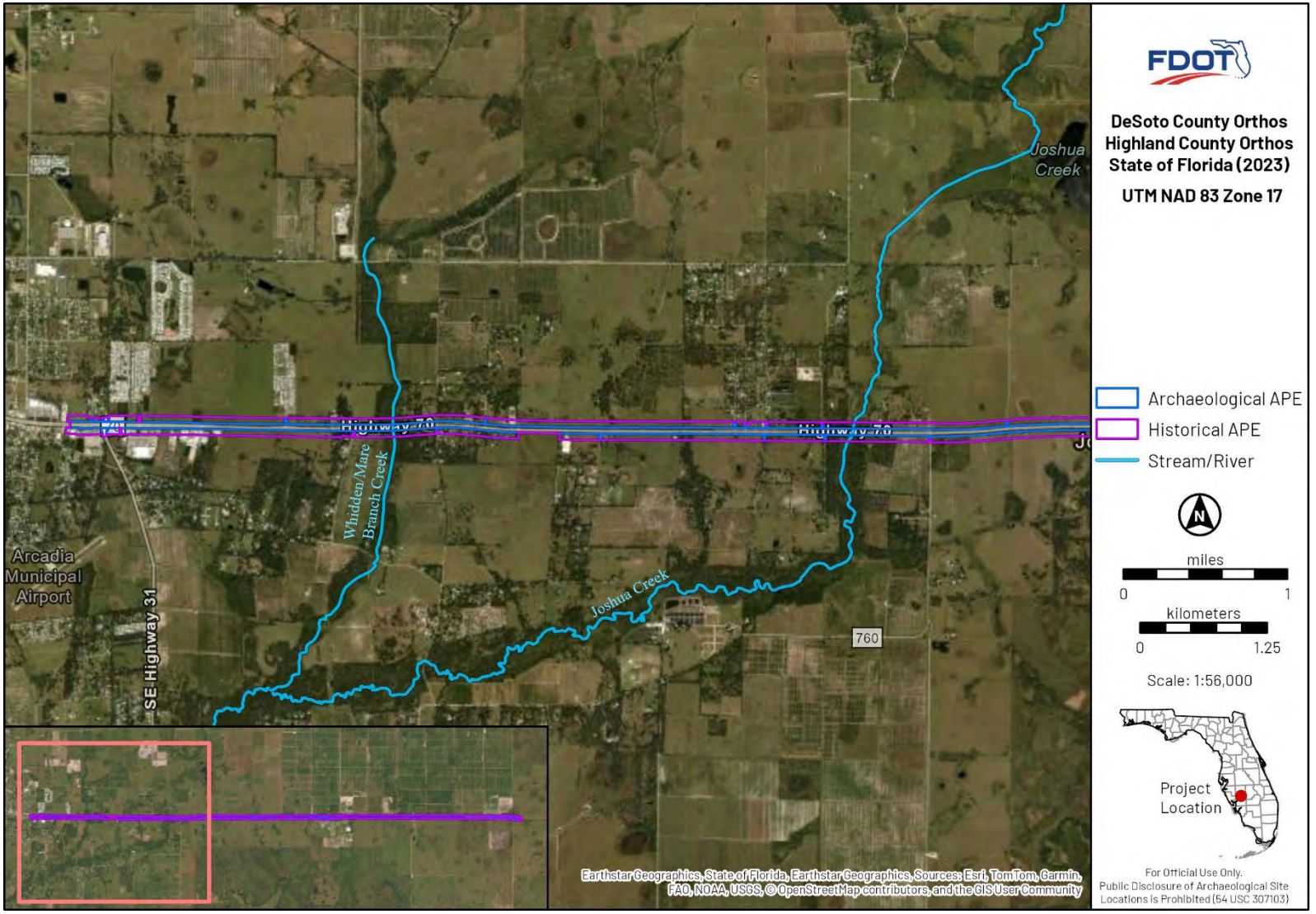


Figure 1-12. Project location map, showing the central portion of the APE.

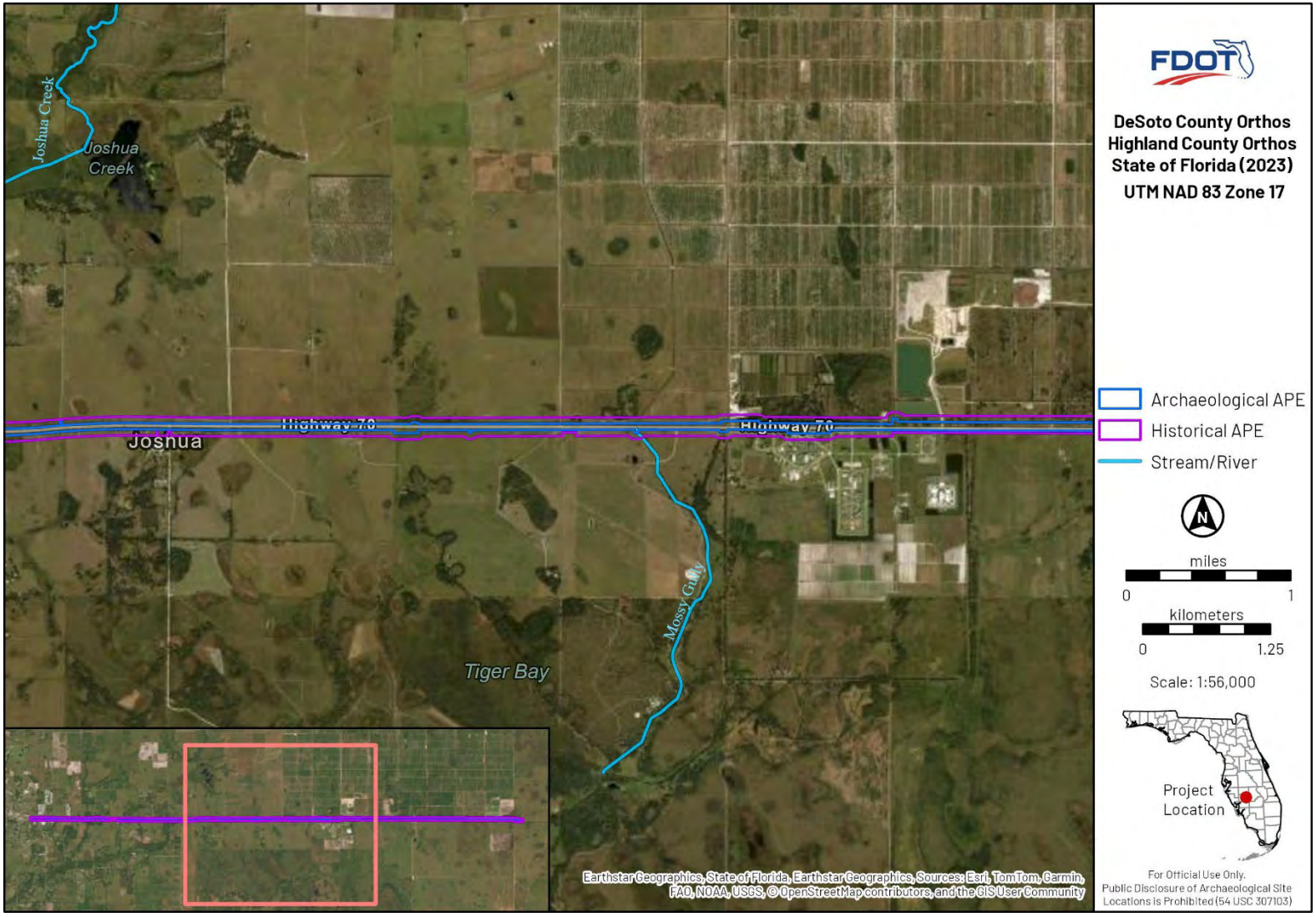
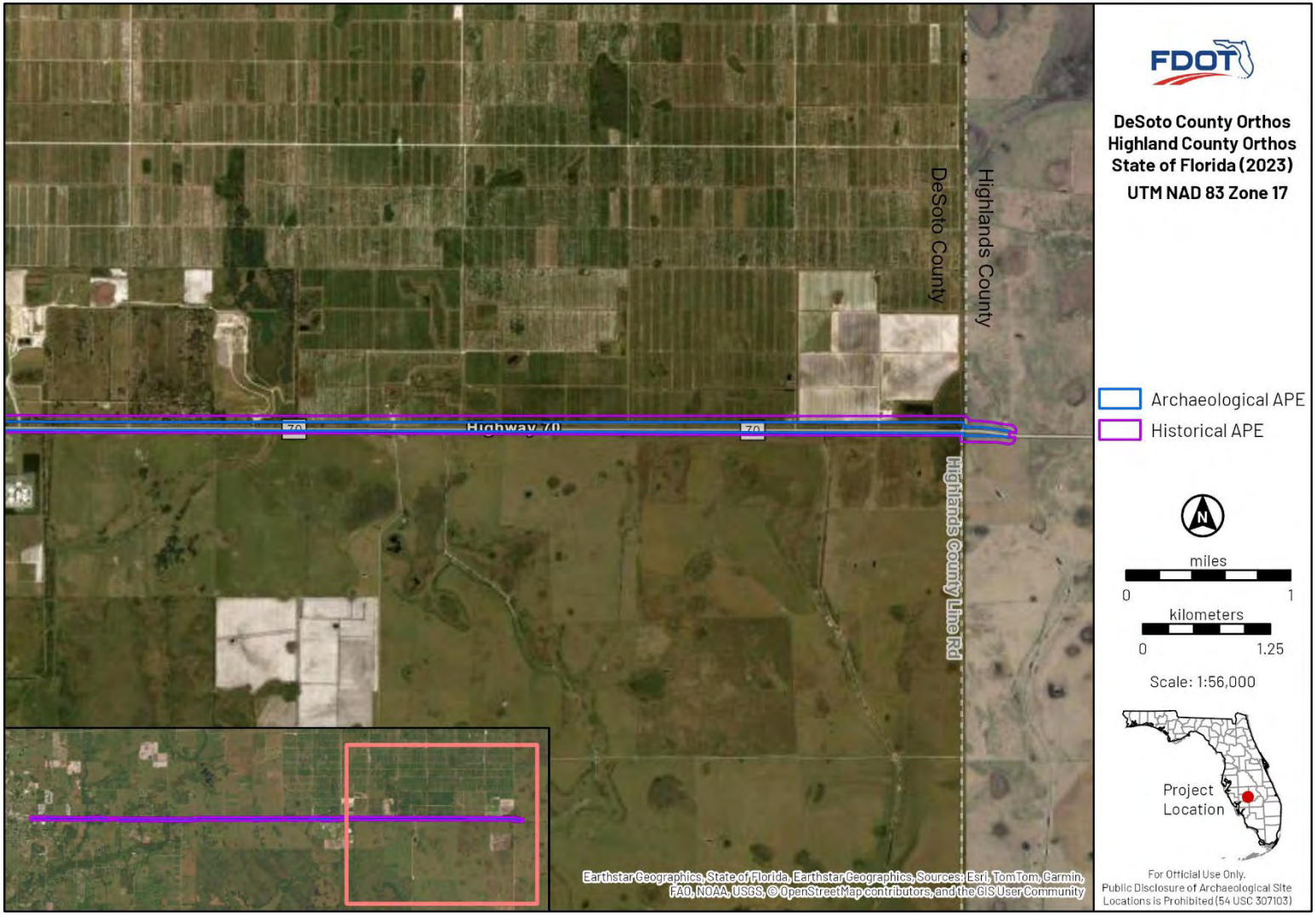


Figure 1-13. Project location map, showing the eastern portion of the APE.



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2 ENVIRONMENTAL SETTING

The APE is situated in the De Soto Slope subdistrict of the Southwestern Flatwoods physiographic district. The Southwestern Flatwoods physiographic district is formed primarily from sedimentary rocks and sediments that date to the Miocene and Pliocene geological epochs (Brooks 1982). The De Soto Slope subdistrict constitutes a terraced area of wet prairies and flatwoods with drainages that flow into swamps that are typically underlain by clay. Elevations range from 9.1 to 27.4 m above mean sea level (amsl).

Paleoenvironmental reconstructions for this physiographic zone have shown that the vegetation of the region during the last glacial maximum (around 20,000 years Before Present [B.P.]) was dominated by southern Diploxylon pine (*Pinus*) (20–40 percent), oaks (*Quercus*) (20 percent), and hickory (*Carya)* (20 percent) (Delcourt and Delcourt 1987a). The glacial conditions and the expansion of the Laurentide ice sheet drove some cold-hardy species like poplar (*Populus*) and ash (*Fraxinus*) into the region, but these remained minor components. As the climate began to warm, the more northerly vegetation components began to recede (Delcourt and Delcourt 1987b).

The Environmental Protection Agency (USEPA) defines the ecoregion encompassing the APE as the Southwestern Florida Flatwoods, part of the larger Southern Coastal Plain. The Southern Coastal Plain covers a large portion of the state from the panhandle through the peninsula. As such, it contains a wide variety of environments. In general, swampy lowlands are located near the coasts, and discontinuous areas of higher elevation towards the interior contain many lakes. Some of the forested areas contain beech (*Fagus*), sweetgum (*Liquidambar*), magnolia (*Magnolia*), pine, and oak, while others are dominated by oak, tupelo (*Nyssa*), and bald cypress (*Taxodium*). The Southwestern Florida Flatwoods contain barrier islands, peninsulas, lowlands, valleys, and some elevated areas. Urbanization is spreading into natural flatwoods and swamps. Other changes to the environment include the creation of pastureland, phosphate mine excavation, and the planting of citrus groves and other crops. The southern portion of this region contains a larger proportion of marshes, swamps, and flooded depressions, while its southern boundary is somewhat nebulous (Griffith and Omernik 2008).

The APE passes over multiple natural sources of fresh water, wetlands, and manmade canals that mitigate the poorly drained area. The western portion of the APE passes over Mare Branch (formerly named Whidden Creek) and canals that flow into Joshua Creek (**Figure 2-1**). The central portion of the APE passes over Joshua Creek, Mossy Gully, and unnamed streams and canals that flow into Joshua Creek and Tiger Bay (Figure **2-2**). The eastern portion of the APE passes over an unnamed stream and canals that flow into Tiger Bay Slough, Slippery Slough, and Cow Slough (**Figure 2-3**).

The natural vegetation communities in the western portion of the APE consists of mostly of pine flatwoods with a small portion of mostly hardwood swamp forest, and mixed upland hardwoods and conifers. The central and eastern portions of the APE consist of mostly prairie grasslands with mixed upland hardwoods and conifers, and pine flatwoods. However, the APE includes the ROW, which has been cleared for the construction of hardscape and softscape associated with SR 70, and the surrounding area has been modified (**Figure 2-4**). The western portion of the APE passes through commercial services, residential areas, improved pasturelands and croplands, and industrial zones (**Figure 2-5**). The central and eastern portions of the APE mostly passes through improved pasturelands and croplands, with some residential areas, institutional places, and industrial zones (**Figure 2-6** and **Figure 2-7**).

The U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), has classified 95 percent of the soils within the APE as poorly drained, including Smyrna fine sand, Immokalee fine sand, and Farmton fine sand, which are found on flatwoods on marine terraces with 0–2 percent slopes (**Figure 2-1–Figure 2-10**; **Table 2-1**) (Soil Survey Staff 2024). Smyrna fine sand, Immokalee fine sand, and Farmton fine sand have a depth to the water table of about 6–18 inches (in). Only 1.8 percent of the APE consists of somewhat poorly drained soils such as Zolfo fine sand, which is found on rises and flatwoods on marine terraces, such as those found in the western and central portions of the APE around Joshua Creek and its tributaries. The remaining 3.2 percent is made up of very poorly drained soils such as Samsula muck that is frequently ponded and found on depressions on marine terraces throughout the APE. Only 0.07 percent of the APE passes over water. The elevation throughout the APE gradually rises from west to east 60–85 ft amsl.

Figure 2-1. Overview of the western portion of the APE shown with major water features indicated.

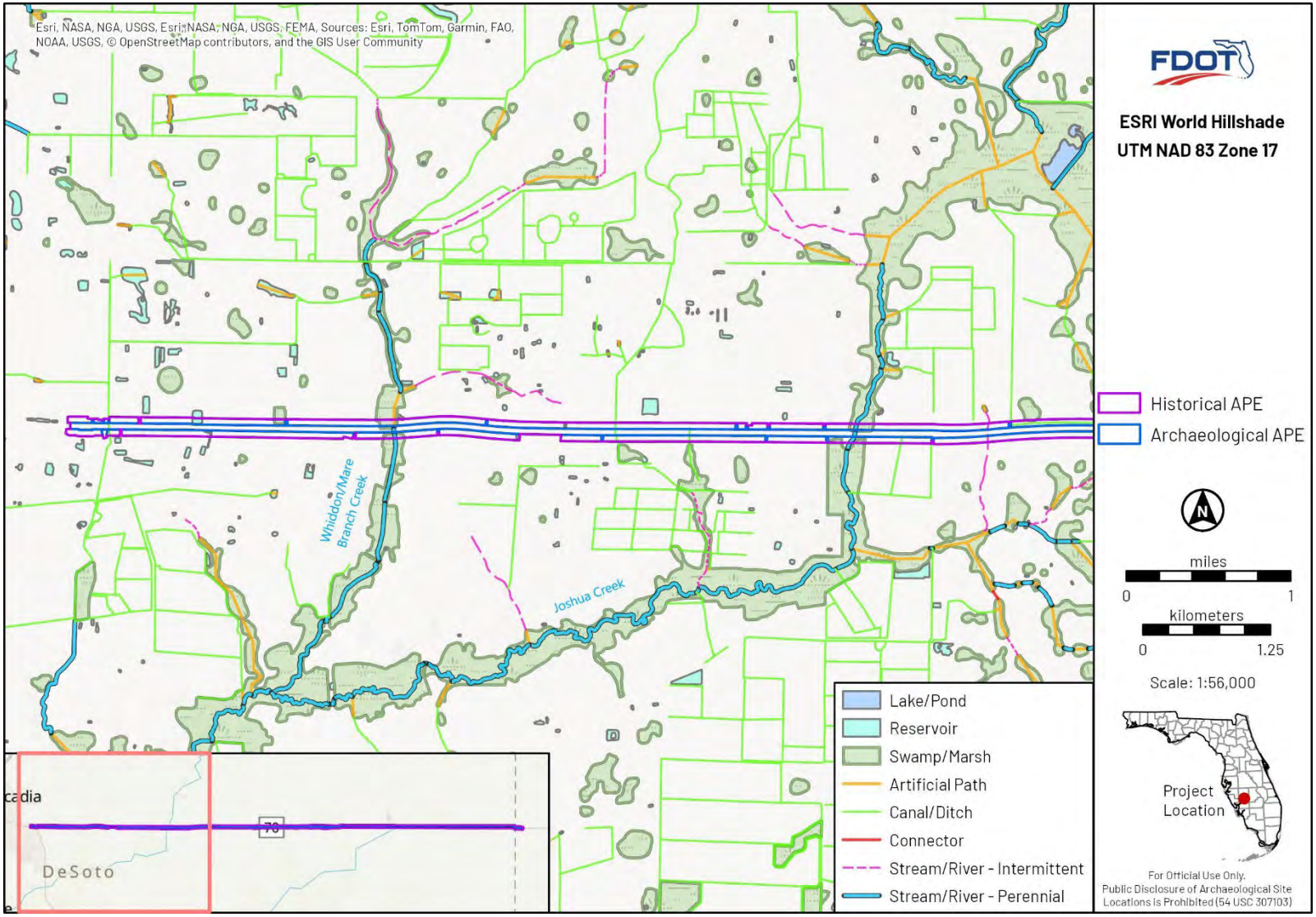


Figure 2-2. Overview of the central portion of the APE shown with major water features indicated.

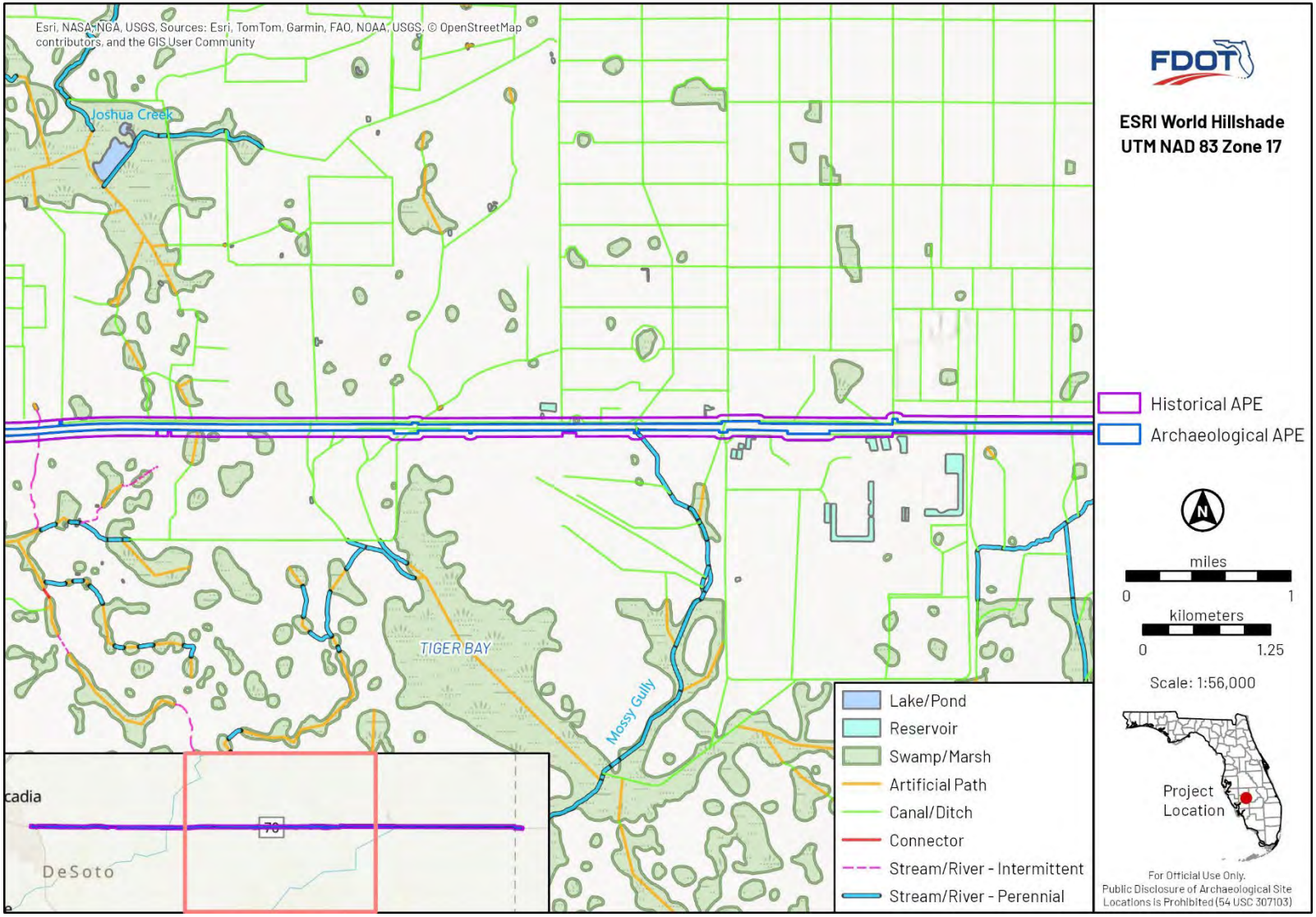


Figure 2-3. Overview of the eastern portion of the APE shown with major water features indicated.

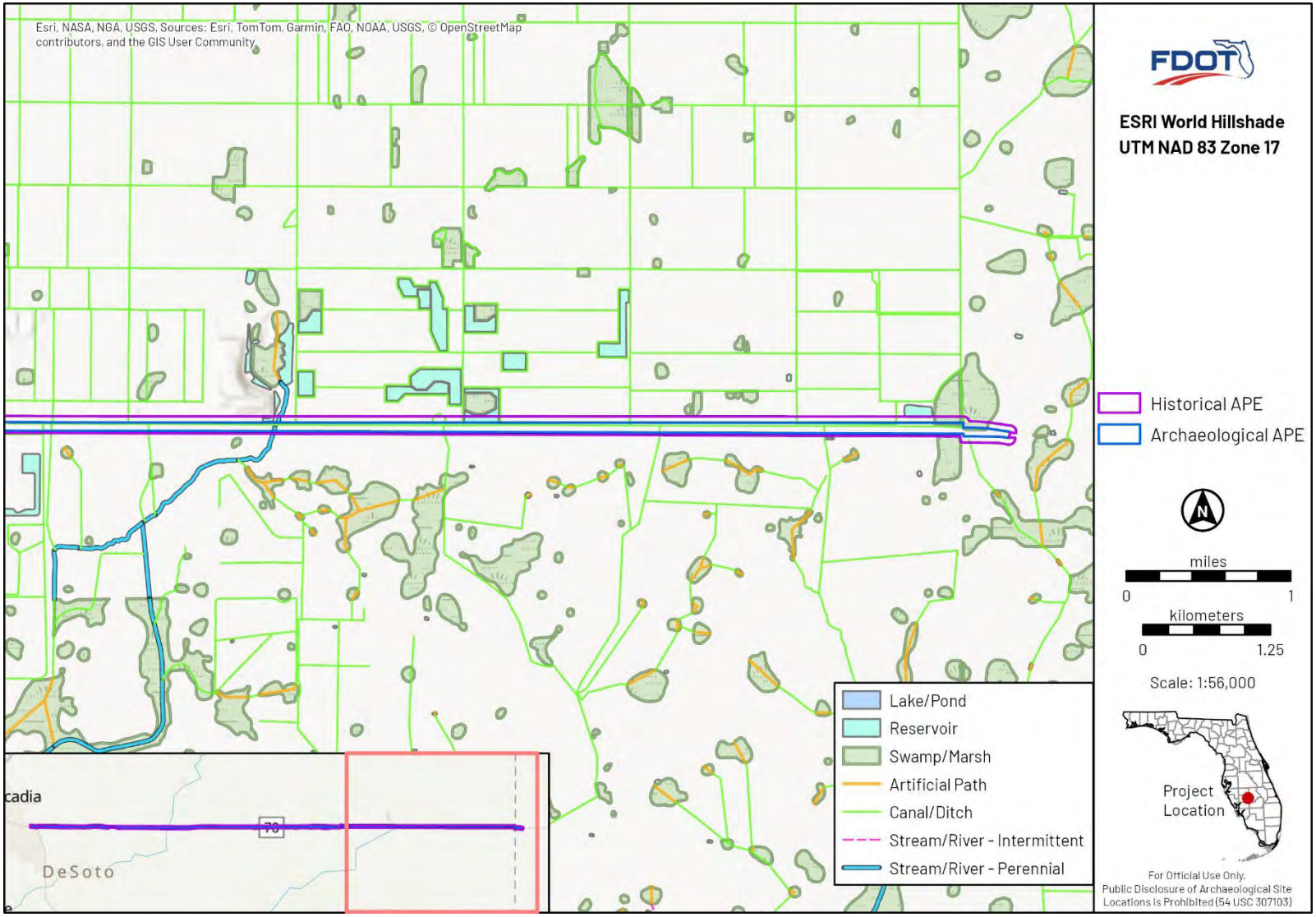


Figure 2-4. Overview from the central portion of the APE, facing west showing softscape, ditches, overhead utilities within the ROW and adjacent pastureland along SR 70.

Figure 2-5. Overview from the western end of the APE facing east showing hardscape, softscape, ditches, overhead utilities, adjacent residential development to the north, and commercial development to the south along four-laned SR 70.

Figure 2-6. Overview from the central portion of the APE, facing west showing ditches, overhead utilities, pastureland, and oaks along two-laned SR 70.

Figure 2-7. Overview from the eastern end of the APE facing west showing ditches, overhead utilities, and pastureland along two-laned SR 70.

Figure 2-8. Overview of the western portion of the APE and soil types as defined by the USDA.

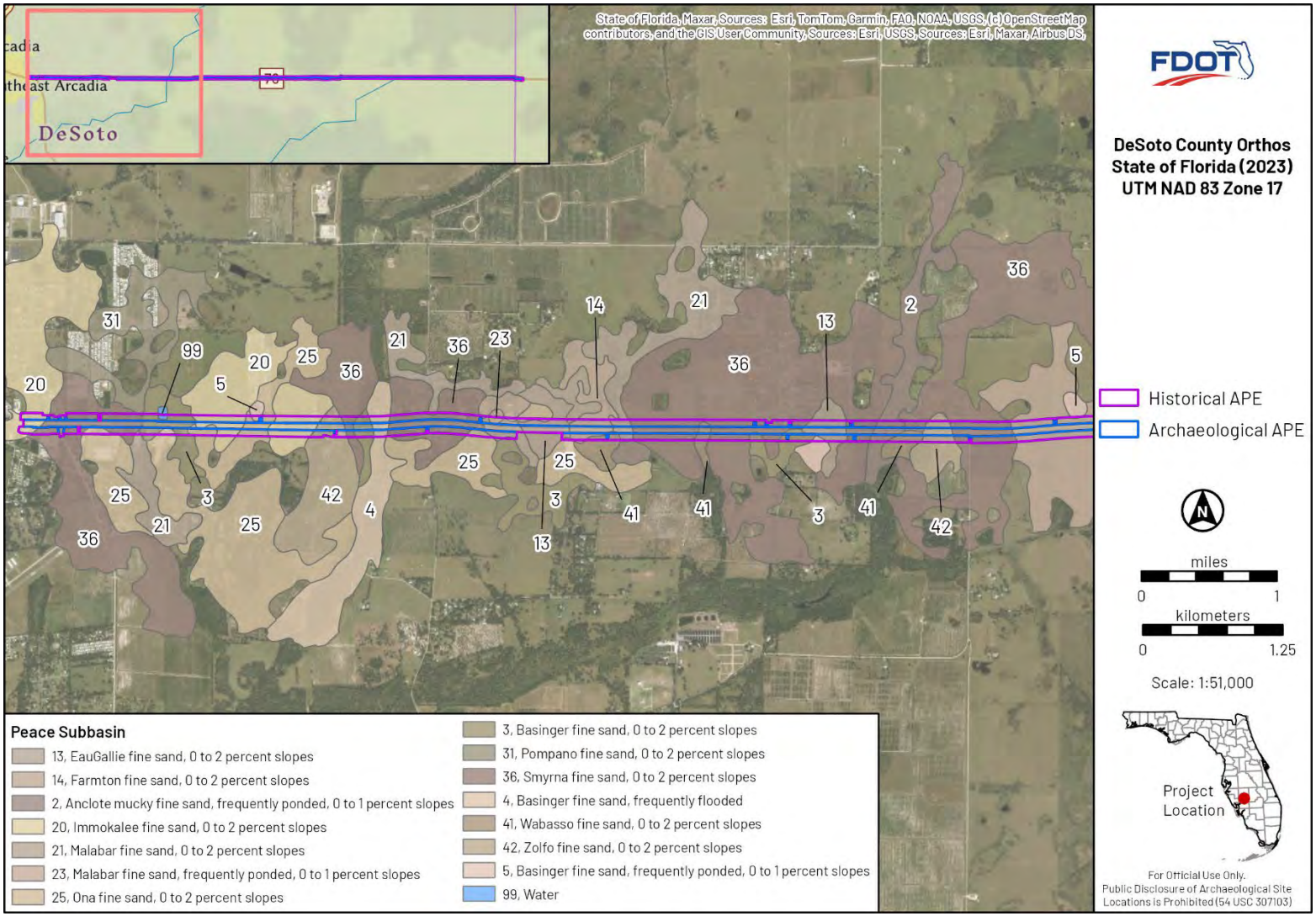


Figure 2-9. Overview of the central portion of the APE and soil types as defined by the USDA.

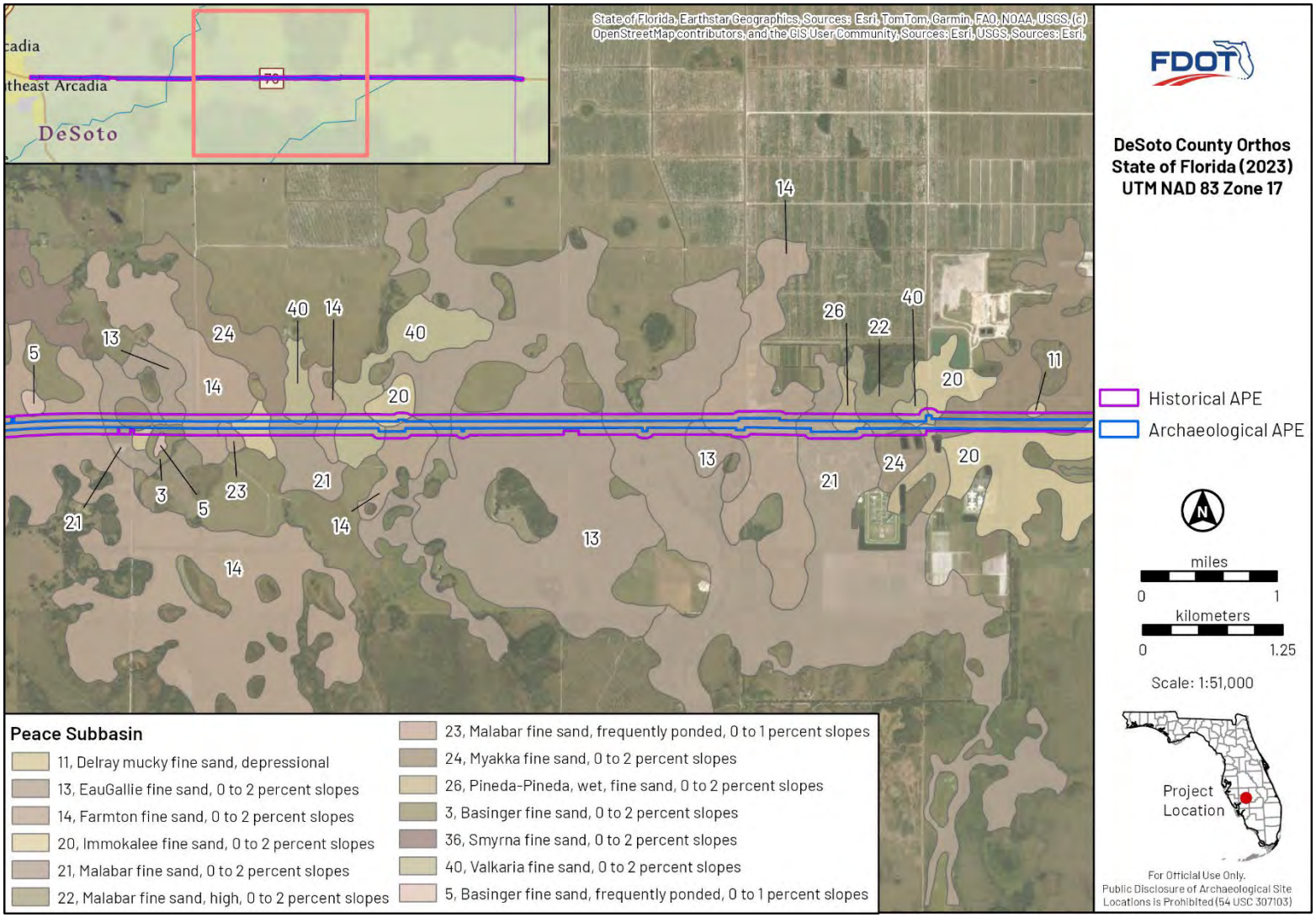


Figure 2-10. Overview of the eastern portion of the APE and soil types as defined by the USDA.

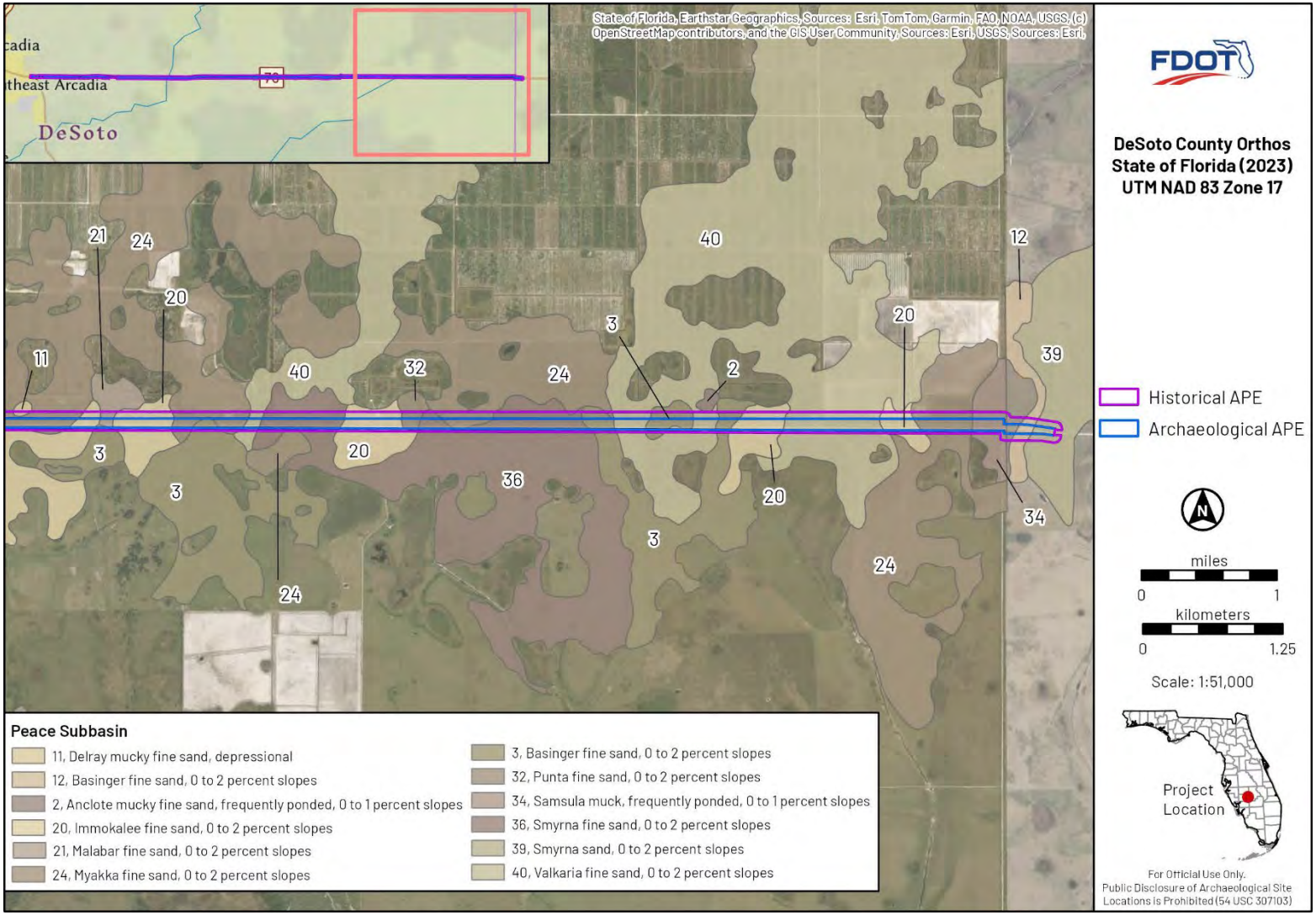


Table 2-1. Soils mapped within the APE.

Soil Name	Map Code	Drainage	Landform	Slope (%)	Percentage of APE
Smyrna fine sand	36	poorly drained	flatwoods on marine terraces	0–2	20.43
Immokalee fine sand	20	poorly drained	flatwoods on marine terraces	0–2	12.73
Farmton fine sand	14	poorly drained	flatwoods on marine terraces	0–2	12.06
Myakka fine sand	24	poorly drained	drainageways on flatwoods on marine terraces	0–2	10.25
Malabar fine sand	21	poorly drained	flats on marine terraces on coastal plains, drainageways on marine terraces	0–2	9.58
Valkaria fine sand	40	poorly drained	drainageways on flats on marine terraces	0–2	7.95
EauGallie fine sand	13	poorly drained	flatwoods on marine terraces	0–2	7.86
Basinger fine sand	3	poorly drained	flats and drainageways on marine terraces	0–2	6.42
Ona fine sand	25	poorly drained	flatwoods on marine terraces	0–2	2.02
Zolfo fine sand	42	somewhat poorly drained	rises and flatwoods on marine terraces	0–2	1.83
Samsula muck, frequently ponded	34	very poorly drained	depressions on marine terraces	0–1	1.23
Wabasso fine sand	41	poorly drained	flatwoods on marine terraces	0–2	1.10
Malabar fine sand, high	22	poorly drained	flatwoods on marine terraces	0–2	1.05
Pineda-Pineda, wet, fine sand	26	poorly drained	flatwoods and drainageways on marine terraces	0–2	0.91
Anclote mucky fine sand, frequently ponded	2	very poorly drained	depressions on marine terraces	0–1	0.88
Smyrna sand	39	poorly drained	flatwoods on marine terraces	0–2	0.87
Basinger fine sand	12	poorly drained	flats and drainageways on marine terraces	0–2	0.56
Basinger fine sand, frequently flooded	4	poorly drained	flood plains on marine terraces	0–2	0.54

Soil Name	Map Code	Drainage	Landform	Slope (%)	Percentage of APE
Punta fine sand	32	poorly drained	flatwoods on marine terraces	0–2	0.51
Malabar fine sand, frequently ponded	23	very poorly drained	depressions on marine terraces	0–1	0.45
Basinger fine sand, frequently ponded	5	poorly drained	depressions on marine terraces	0–1	0.17
Delray mucky fine sand, depressional	11	very poorly drained	depressions on marine terraces	0–1	0.10
Pompano fine sand	31	Poorly drained	flats on marine terraces	0–2	0.01

Source: Soil Survey Staff (2024)

3 HISTORIC CONTEXTS

A review of historic contexts is a prerequisite to archaeological survey, providing perspectives for fieldwork, analysis, and interpretation. The overview that follows provides background and temporal framework for the results and conclusions sections of this report, with some dates presented as calibrated years before present (cal B.P.) (**Table 3-1**). Calibrated years B.P. reflect corrections to the radiocarbon calibration curve. Years Before Common Era (B.C.E.) can be converted to B.P. by adding 1,950 years. So 1000 B.C./B.C.E. is equivalent 2950 cal B.P.

Table 3-1. Summary of South Florida Cultural Periods.

Time Period or Culture	Date	Diagnostic Artifacts
Paleoindian	13,000 – 11,500 cal B.P.	Fluted lanceolate points, worked Pleistocene mammal bone, or worked ivory
Early Archaic	11,500 – 8900 cal B.P.	Corner-notched and side-notched projectile points/knives
Middle Archaic	8,900 – 5,800 cal B.P.	Stemmed projectile points/knives
Late Archaic	5,800 – 500 B.C.E.	Fiber-tempered pottery
Manasota/Weeden Island	500 B.C.E. – 900 C.E.	Weeden Island Incised, Punctated, and Plain, with Swift Creek complicated-stamped (early); Wakulla Check Stamped (late)
Safety Harbor	800 C.E. – 1725 C.E.	Pinellas projectile points, platform and burial mounds, Safety Harbor and Englewood Incised wares
Colonial	1500 – 1700 C.E.	Glazed or unglazed earthenwares (olive jar, majolica), metal weaponry, glass beads. Creamware and Pearlware in some contexts
Eighteenth – Nineteenth Century	1700 – 1900 C.E.	Creamware, Pearlware, and Whiteware; blown and molded glass; wrought and cut nails
Twentieth Century	1900 – 1970 C.E.	Wire nails, molded glass, solarized glass

3.1 Paleoindian

Paleoindians were the first inhabitants of Florida, arriving by at least 13,000 cal B.P. at the end of the Pleistocene. Recent research has provided evidence of Paleoindian occupation of northern Florida as early as approximately 14,550 cal B.P. This is based on 71 radiocarbon dates from peat

deposits around a partial biface and lithic debitage recovered from undisturbed contexts at the Page-Ladson (8JE00591) site in the Aucilla River (Halligan et al. 2016).

Compared with current climactic conditions, average temperatures were cooler with warmer winters, though the climate was beginning a gradual warming trend that would level off by around 3000 B.C. (Miller 1998). With lower global temperatures, more water worldwide was locked up in glaciers. Sea level and surface waters tied into the Floridan aquifer were several hundred meters lower than today, resulting in a coastline far from the present-day coast (Miller 1998:45). This is especially true for the Gulf Coast of Florida, where the continental shelf extends far into the Gulf, doubling the size of the peninsula. Material evidence for Paleoindian occupations near this ancient coastline is now submerged and inaccessible through terrestrial survey.

Paleoindian Florida would have lacked well defined rivers, Lake Okeechobee, and the Everglades, making any available spring vital for survival. Much of our knowledge of Paleoindian Florida comes from materials recovered from within ancient springs located in tertiary karst formations such as Warm Mineral Springs, Little Salt Springs, Wakulla Springs, and sinkholes within the Aucilla River. Many Paleoindian sites such as Harney Flats (8HI00507), a large Paleoindian base camp near Tampa, are now deeply buried beneath younger soils and may not be detectable by excavating shallow shovel test pits (STPs) (Daniel and Wisenbaker 1987).

Evidence of a Paleoindian presence is often only detected by the discovery of stone projectile points, recovered as surface finds. As a result, archaeologists rely on diagnostic hafted stone tools to define the Paleoindian period. Paleoindians tipped their hunting spears with points made of stone, bone, and ivory (Milanich 1994). Stone points were bifacial and lanceolate, with basal grinding, fluting, or both. The most abundant Paleoindian period points in Florida are the Suwannee and Clovis points. The large blades of these points are generally thin and expertly fashioned (Milanich 1994:48). With these hafted spears, hunters sought large Pleistocene megafauna and small animals, all of which contributed significantly to the Paleoindian general foraging strategy (Anderson et al. 1996; Hemmings 2004).

Although projectile points and debitage from their manufacture are the most prevalent and most studied aspect of Paleoindian technology, evidence exists that Paleoindians used many other tools, including unifacial scrapers, endscrapers, adzes, retouched flakes, spokeshaves, bifacial knifes, denticulates, bola stones, and atlatls (Anderson et al. 1996:6; Milanich 1994:48). When preservation of organic material is good, as it can be at submerged sites, the more common Paleoindian points are accompanied by worked wood, ivory tools, beads, bone tools, and other perishable material (Hemmings 2004). Paleoindian groups were highly mobile, probably moving among different camps frequently and travelling to acquire resources (Milanich 1994:48); however, there is evidence that mobility decreased over time as regionalization increased. A study of Paleoindian projectile point traditions concludes that variation became more pronounced with time (Thulman 2006). This suggests that either decreased mobility or decreased social interaction was occurring across broad regions.

In South Florida, Paleoindian presence is known through two sites. The Cutler Fossil site in Miami-Dade County contains the remains of extinct Pleistocene fauna found in context with human remains, Terminal Paleoindian style projectile points, and modified shell artifacts (Carr 2012). The Vero Man Site in Vero Beach has produced both human remains and extinct Pleistocene fauna (MacCurdy 1917; Sellards 1917).

Overall, Paleoindian period sites are comparatively scarce south of Tampa, perhaps because Pleistocene era cultural sites are often identified only via stone tools and stone flakes. Chert sources are less abundant south of the Tampa Formation. Consequently, Paleoindian projectile points are also less abundant. Its scarcity has been attributed by some to the climatic and environmental conditions of the time. In inland South Florida, the Lake Okeechobee basin and surrounding marshlands had yet to form, and pollen profiles from South-Central Florida indicate that relatively arid conditions prevailed (Watts and Hansen 2018). Northeast of the APE, in Polk County, a submerged site in Lake Weohyakapka contained Suwanee and "Clovis-like" and an assemblage of small tools that are described as "extremely small, almost microlithic in size" (Bullen and Beilman 1973:1). Isolated occurrences of Paleoindian material to the east include a Simpson point recovered within the bounds of Avon Park Air Force Range (Brooks 1983) and a lanceolate projectile point recovered from Highlands County (Austin and Piper 1986).

Despite the overall scarcity of recorded Paleoindian sites in the southern portion of Peninsular Florida, there are two cultural sites in southern Sarasota County, southwest of the APE, with Pleistocene radiocarbon dates. Warm Mineral Springs is a submerged site best known for its human remains found in a stratum dating to approximately 11,000 radiocarbon years ago (Cockrell 1987; Cockrell and Murphy 1978). Little Salt Spring archaeological site is in a spring basin containing two ledges with Paleoindian artifacts. Organic artifacts were preserved due to the underwater environment, including a tortoise impaled with a carved wooden stake. The wetland adjacent to Little Salt Spring holds a large Archaic Period cemetery (Clausen et al. 1979). When preservation of organics is good, as it can be at submerged sites, Paleoindian points are accompanied by worked wood, ivory tools, beads, bone tools, and other perishable material (Hemmings 2004).

The Paleoindian Database of the Americas (PIDBA) is the largest repository of locational data for Paleoindian projectile points in the Americas (Anderson and Miller 2017). As of 2017, no confirmed Paleoindian projectile points have been recorded in DeSoto County.

3.2 Archaic

Following the Paleoindian period, the Archaic period in Florida spans approximately 7,000 years, from 10,000 to roughly 3,000 years ago, ending around 1200 B.C. The Archaic period in Florida encompasses large-scale cultural changes, including an increasingly settled lifestyle, population growth, and the invention of pottery (Hemmings 2004).

3.2.1 Early Archaic

The first few thousand years, termed the Early Archaic period, show many similarities with the late Paleoindian period, and many Paleoindian sites are overlaid by Early Archaic deposits. Continuing settlement patterns well established in Paleoindian times, groups lived in bands and targeted areas near freshwater sources to locate their campsites—some used only briefly, and some used for extended periods of time. However, the increase in available water sources due to an overall change from arid to more mesic conditions, the retreatment of coastlines due to sea level rise, and the extinction of some Pleistocene species would initiate a major cultural shift as represented by changes in toolkits, regional diversification, and an overall reduction in mobility (Milanich 1994). Evidence of seasonal mobility with a repeated return to established settlements in the Early Archaic is seen in the isotopic record from the Windover Pond site near Titusville. Through subannual tooth sampling, it is shown that the population emphasized marine and inland resources at different times throughout the year (Tucker 2009).

Like Paleoindians, Archaic period groups subsisted by gathering plants and hunting a variety of small and large animals (Hemmings 2004); however, Terminal Pleistocene extinctions and changes in climatic conditions altered the availability of some resources (Milanich 1994). The excellent preservation at Windover Pond has provided insight into Early Archaic diet through the analysis of preserved stomach contents and food items recovered from peat interments, which show the consumption of a variety of terrestrial flora including prickly pear (Doran and Dickel 1988). In addition, stable isotope analysis of bone collagen from the site indicates a diet that combined terrestrial flora with river-dwelling fauna and did not heavily emphasize marine mammals or terrestrial mammals such as deer (Milanich 1994; Tuross et al. 1994). However, the presence of deer remains, some modified, does indicate that larger terrestrial mammals were exploited to some degree (Hamlin 2005).

In addition to lanceolate corner- and side-notched projectile points, tools from the Early Archaic include unifacial and bifacial scrapers, unifacial and bifacial knives, end scrapers, flake tools, choppers, and drills (Milanich 1994:66–67). Although lithic artifacts dominate the archaeological interpretation of Early Archaic sites due to their more common preservation and recovery, most material culture would have comprised perishables such as bone, antler, wood, and plant fibers. This is evident in the preservation offered at the Windover Pond Site, from where not only the remains of 168 individuals were found carefully interred, but thousands of artifacts from which only a fraction were lithics were recovered (Milanich 1994:74–75). Early Archaic perishables

include nets, woven matting, and baskets (Adovasio et al. 2001; Doran 2002). Because organics are usually not preserved, Early Archaic period sites are frequently identified by scatters of debris associated with stone tool manufacture or notched projectile points.

Social organization in the Early Archaic is not well understood; however, the large skeletal population at Windover Pond has provided some insight into gender role differentiation. Analysis of artifact types associated with burials has caused Hamlin (2005) to conclude that small game hunting and fishing were activities likely shared by both males and females, while the location of stone implements only in male burials and shell ornaments only in female burials indicates that sex-specific tasks and/or ornamentation occurred (Hamlin 2005).

Early Archaic sites are rare in South Florida, which has been attributed to a possible combination of a low human population in the region and/or the widespread destruction of sites by modern development (Carr 2012:50). In the Okeechobee Basin and other inland areas, the large, productive freshwater features present today were still largely yet to develop. Evidence of the early appearance of wetlands in South Florida begins to appear toward the end of this time period, with a freshwater feature in what would become the Everglades dated to between 7030 +/- 70 BP and 5315 +/- 70 BP at Weston Pond in Broward County (Carr 2012:51).

3.2.2 Middle Archaic

The Middle Archaic period, roughly 8900 to 5800 cal BP, coincides with continued gradual sea level rise and the establishment of large estuarine systems in Florida (Schuldenrein 1996). This changing environment influenced Middle Archaic subsistence. As sea level rose and river channels infilled, “critical resource zones emerged” (Schuldenrein 1996:3). New estuaries, inlets, and other rich biotic communities offered an abundance of marine resources. Large piles of shells and other refuse, called middens, demonstrate the increased use of shellfish in the Middle Archaic. Trends in the greater Southeast show that Middle Archaic populations ate more fish than in the Early Archaic (Styles and Klippel 1996:132–133). Middle Archaic period groups were fishers, hunters, and gatherers with seasonal patterns of shell fishing and camp relocation (Russo 1994).

Between the Early Archaic and the Middle Archaic, technological organization and mobility strategies changed. Residential mobility—moving camp to exploit new resources rather than sending out task groups—increased (Amick and Carr 1996:53). This is evidenced at the Harris Creek site in the St. John’s River drainage, where oxygen and strontium isotope analysis suggests that some of the individuals interred at the site spent their earliest years in non-local environments with different environmental isotopic signatures, with possible origins as far south as the Lake Okeechobee area (Quinn et al. 2008; Tucker 2009).

Projectile points in the Middle Archaic are largely characterized by having a broad-bladed, stemmed base, the most common of which is named Newnan (Milanich 1994:77). A Middle Archaic advancement in the stone toolkit is the widespread use of heat-treatment. Heating stone makes it easier to work, thus improving the quality of poor lithic material (Amick and Carr 1996;

Crabtree and Butler 1964). Prior to the Middle Archaic, only around 30 percent of diagnostic projectile point types were thermally altered. During the Middle Archaic, the frequency is more than 70 percent, which is higher than any other time period (Ste. Claire 1987). The Middle Archaic toolkit expanded to include ground stone tools such as ground stone mortars and pestles, ground nutting stones, ground stone vessels, grooved axes, and stone atlatl weights (Sassaman 1996:57).

3.2.3 Late Archaic

By approximately 5,000 years ago sea level rise abated, and the climate became much like it is today. Like their Middle Archaic predecessors, Late Archaic groups continued to make large shell middens, often in ring or horseshoe shapes (Milanich 1994:97; Russo and Heide 2001). These large monuments became places of feasting and ritual and had a clean, midden-free plaza. Archaic period shell rings indicate that communities settled permanent villages (Russo 1991, 2006). Shell mounds continued to be places of burial for Late Archaic period groups, while some groups buried their ancestors in cemeteries adjacent to water features (Russo 1994).

The most significant technological change dating to the Late Archaic in Florida is the invention of pottery. Late Archaic peoples developed ceramic technology by about 4500 cal BP (Sassaman 2002), and it spread rapidly across the Southeast after its advent. This first pottery was fiber-tempered and of a chalky paste called Norwood on the Gulf coast and Orange in eastern and peninsular Florida.

Late Archaic changes in other technological materials were more subtle. Populations returned to a reliance on formal hafted bifaces and expedient flake tools. In addition, Late Archaic stone tools are more often made of nonlocal material. The increase in extra local material has been interpreted as a Late Archaic return to logistic mobility (Amick and Carr 1996:53). This trend can also be observed in the practice of including exotic goods in burials, such as those found at the Republic Grove site in west peninsular Florida (Thompson and Pluckhahn 2014). Bone remained an important material, with assemblages featuring bone pins and awls. Some bone tools were decorated with motifs also found on pottery (Milanich 1994:93).

An increase in the number, area, and density of sites provides evidence for the overall trend toward larger and more sedentary populations in the Late Archaic (Milanich 1994:86–87). Late Archaic coastal midden sites may have been common along all of coastal Florida but are now inundated. However, most Late Archaic sites are found near or in wetland environments (Milanich 1994:85–86). Regionalization increased in the Late Archaic, with the formation of regional cultural adaptations that would appear to persist for the next several thousand years (Milanich 1994:85).

3.1 Woodland

The Woodland period spans approximately 3,000 to 1,000 radiocarbon years ago. During this period, regional cultures diversified, and distinctive traditions emerged in different regions. In the vicinity of the APE the Manasota culture was influenced by Weeden Island cultural practices.

3.1.1 Manasota/Weeden Island

Manasota culture was defined by Luer and Almy (1979, 1982). It was proposed as a replacement for Perico Island culture which had been proposed by Willey (1949). Characteristics of the culture include a heavy reliance on bone and shell, a predominance of undecorated utilitarian ceramic wares, the placement of burials in shell middens or in nearby sand dunes, and a reliance on fishing and shellfishing (Luer and Almy 1982). Manasota sites tend to be located close to the coasts and shell middens are the most common site type (Milanich 1994).

Weeden Island culture takes its name from the type site, 8PI00001, located in Pinellas County. Although the type site for this culture is located on Tampa Bay, Weeden Island culture has its origins in southern Georgia. Kolomoki (9ER1), a mound complex located in Early County, Georgia, is one of the largest and most significant sites associated with Weeden Island culture and is located within what has been referred to as the Weeden Island "heartland." Weeden Island sites are found along the Gulf coast as far south as Manatee and Sarasota counties and all the way to the northwest as far as Mobile Bay in Alabama. Weeden Island sites are also found from southern Georgia through northern peninsular Florida (Milanich 1994:155).

Defining traits of Weeden Island culture include their mortuary practices, including the use of charnel houses and burial of kin groups within mounds, and the observed differences between ceramic assemblages found within mounds and village environments, which Sears (1973) would describe as the sacred-secular dichotomy. Weeden Island ceramic types include incised, punctated, red-slipped, and plain wares. Some vessels, particularly those recovered from mounds, were shaped into animal effigies, or were decorated with animal effigy adornos (Milanich 1994:159).

A number of differences in temporal and geographical distribution of Weeden Island ceramics have been observed, which researchers have used to delineate separate Weeden Island periods and cultural zones. The Weeden Island ceramic assemblage was first seriated and associated with a chronological progression by Gordon Willey and Richard Woodbury (1942). This seriation resulted in the separation of Weeden Island culture into two time periods, Weeden Island I and II. Assemblages containing complicated-stamp Swift Creek and Weeden Island Punctated, Incised, and Plain ceramics are associated with the earlier Weeden Island I period, while a decrease in complicated-stamp pottery and the emergence of Wakulla Check Stamped ceramics are associated with the later Weeden Island II period (Milanich 1994, 2002).

There appears to have been regional adaptations of Weeden Island cultural practices to fit different environmental conditions. The Manasota region extends from Pasco County to Sarasota County along the Gulf coast and reaches inland to the Peace River drainage in Polk, Hardee, and DeSoto counties (Milanich 1994:221). Manasota peoples adopted Weeden Island cultural practices, including the use of burial mounds. Beyond the adoption of mortuary practices and ornately decorated wares in burial mounds, Weeden Island-influenced Manasota domestic sites can be recognized by the presence of St. Johns Check Stamped sherds in village sites (Austin et al. 2018).

The shift from interring the dead in middens and sand dunes during the early phase of Manasota culture to interring them in sand burial mounds appears to have occurred around 200 to 300 C.E. (Luer and Almy 1982). Secondary bundle burials also became more common during the later Manasota phase. Additionally, during the later Manasota phase the ornate ceramics most closely associated with Weeden Island culture become common in burial contexts.

3.1.2 Safety Harbor

The Safety Harbor cultural region extended into the interior of the peninsula and encompassed the area around the APE. Although most of the sites associated with this culture, including shell middens and mounds, are located along the coast, inland sites are known. The ceramic assemblage associated with Safety Harbor sites is overwhelmingly undecorated, which can make defining these sites difficult. The range of the Safety Harbor culture is therefore defined by a diagnostic trait, the presence of decorated wares (e.g., Safety Harbor and Englewood Incised) in mound contexts (Milanich 1994:390). Another artifact found throughout the Safety Harbor cultural region is the Pinellas Point, a small (1.5–3.5 cm long), triangular projectile point thought to be hafted to arrows, suggesting that Safety Harbor hunters utilized bows. Safety Harbor culture has been provisionally divided into four temporal phases: Englewood (800–1000 C.E.), Pinellas (1000–1500 C.E.), Tatham (1500–1567 C.E.), and Bayview (1567–1725 C.E.) (Mitchem 1988).

Safety Harbor culture is also associated with charnel houses, structures where the remains of the dead are stored in advance of group burials, and burial mounds. It appears that in several instances, Safety Harbor platform mounds formed the bases for charnel house structures and became burial mounds after the collected remains were buried within the platform mound. The resulting platform mound with burials, in some instances, was then buried under another burial mound deposit. It has been observed that another platform mound was in some instances built atop this structure and then once again covered by new burial mound construction, creating a nesting doll of sorts with periods of platform mound construction, charnel house use, and interment, followed by new burial mound construction in a repeating cycle (Milanich 1994:403).

There are regional variations in expressions of Safety Harbor culture across its relatively broad geographic range. Safety Harbor culture has been divided into the following regions: Northern, Circum-Tampa Bay, Inland, and South-Central (Manasota). The current APE is located within the Inland region. The Inland region encompasses Polk and Hardee counties, as well as the eastern portion of DeSoto County (Milanich 1994:400). Settlement density in this portion of the Safety Harbor cultural region is lower than around the Gulf coast. St. Johns Plain and Belle Glade Plain ceramics are frequently encountered at Inland Safety Harbor sites. The Philip Mound in Polk County yielded both Spanish artifacts and Safety Harbor pottery, indicating that the Safety Harbor Period continued through European contact in the Inland region, as has been documented around the Gulf coast (Milanich 1994:400).

3.2 Sixteenth to Eighteenth Century

After the initial arrival of Europeans in Florida in the early sixteenth century, European colonial powers laid claim to the lands of what is now Florida over three different periods: the Spanish from 1565 to 1763, the British from 1763 to 1783, and again the Spanish from 1783 to 1821. Interactions between native groups and early Europeans were often complicated as cultural contact created variable degrees of challenges, levels of conflict, and sometimes changes to settlement patterns and ways of life in Florida.

3.2.1 Cultural Contact

During the sixteenth century, Spanish and French explorers arrived in what is now Florida. In 1513, Spanish explorer Juan Ponce de León reached present-day Florida and named it "la Florida" after the Spanish "feast of the flowers," or "Pascua florida," making contact with the Calusa on the Gulf coast (Florida Division of Historical Resources 2013; Worth 2006). Eight years later, Ponce de León returned to Florida with 200 people but did not successfully colonize the land due to resistance from the large native population. Two more Spanish conquistadors tried and failed to colonize Florida—Lucas Vázquez de Ayllón in 1526 and Pánfilo de Narváez in 1528 (FDHR 2013). A survivor of the Narváez expedition, Álvar Núñez Cabeza de Vaca, described encountering American Indians now believed to be associated with Safety Harbor groups in the vicinity of Tampa Bay.

In 1539, Spanish explorer Hernando de Soto mounted a large expedition with more than 600 people and sufficient stores to fend off the starvation that had defeated Ayllón and Narváez (Ewen and Hann 1998:2–9). De Soto landed on the western coast of Florida in the vicinity of Tampa Bay and headed north, eventually traveling throughout the southeastern part of North America. Although de Soto died in 1542 near the Mississippi River, his expedition eventually reached Mexico (Ewen and Hann 1998; Milanich and Hudson 1993).

Much of our knowledge of South Florida cultures during this time period comes from the accounts of a shipwrecked Spanish sailor by the name of Hernando de Escalante Fontaneda (Worth 2006). Around the year 1549, Fontaneda was shipwrecked on his way back to Spain. He lived with the Calusa for 17 years at Mound Key, the capital of the chiefdom at the time. Fontaneda described a highly stratified society ruled by a chief or king he refers to as Carlos (likely originally Calus or Caalus). Fontaneda mentioned that this position of authority was inherited from his father. Furthermore, there is mention of tribute being paid to the chief in the form of food, deer skins, and other items. This account indicates a significant level of hierarchical organization to Calusa society.

By the end of the sixteenth century, indigenous groups occupying Florida had interacted extensively with Europeans who had arrived earlier in the century. Certain elements of cultural change—such as decentralization of power—may have preceded rather than followed European contact and contributed to the drastic changes in settlement patterns and material culture present

by around 1600 C.E. (Tesar 1980:196–199). Groups completely ceased to use earlier mounds for burials or ceremonies. Ancestors were buried in cemeteries and even avoided the preceding mound sites their ancestors had used for rituals (Milanich and Fairbanks 1980:227). American Indian populations had grown over time, but populations in the millennia preceding the colonial period shrank because of disease and other negative effects of European contact.

3.2.2 Settlement and Political Alliances

French explorers had also arrived in sixteenth century Florida, including Jean Ribault in 1562 and René Goulaine de Laudonnière in 1564, who established Fort Caroline in northeast Florida. In 1565, Pedro Menéndez de Avilés established the first permanent European settlement in the present-day continental U.S. at St. Augustine. Menéndez attacked Laudonnière's Fort Caroline, expelled the French, and claimed the fort for Spain. The two centuries following the 1565 establishment of St. Augustine are called the First Spanish Period (Bushnell 1996; FDHR 2013).

Soon after establishing St. Augustine, Menéndez attempted an alliance of sorts with the Calusa, who still controlled a significant portion of Central and South Florida, by wedding the sister of Chief Calus (also referred to as Chief Carlos). A Jesuit mission and fort were established in the Calusa capital at Mound Key, and hostilities soon ensued between the Spanish and the Calusa that ended in the death of Chief Calus and other prominent Calusa figures in 1569; the fort was subsequently abandoned by the Spanish (MacMahon and Marquardt 2004).

By about 100 years after the initial arrival of the Spanish, much of the native population had been wiped out by the effects of European contact, including hostilities and, to a large extent, due to disease (Deagan 1985:290–291). In the early eighteenth century, the remaining native people of South Florida experienced additional population decimation at the hands of British-allied slave raiders who invaded from the north, taking as many as 10,000 captives into slavery. Although a small number of refugees escaped to Cuba, the vast majority died soon after arriving from the effects of disease, including the last members of the noble lineage of the Calusa. By the early-to-mid eighteenth century, the Calusa polity had fallen, and the majority of South Florida's population was decimated (Worth 2006).

3.3 Eighteenth Century

At the end of the Seven Years' War in 1763, Great Britain exchanged Havana, Cuba, to gain control of Florida (Fabel 1996; FDHR 2013). The new British leaders divided the territory into West Florida and East Florida and began to develop the Floridas as English colonies by surveying the land. British governors set up a program of land grants through which land could be sold cheaply if it was bought for agricultural development. This resulted in the establishment of plantations during the British period, the success of which continued into the Second Spanish and U.S. Territorial periods, spanning 1763 to 1845. The primary crops were indigo, cotton, sugar, rice, corn, and citrus.

British rule lasted only two decades before Spain regained control of Florida in 1784 at the end of the American Revolution. Land grants by the Spanish ceded territory to the U.S. The Second Spanish period lasted only a few decades before Spain ceded Florida to the United States in 1821 (Coker and Parker 1996).

3.4 Nineteenth Century

Florida became a territory of the United States in 1821, and U.S. Army General Andrew Jackson was the first Territorial Governor of East and West Florida. In 1824, the two Floridas merged, and Tallahassee was chosen as the new capital based on its location between the existing capitals of St. Augustine and Pensacola. South Florida was still largely unsettled by European settlers (Tebeau 1971).

In 1835, the Second Seminole War began as the Seminole in Florida resisted the relocation West to Oklahoma that was dictated by the Treaty of Payne's Landing. On December 25, 1837, the largest battle of the Second Seminole War took place on the shore of Lake Okeechobee. The Battle of Okeechobee was costly to both sides and was followed by several years of persistent smaller skirmishes in the region. In 1842, the United States withdrew its troops and declared an end to the Second Seminole War, although no treaty was signed (Masson et al. 1987).

In 1842, Florida's Armed Occupation Act encouraged United States settlers to populate the land in southern Florida. Any family or single man over 18 could be granted a title to land in specified areas if they were willing to cultivate the land, build a dwelling, and live on it for five years, with the expectation of settlers' participation in the militias that formed to fight against Seminoles in the peninsula (Florida Historical Society 1842).

In 1845, Florida became the 27th state in the United States. Between 1840 and 1850, Florida's population grew from less than 55,000 people to more than 85,000 people, approximately half of whom were enslaved African Americans.

The remaining Seminole, while facing increasing pressure to relocate west, were being pushed further south by the expanding United States' settlement and military presence. In 1855, the Third Seminole War began (Covington 1993). By 1858, the war was declared over, at which point only a few hundred Seminoles remained in Florida; they began a period of relative isolation from United States settlers deep in the everglades that lasted until the major drainage projects of the early twentieth century transformed the region and its resources (Seminole Tribe of Florida 2023).

During the Civil War, Florida joined other states in the South to form the Confederacy, ultimately losing the war to Union forces. Few major battles were fought in Florida, and Tallahassee was not captured like the other southern capitals (Schafer 1996). South Florida cattle ranchers supplied a significant food supply to Confederate troops further north, and militia groups formed to protect the cattle ranches from raids (University of South Florida 2009).

3.5 Late Nineteenth and Early Twentieth century

After the Civil War and Reconstruction, Florida's economy grew and refocused on large-scale agriculture and farming. Henry Flagler and Henry B. Plant constructed railroads throughout the state, stimulated by the Internal Improvement Act of 1855. Developments in transportation directly influenced the rise of industries in Florida such as tourism, citrus, phosphate mining, timbering, and agriculture—industries still very relevant to Florida's modern economy (FDHR 2013; Proctor 1996; Schofner 1996). Cattle remained important in South Florida, with Cuba as the major export market for this commodity (State Library and Archives of Florida 2023).

In 1898, the port of Tampa became the main U.S. troop staging area for the Spanish American War in Cuba. Wartime hostilities lasted under four months, and the resulting Treaty of Paris ceded the Spanish control of Cuba to temporary United States occupation.

In the late nineteenth and early twentieth centuries, large-scale hydrological alteration was carried out in South Florida that opened the everglades to United States settlers and tourists (National Park Service (NPS) 2020). Expansive canals, channelization, and agricultural ditches changed the landscape. With the completion of the Tamiami Trail (US 94) in 1928, even more settlers and tourists gained access to South Florida. The Seminole established tourist camps and trading posts, participating in South Florida's evolving economy (Seminole Tribe of Florida 2023).

3.6 Local History and Context

The District reviewed historic newspapers, records of the State Library and Archives of Florida, and other sources to evaluate past land use in and immediately surrounding the APE.

In 1856, Manatee County was created from the southern portion of Hillsborough County with the village of Manatee as the county seat. The new county extended from the Gulf of Mexico to Lake Okeechobee and from Tampa Bay south to the Caloosahatchee River, with Pine Level becoming the county seat soon after the close of the American Civil War in 1866 (Desoto County Historical Society 2023).

Camp Ogden was one of the earliest sites of permanent American settlement in the region and was a strategic outpost for the U.S. Army during its continued battle with the Seminole during the Second Seminole War. The fort hosted one of Manatee County's first post offices in 1876. It is still in operation, making it the oldest post office in DeSoto County to be in continuous service. Manatee County was then divided in two in 1887, with newly designated DeSoto County constituting the eastern half. DeSoto County extended from Charlotte Harbor to Lake Okeechobee and consisted of roughly 3,750 square (sq) mi. It was named for Spanish explorer Hernando de Soto.

The town of Arcadia was formed after Baptist preacher James Madison "Uncle Boss" Hendry relocated his sawmill to the area by oxcart in order to capitalize on the area's abundant long-leaf yellow pine. Established along a bluff on eastern shore of the Peace River, it is presumed to have

been named for Arcadia Albritton, the daughter of one of Florida's early pioneers, Thomas H. Albritton (Desoto County Historical Society 2023; Morris 1955:5). Local tradition suggests that it was "Uncle Boss" Hendry that is responsible for naming the town. He once stayed at the Albritton home, and after receiving a cake from Albritton's wife and daughter on his birthday, the next day promised to name the new community in the family matriarch's honor (Jarratt and Melvin 1939:2–3). The first post office to be built in Arcadia was constructed the same year as the town's establishment.

The first railroad to reach the area, the Florida Southern Railway, arrived in Arcadia in 1886 (Figure 3-1; State Library and Archives of Florida 1906). The arrival of the railroad prompted the residents of Arcadia to incorporate the town in December of that year. DeSoto County's board of commissioners met for the first time in Arcadia on December 10, 1888. The area was formerly known by several names: first Waldron's Landing, then Raulerson's Landing (named for Harris Raulerson, a local businessman who operated a "side wheeler" steamship on the Peace River transporting potatoes and other produce), and later "Tater Hill Bluff" due to its location along the Peace River, which was often used to transport agricultural produce by steamboat (Desoto County Historical Society 2023; Jarratt and Melvin 1939:2).

Arcadia grew rapidly during the late nineteenth to early twentieth century. A mule-driven streetcar was established in 1889; it carried passengers from an area known as "Coon Prairie" to the Peace River. After Henry Plant acquired control of the Florida Southern Railroad in 1896 and added it to his Plant System of railways, Arcadia was reincorporated as a city by 1901 (Desoto County Historical Society 2023; Jarratt and Melvin 1939:3). However, the Plant System in Arcadia was short-lived, as the Florida Southern Railroad was absorbed the following year by the Atlantic Coast Line Railroad, which operated the line through the 1970s (Desoto County Historical Society 2023).

Just as Arcadia prepared for the many changes of the twentieth century, tragedy struck the city. On Thanksgiving Day, November 30, 1905, the city's entire downtown business district, with the exception of the First National Bank, Seward's General Merchandise Store, and the D.T. Carlton Building (all of which were brick), burned to the ground in just three hours' time (**Figure 3-2**; State Library and Archives of Florida 1905). Forty-three wooden structures and their contents, valued at roughly $250,000 at the time, were lost to the blaze. After suffering such a devastating loss, Arcadia business owners met and decided to construct new buildings in only brick or concrete block (Desoto County Historical Society 2023).

Figure 3-1. Atlantic Coast Line Railroad Florida and the South, circa 1906.

Figure 3-2. Arcadia after the 1905 fire.

Despite this setback, industrial and railroad development continued to fuel the growth of Arcadia for much of the early twentieth century. Pebble phosphate in the Peace River was first discovered by Captain Francis J. LeBaron of the U.S. Army Corps of Engineers in 1891. The pebble phosphate was initially mined from the river with pick and shovel, but later, steam-driven dredges were employed (**Figure 3-3;** Desoto County Historical Society 2023). However, mining of the Peace River ceased by 1908, and new sources of phosphate were sought and strip-mined in Polk County,

north of DeSoto. The Charlotte Harbor and Northern Railroad was created to meet the transportation demands of the evolving industry by connecting mines in Polk County with the deep-water port at Boca Grande, which straddles Charlotte and Lee counties, in 1907. The Seaboard Air Line Company constructed the East and West Coast Railroad to transport lumber and turpentine between Arcadia and Bradenton, in Manatee County, in 1914. The East and West Coast line followed the route of present-day SR 70, west of Arcadia, and reached nearby Pine Level to the west but never reached further east than Arcadia (Desoto County Historical Society 2023).

Figure 3-3. Phosphate Mining, 1900.

The First World War helped to stimulate the local economy, as two airfields—Carlstrom Field and Dorr Airfield—were established as flight training facilities by the U.S. Army Air Service in 1918 (Falgeau 1918). That year, a $330,000 bond was issued to build a hard-surface road from Arcadia to Dorr Airfield which would also create a supply link as part of the Dixie Highway and would become SR 18 (Tampa Tribune, 8 March 1918:3). Dorr Airfield was constructed on DeSoto County's Big Prairie area. Originally used as grazing land for Arcadia's cattle industry, the broad, flat plain stretched 70 mi (112.7 km) long and 30 mi (48.3 km) wide. A military committee including Major Paul Ferron of the US Army and Captain A.J. Boyviven of the French Aviation Corps selected the area, which was approved on November 21, 1917. By the end of the year, the Atlantic Coast Railroad had completed rail lines to the developing site (Historic Property Associates, Inc. 1982).

By 1920, Arcadia was hailed as "Aviation City". Dorr Airfield was the primary training site of the Southeast and served as the testing site for parachute innovations and guided missile experiments (Historic Property Associates, Inc. 1982). The aviation center was a boon for economic development of the area. By 1924, SR 18 crossed the state from Sarasota through Arcadia to Lake

Anne (Chapin, News-Press, 18 December 1924:4). In the 1920s, Gotto, Garrettson, Mathias Co. sold vast amounts of property throughout Arcadia. More than 20,000 acres along SR 18 were being sold for development in 1925 (Miami Herald, 13 February 1925:56).

During the 1920s, SR 18 was also known locally as Main Dixie Highway (Miami Herald, 13 February 1925:56). Dixie Highway was a major artery that facilitated the spread of Florida's building boom in the 1920s. Measuring approximately 9 ft in width, SR 18 was originally constructed with brick pavers with expansions carried out with asphalt and gravel. SR 18 was renamed SR 70 by 1933 and also known as the Coast to Coast Highway. Its local name, Mahon Avenue, is derived from the Mahon family, early settlers in Arcadia in the 1800s. Their descendants continue to own large portions of land along the remainder of Mahon Avenue (Hoffman and Tesar 2008).

The 1920s Florida Land Boom brought considerable growth to the city as a new city hall, electric streetlights, concrete bridge, golf course, mobile home park, and many subdivisions were built by the decade's end. Much like the rest of the nation, however, the Great Depression dealt a powerful blow to the Arcadia economy. As the city struggled to recover from the financial crisis, the federal government provided the infrastructure improvements that carried it into the postwar era. The Federal Emergency Relief Act (FERA) funded the construction of a beef cannery at the previously mentioned Florida Children's Home, while the Works Progress Administration converted a former high school to a gymnasium and also constructed a sewing room and a new post office, which features a mural by artist Constance Ortmayer (Desoto County Historical Society 2023).

Arcadia Villa was one of approximately 20 planned subdivisions in Arcadia during the 1920s Florida Land Boom. However, in 1926, the real estate market crashed, leaving most of these subdivisions unfinished (Hoffman and Tesar 2008). Historic aerials from 1952 display the subdivision outline and roads with only two structures. However, these features began to fade over the years, and by 2006, few discernable patterns from the 1920s development remained.

Carlstrom Field and Dorr Airfields were reactivated during World War II as the Embry-Riddle Aeronautical Institute in 1942 (**Figure 3-4**; Museum of Florida History 2024; State Library and Archives of Florida 1942). Northwest of Dorr Airfield, the DCI Canal was constructed in 1943 to aid in the drainage of the facility (Irby 2017). The canal empties into the Tiger Bay Slough approximately 3.84 mi (6.18 km) south of the APE. Following World War II, Dorr Airfield was acquired by the State of Florida for use as G. Pierce Wood Memorial Hospital in 1947 (Museum of Florida History 2024).

In 1968, patients from the mental health facility were transferred to the new facility constructed at Carlstrom Field, and Dorr Airfield became a Sunland Training Facility. However, the Sunland branch closed the following year, and the facility was adapted into a medium-security prison operated by the Florida Department of Corrections which is still in use today (**Figure 3-5**; Historic Property Associates, Inc. 1982; State Library and Archives of Florida 1971). In 1973, the facilities

were expanded to the south and west, and by 1984, historic aerials reflect the current facility alignment which had been expanded to the east.

Figure 3-4. Primary flight training cadets at Dorr Field in Arcadia, Florida 1942.

Figure 3-5. Aerial view looking southwest at the DeSoto Correctional Institution in Arcadia 1971 with Resources 8DE01210–8DE01212 in the foreground.

Construction to realign the SR 18 to the current SR 70 alignment, leaving Mahon Avenue as the only original portion of SR 18 in 1959 (Tampa Tribune, 11 January 1959a:11C). On the 1978 (1980 edition [ed.]) Arcadia, Florida 15-minute topographic map, Mahon Avenue was downgraded to a light duty road while SR 70 became the primary highway. In 2011, a bid was posted to repurpose the original SR 18 route to a multi-use path (Port Charlotte Sun, 18 May 2011:13). By 2012, the path from N 17th Avenue to west of Mare Branch was completed.

Much like the phosphate and railroad industries, cattle farms and citrus groves also played a prominent role in Arcadia's development. Cattlemen in Georgia, Alabama, and the Carolinas during the mid-1800s struggled with crowding and overgrazing, and many chose to move their herds to Florida. Ziba King of Fort Ogden was one of the most famous Florida cowmen of the nineteenth century. The Whiddens were another prominent cattle pioneer family in the Arcadia area. The area had supplied cattle for the Confederate Army during the Civil War, and after surviving the "range wars" of the late nineteenth century, large herds continued to cover much of the DeSoto County landscape. As a celebration of the area's cattle-ranching heritage, the Arcadia All-Florida Championship Rodeo was first held on November 11th and 12th, 1929 (**Figure 3-6**; State Library and Archives of Florida 1930). The Arcadia Livestock Market opened in 1939, and although it closed in 2005, DeSoto County helps Florida maintain its place as the twelfth-largest producer of beef cattle in the nation (**Figure 3-7**; State Library and Archives of Florida 1900).

Figure 3-6. Billie Keen riding horses over an automobile at Arcadia Rodeo, 1930.

Figure 3-7. Arcadia Cattle Market, 1900.

Citrus groves and packinghouses, such as the Peace River Citrus Products, the DeSoto Canning Company, and others, provided an economic boost to the area for much early twentieth century, and the citrus industry continues to form a valuable segment of much of the local economy to this day. The Desoto Canning Company advertised for both white and Black employees (Desoto County Historical Society 2023).

One of Arcadia's early cattle ranches was the Parker Brothers Ranch. In 1833, Colonel (Col.) John Parker moved to Florida from North Carolina. Col. Parker settled on the ranch in 1858, which passed to his son, Jasper Parker in 1872 upon his death. Zeb Newton Parker, son of Jasper Parker, became the third-generation owner of the ranch in 1896 at the time of his father's death. Parker Brothers Ranch was incorporated in 1915 and covered approximately one-fifth of DeSoto County, 125 sq mi. In 1963, company president B.F. Wells sold the 80,000-ac ranch to Calvin Houghland for just under $6 million. Wells continued to operate the property as a cattle ranch under the supervision of Parkers Brothers Ranch Inc. personnel (Tampa Tribune, 26 March 1963:2B).

In 1968, Jules and Jack Freeman, Lee County land developers, acquired a portion of land that once belonged to the old pioneering cattle ranchers. The Parker Brothers Inc. transferred 15,200 acres of the ranch through the American Agronomics Corps. The Freemans planned to develop one of the largest citrus operations in Florida. The brothers began their citrus venture in the 1950s in Bermont (Dean, News-Press, 15 September 1968:1C). The machines from their original citrus grove in Bermont were moved to their new location in DeSoto County (Dean, News-Press, 15 September 1968:9C). This new grove became known as the Joshua Grove and encompasses 26,800 acres.

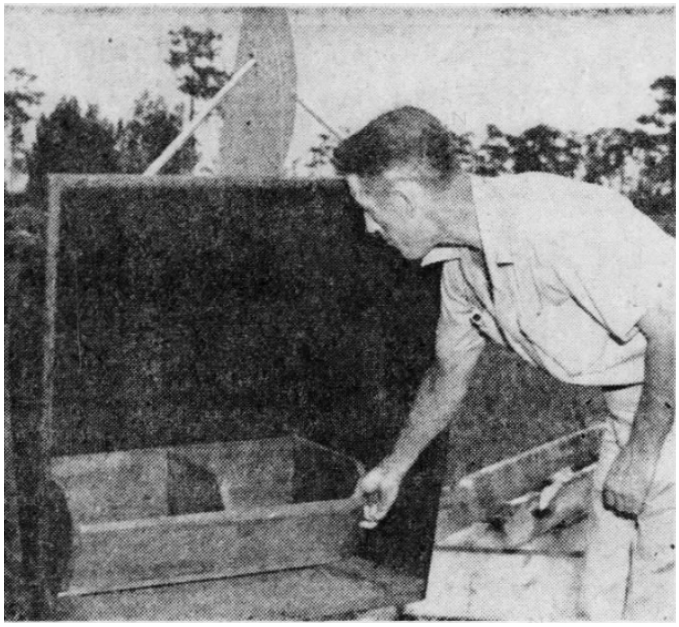
Tiger Bay Ranch, a prominent local cattle ranch, was established just west of Dorr Airfield. Miles Lewis Hall, Sr. came to DeSoto County in 1938 and established a cattle ranch in Charlotte County

and Pine Island Ranch in DeSoto County. His son, Miles (M.) Lewis Hall Jr., went on to develop Tiger Bay Ranch in circa 1950 (State of Florida Twelfth Judicial Circuit 2024). Hall was a principal in Miami law firm, Hall & Hedrick, and served as clerk for the Florida Supreme Court. Hall owned the property until his death in 2020 (Miami Herald, 6 September 2020:A16). His son, Don T. Hall, is a practicing judge in DeSoto County and resides on Tiger Bay Ranch now (State of Florida Twelfth Judicial Circuit 2024). In 2019, Tiger Bay Ranch was slated to be placed into a conservation easement, allowing the property owners to continue using the land while preventing development (Port Charlotte Sun, 11 December 2019:S32).

Arcadia locals produced innovative solutions for the thriving agricultural industry. Carl Fenton moved to Florida from Texas in 1939 to pursue cattle ranching. Upon his arrival, Fenton invented a cattle feeder that would keep the feed dry during the rainy season. Fenton first developed the design for a revolving feeder with a shell-like dome in 1943 and received the patent in 1945. He began manufacturing the feeders three years later in the facility he constructed, 8DE01196. The building began as a pole barn, and as demand for the feeder grew, he constructed two more additions to the south in 1958 and again in 1965 (Peters, Port Charlotte Sun, 5 April 2018:3). By 1952, the plant was producing approximately 2,000 feeders per month which were distributed to 50 dealers in Florida. Business also expanded to include New York, California, and Texas. Demand grew so quickly that the company constructed a warehouse in Fort Worth, Texas (

Figure 3-8; Mase, Tampa Tribune, 20 July 1952:6C).

Figure 3-8. Fenton placing a mineral tray inside one of his Fenton Feeders



Fenton became an influential Arcadia citizen. In addition to his innovative cattle feeder, Fenton also built the original Arcadia Rodeo Arena (Peters, Port Charlotte Sun, 5 April 2018:3). It replaced the previous Wells Arena and was dedicated as the Carl Fenton Arena in 1959 (Tampa Tribune, 5 July 1959:7-D). He went on to serve as the Arcadia Rodeo President (Mahler, Port Charlotte Sun, 12 October 2017:12). The Carl Fenton Arena was in use until 2017 when it hosted its last rodeo after 58 years. The dirt from the old arena as well as the bucking and roping chutes were moved to the new Mosaic Arena which opened for its first rodeo in 2018 (Port Charlotte Sun, 28 December 2017:5).

After Carl Fenton passed away in 1977, his wife, Catherine Fenton, became owner of Fenton's Feeders. She purchased 8DE01196 in 1984, and the company expanded to include other agricultural products as well as offering boat repair. The company began to decline in the 1980s along with other ranchers and farmers in response to the recession (Wilson, Tampa Tribune, 26 April 1984:4PH). In 1989, the company was dissolved (Florida Department of State 2024).

DeSoto County grew more slowly than did the rest of Florida after World War II and has retained its inland rural character (Wilson 1977). Large cattle ranches remain the major landowners in DeSoto County today.

3.7 Local Land Use

The District reviewed original land survey records, historical quadrangles, maps, and aerial photographs to determine recent and past land use changes within the APE and its vicinity, which contain unrecorded structures of historic age (built prior to 1974). Historical and modern quadrangles show no cemeteries within or adjacent to the APE.

The Bureau of Land Management (BLM) General Land Office (GLO) original land survey map of the APE shows little development within the APE or its vicinity by 1859, 1860, and 1870 (**Figure 3-9**–**Figure 3-11**). Throughout the APE, SR 70 passes through a series of prairies, dry prairie and saw palmetto, marsh, and ponds. In the central portion of the APE, east of Joshua Creek, a roadway, labeled the "Fort Mead and Fort Myers Road and Line of the I.O. Telegraph," passes through Section 32 T36S, R26E and Section 5 of T38S, R26E.

The 1936 East DeSoto Florida State Road Department map depicts the APE along SR 18, east of the town of Arcadia, passing through Joshua to just past the Highlands County line (**Figure 3-12**). The east half of the APE shows no development beyond the SR 18 corridor, however, the western half of the APE between Arcadia and Joshua depicts a rural setting with multiple structures adjacent to the APE as well as unlabeled intersecting and adjacent roads. Near the community of Joshua, a cluster of structures is depicted in Arcadia Villa. Roads are in approximately the same location as present-day SE Carlstrom Field Road, SE Highway 31, SE Brown Road, SE Townsend Avenue, Hansel Avenue, SE Walston Avenue, SE Cross Avenue, SE Mahon Avenue, SE County Road 760, and SE Turkey Hammock road. Two airfields are symbolized near the western end of the APE to the north and southwest of SR 18, which relate to the historic airfields discussed below.

The 1943 historical aerials of DeSoto County show the previous rural roadways and structures still extant with some additional development (**Figure 3-13–Figure 3-15**). In the western portion of the APE, residences, farms, and orchards are present off SR 18, particularly around the area of Mare Branch. In the central portion of the APE, the layout for the Arcadia Villa subdivision is visible around Joshua, south of SR 18. Near the eastern end of the central portion of the APE, an ellipsoidal shape depicts Dorr airfield, the Embry-Riddle Aeronautical Institute, and its associated structures south of SR 18. The eastern end of the APE remained relatively undeveloped aside from a few sparse roadways and structures branching off SR 18.

A review of the historical 1957 (1958 ed.) Arcadia, Long Island Marsh NW, and Long Island Marsh NE, Florida 7.5-minute quadrangles indicates SR 18 was no longer extant and realigned throughout the APE as SR 70 (**Figure 3-16–Figure 3-18**; USGS 1957 [1958 ed.]). The western portion of the APE passes through rural areas with intersecting roadways, and adjacent structures, marshes, creeks, canals, and orchards. The central portion of the APE also remained rural with intersecting roadways, few structures, and canals. The area surrounding Dorr airfield, south of SR 70, is marked with a pumphouse and state hospital, which is now in the present-day location of the DeSoto Correctional Facility south of SR 70. The eastern portion of the APE remained the most undeveloped, aside from a few sparse roadways and structures, and additional canals.

Figure 3-9. Overview of the western portion of the APE shown on the BLM original land survey maps.

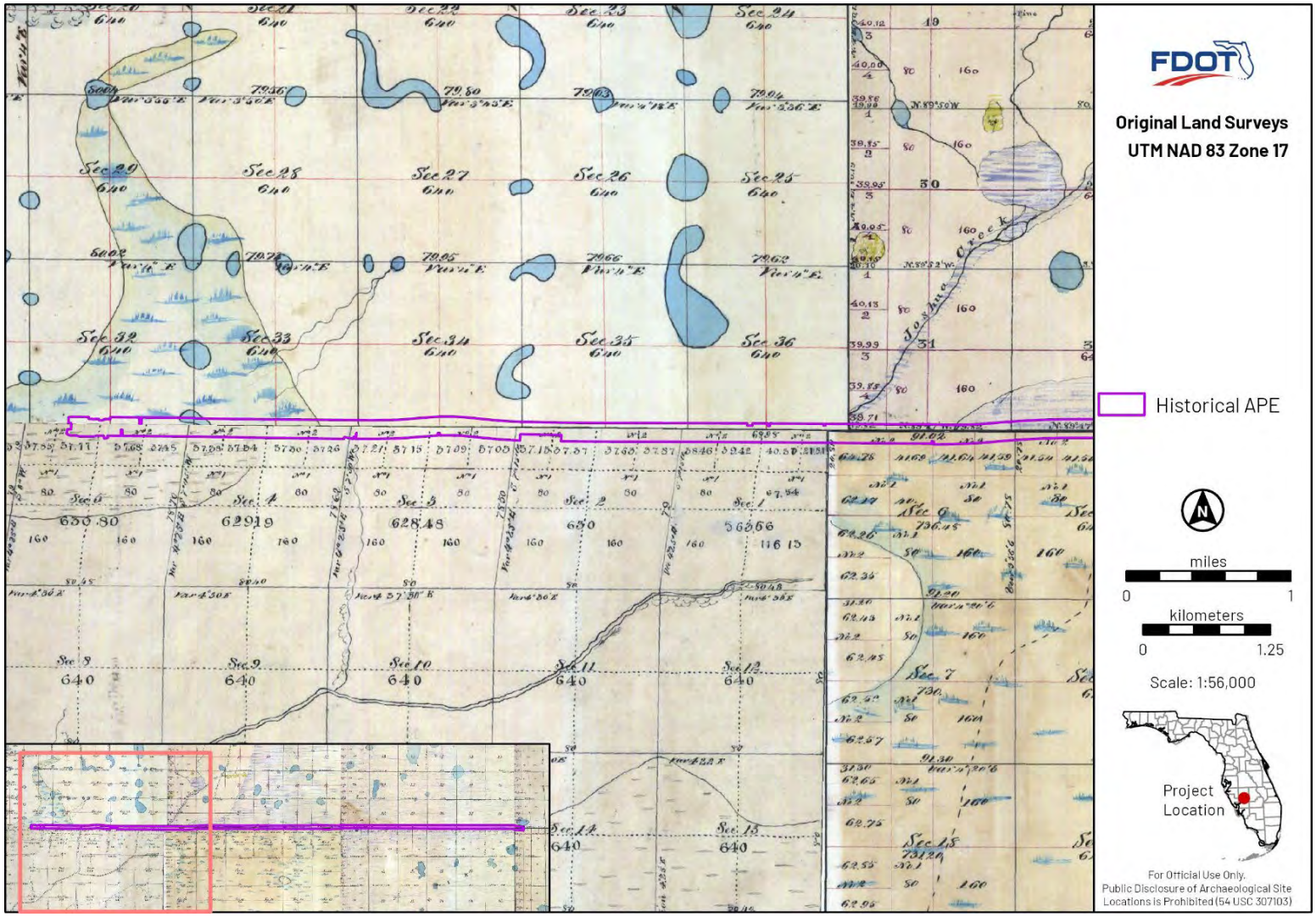


Figure 3-10. Overview of the central portion of the APE shown on the BLM original land survey maps.

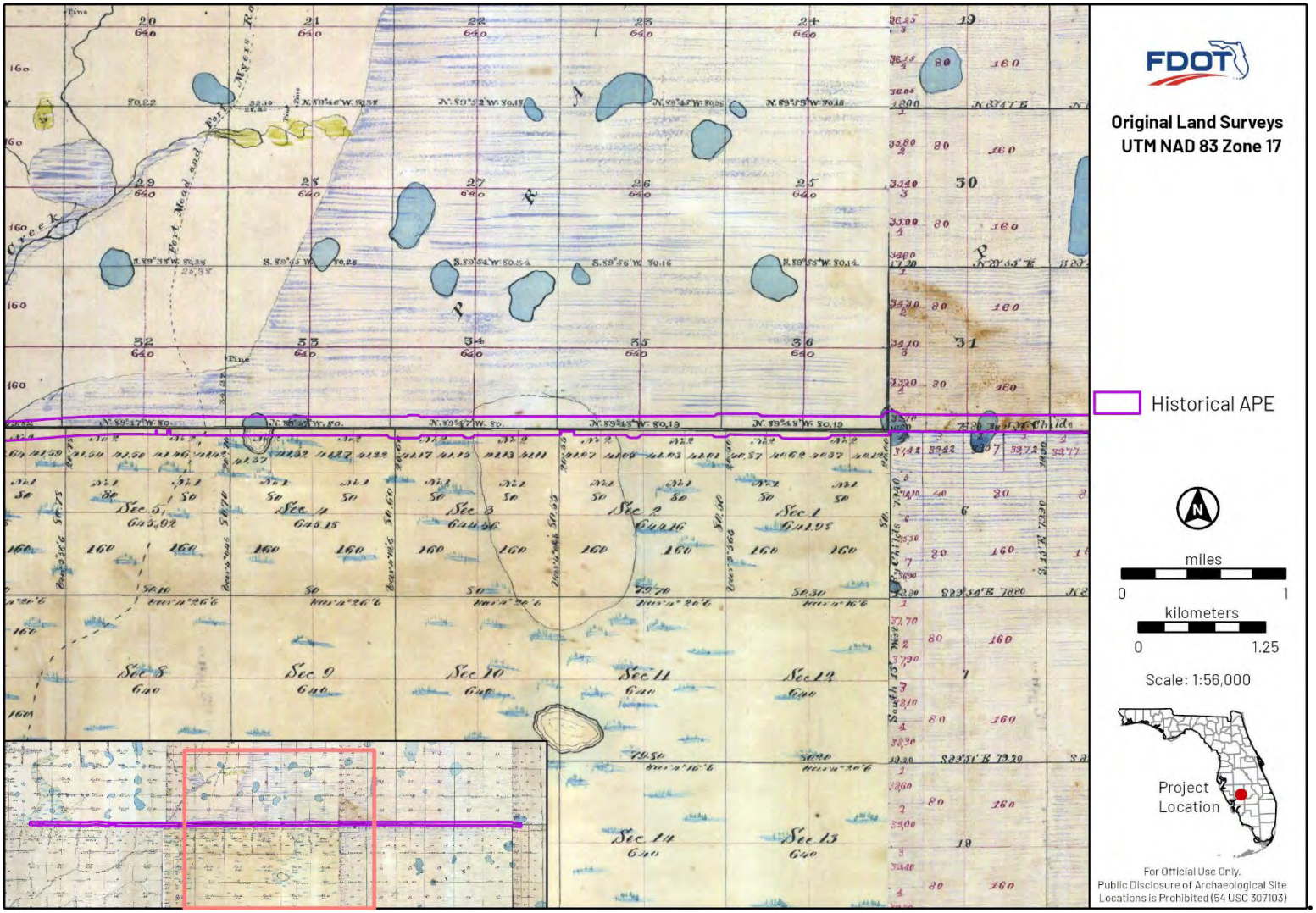


Figure 3-11. Overview of the eastern portion of the APE shown on the BLM original land survey maps.

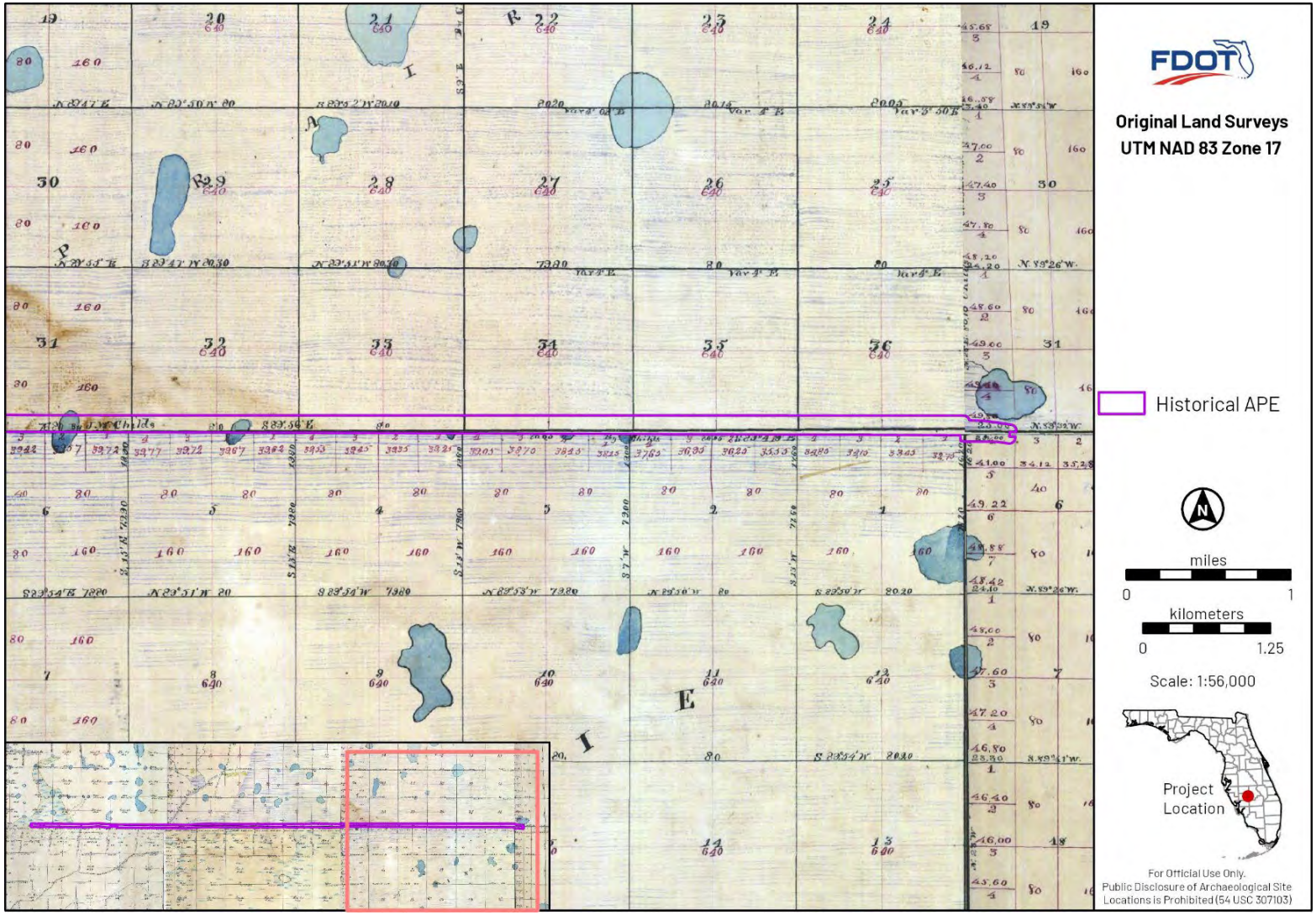


Figure 3-12. Overview of the APE shown on the 1936 East DeSoto Florida State Road Department map.

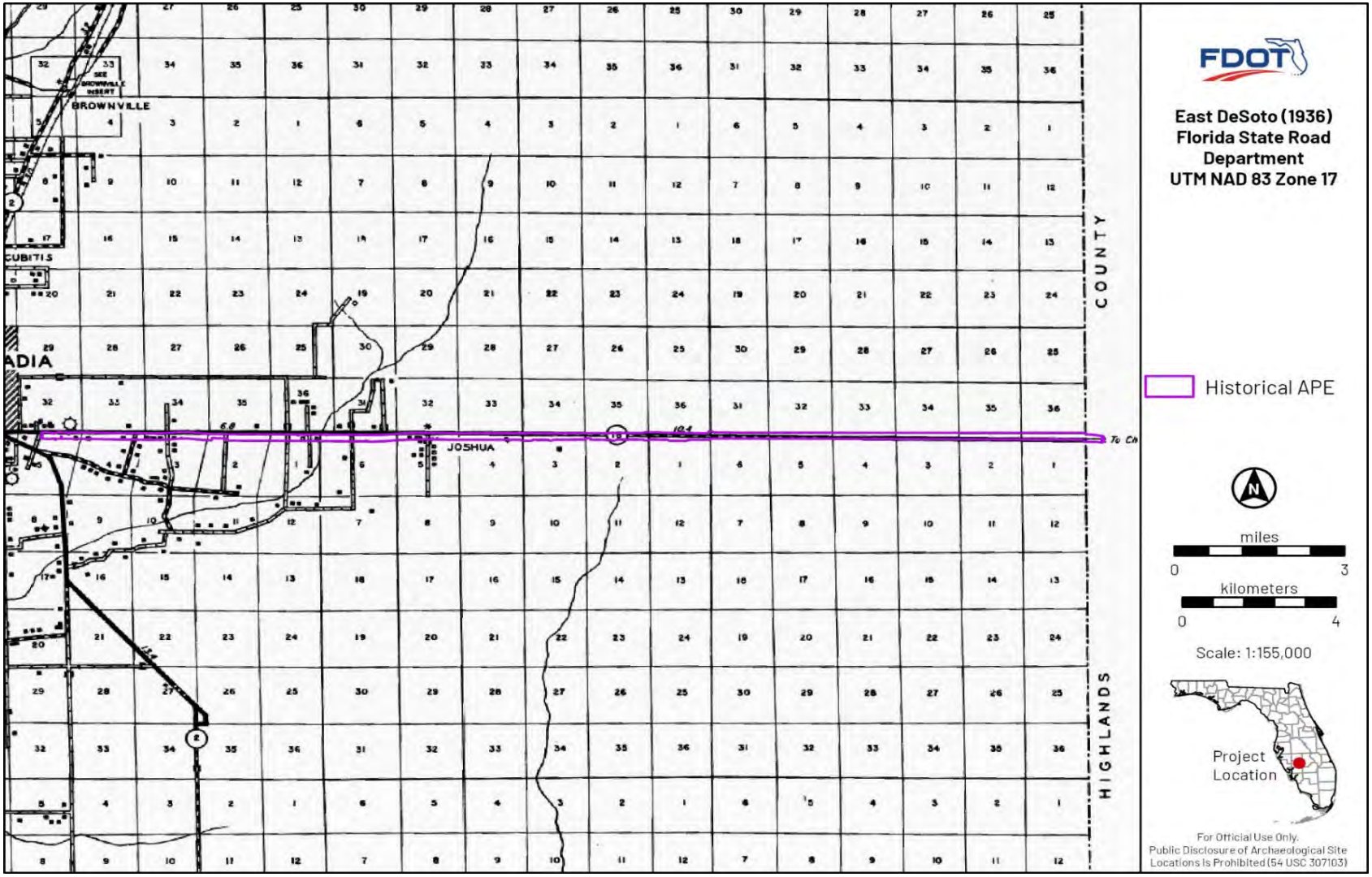


Figure 3-13. Overview of the western portion of the APE shown on historic aerial photographs of DeSoto County, Florida.

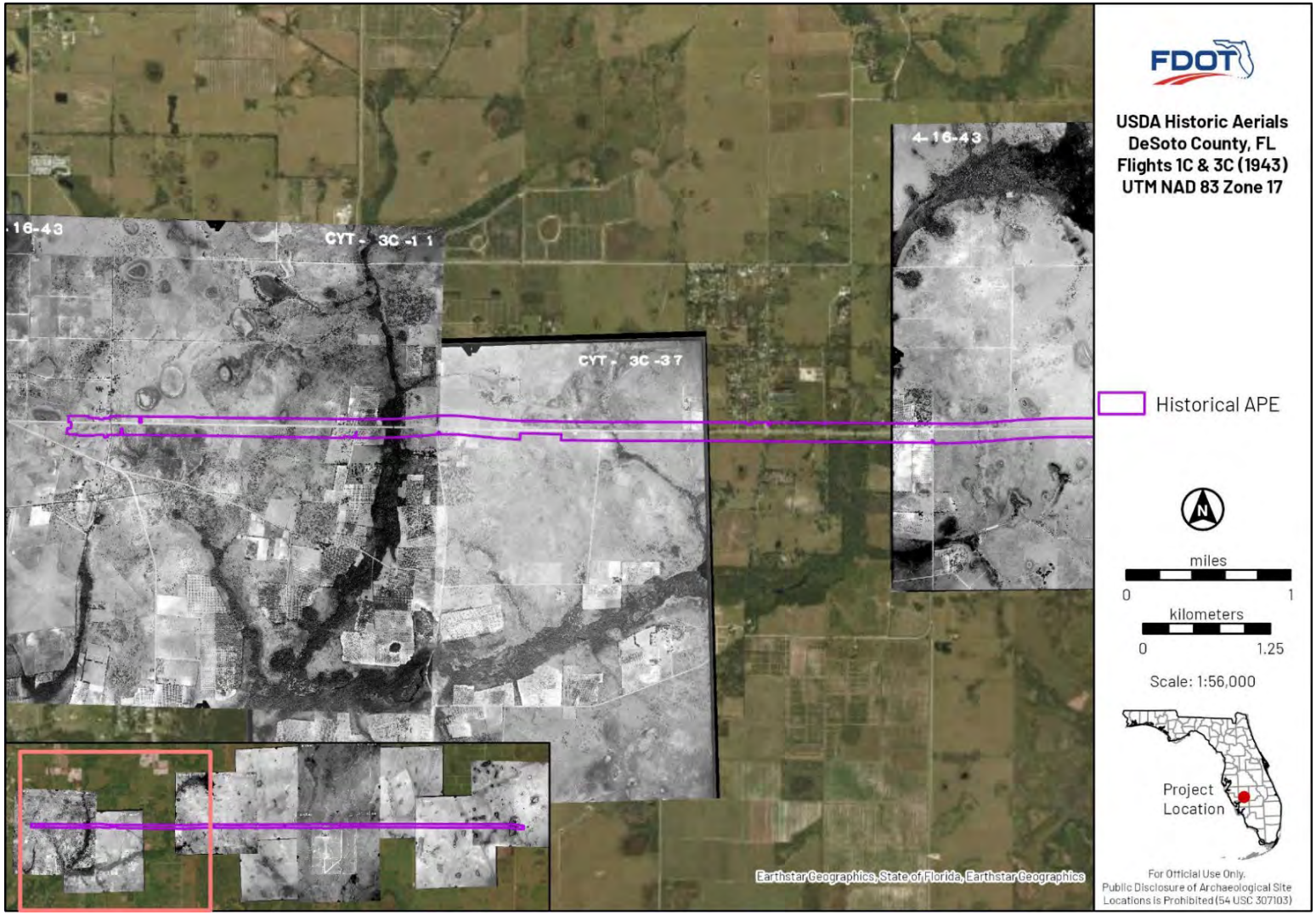


Figure 3-14. Overview of the central portion of the APE shown on historic aerial photographs of DeSoto County, Florida.

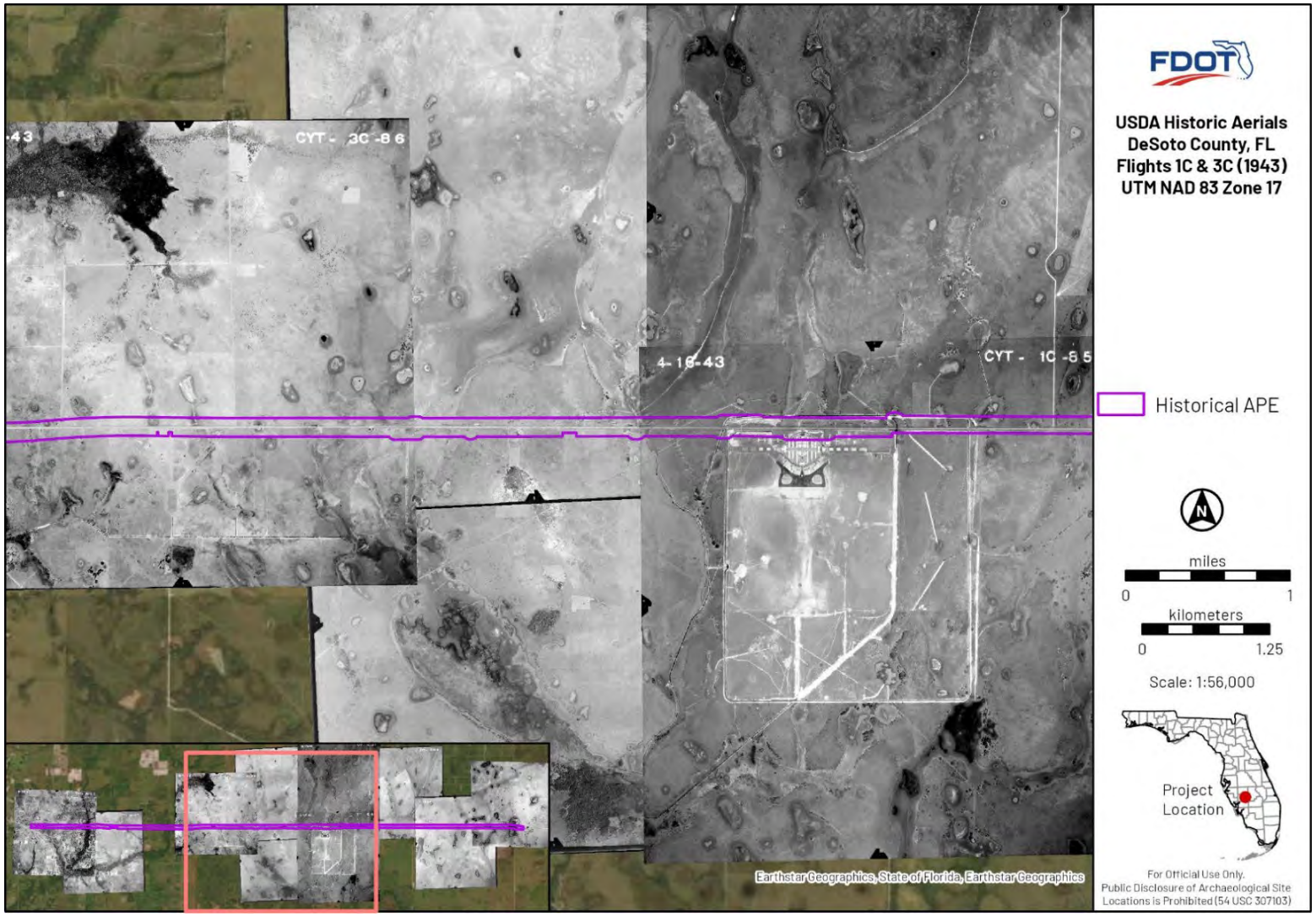


Figure 3-15. Overview of the eastern portion of the APE shown on historic aerial photographs of DeSoto County, Florida.

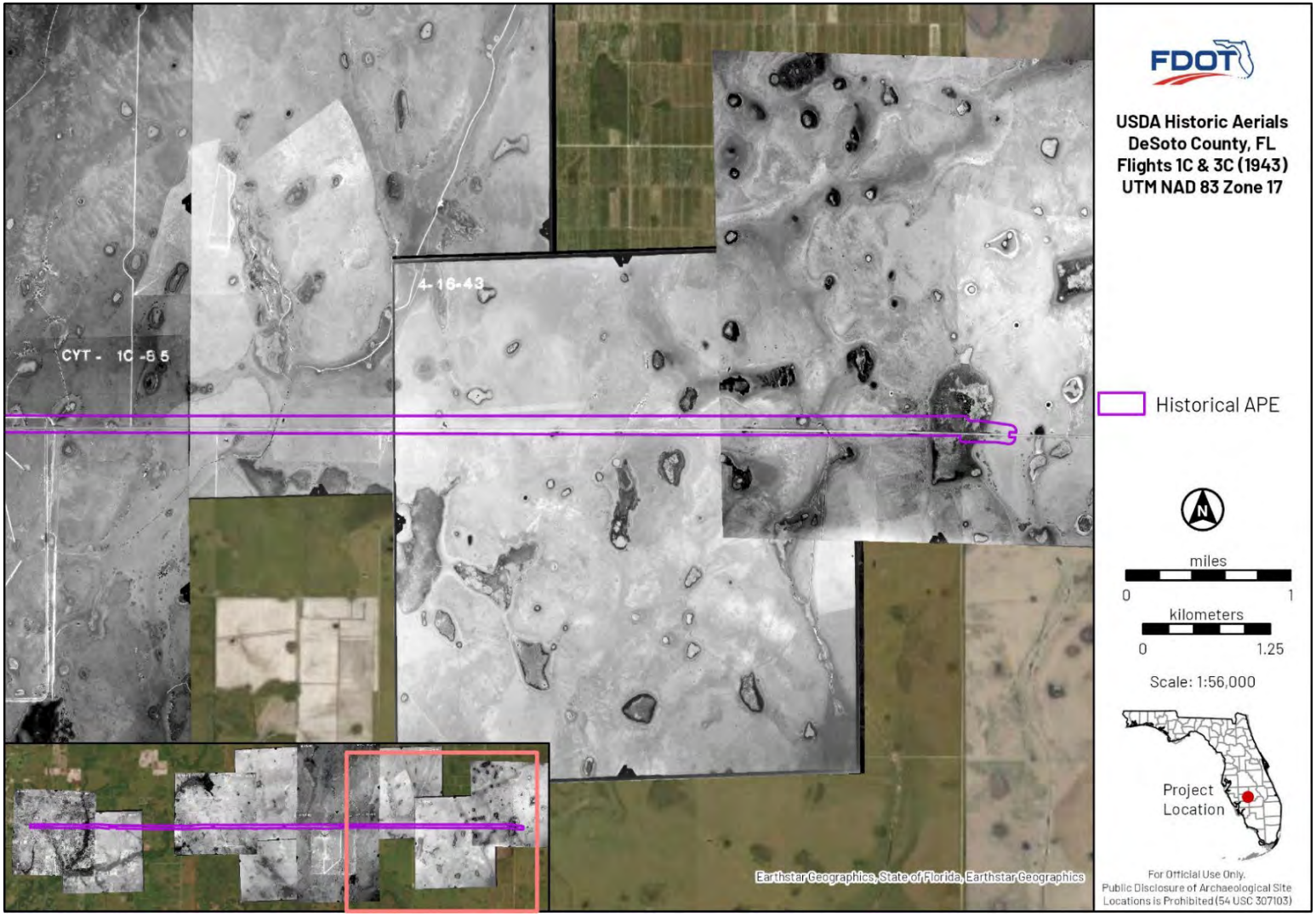


Figure 3-16. Overview of the western portion of the APE shown on the 1957 (1958 ed.) Arcadia, Long Island Marsh NW, and Long Island Marsh NE, Florida 7.5-minute historical quadrangles.

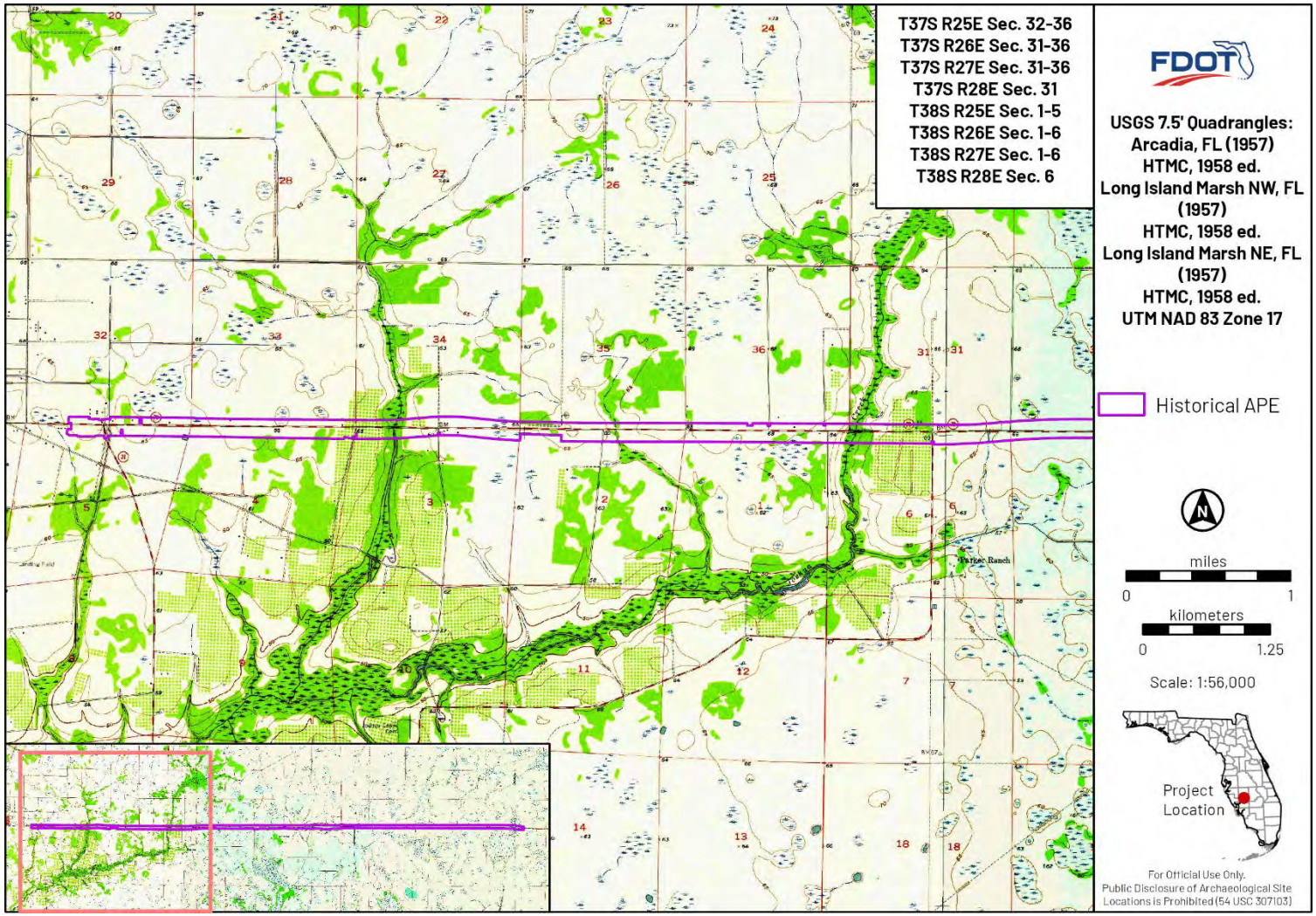


Figure 3-17. Overview of the central portion of the APE shown on the 1957 (1958 ed.) Arcadia, Long Island Marsh NW, and Long Island Marsh NE, Florida 7.5-minute historical quadrangles.

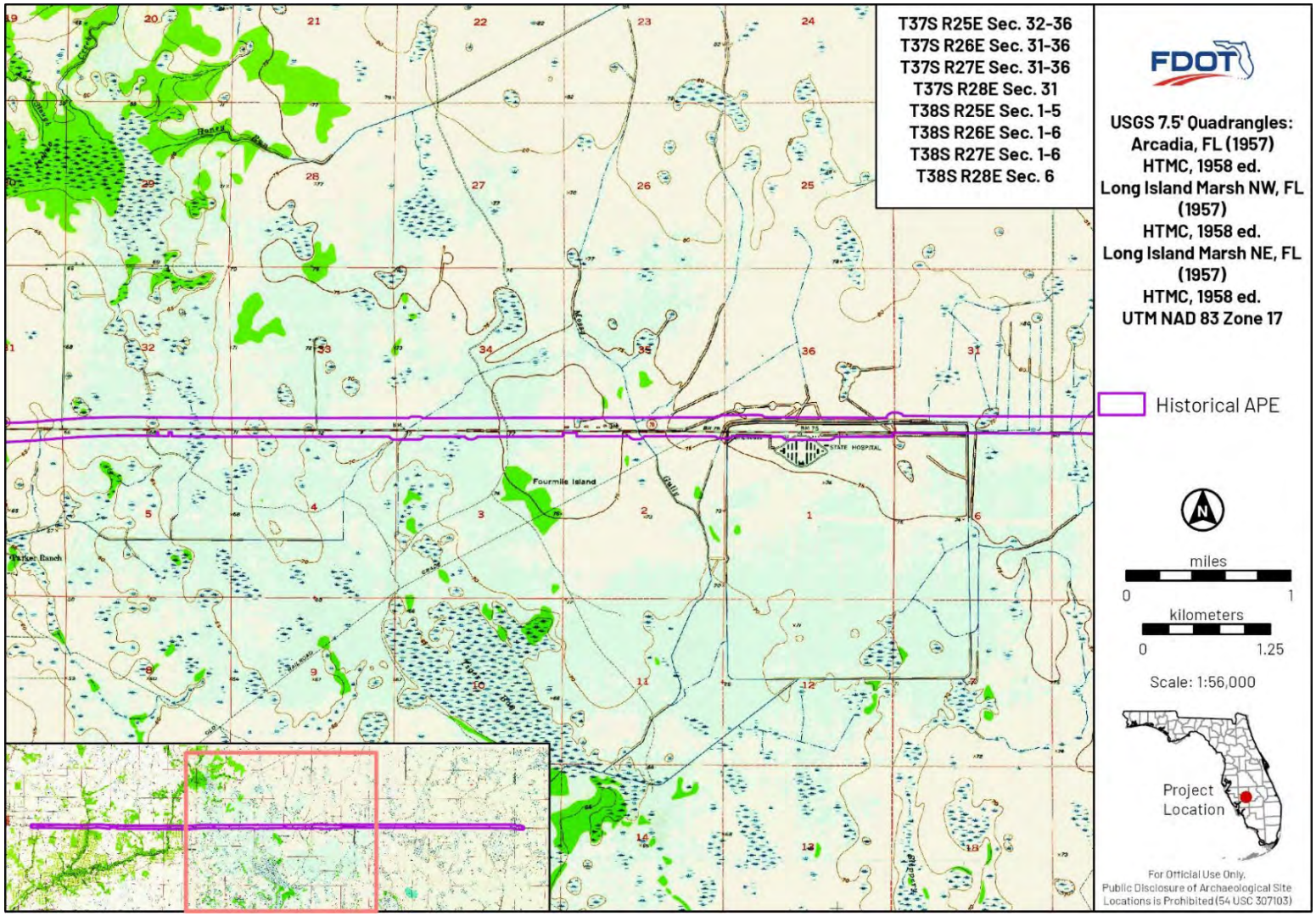
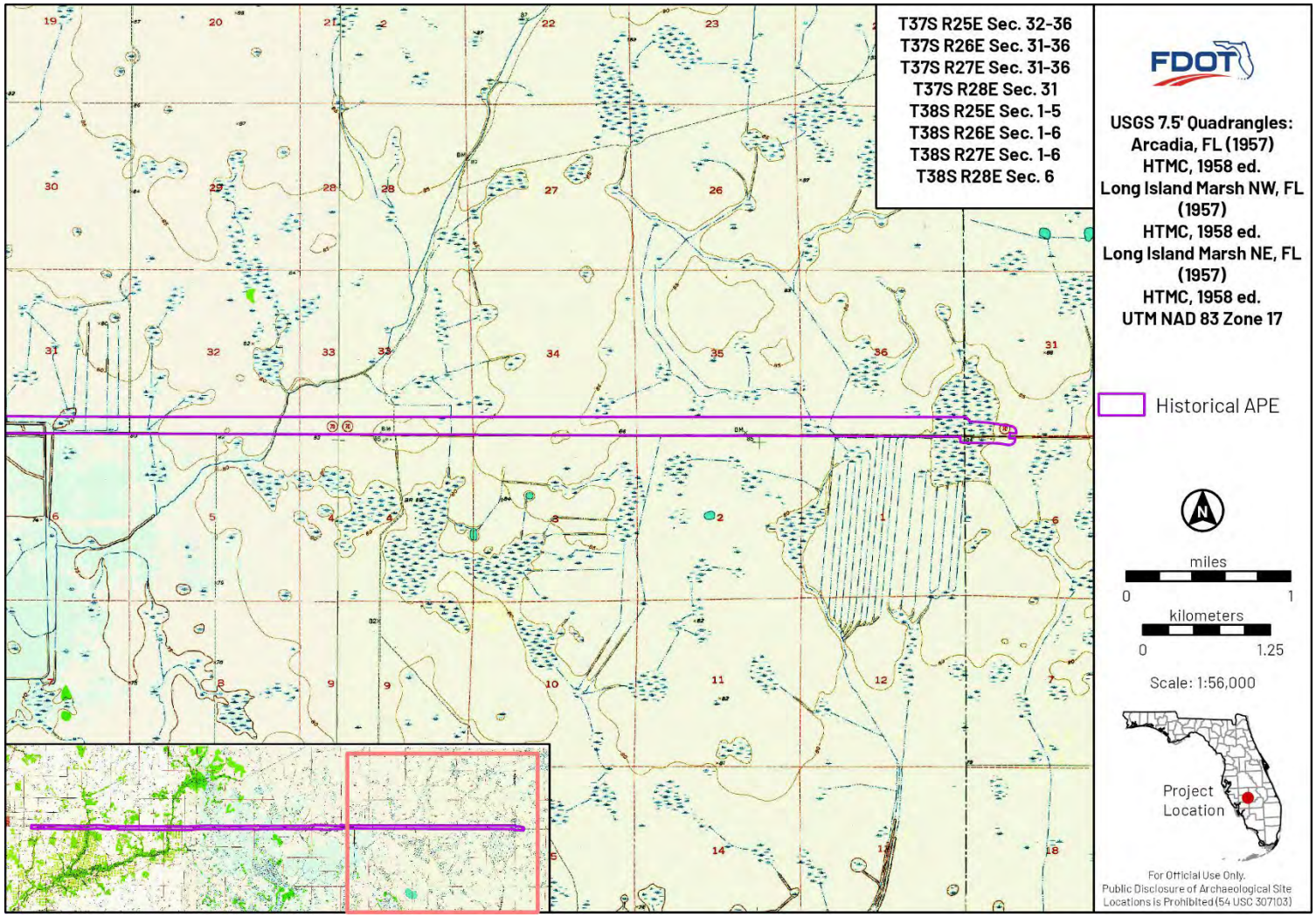


Figure 3-18. Overview of the eastern portion of the APE shown on the 1957 (1958 ed.) Arcadia, Long Island Marsh NW, and Long Island Marsh NE, Florida 7.5-minute historical quadrangles.



4 PREVIOUS RESEARCH

Records in the Florida Master Site File (FMSF) were examined to determine the location of any previously conducted cultural resource surveys or previously recorded historical resources within 0.8 km (0.5 mi) of the APE (**Figure 4-1**–**Figure 4-3**). A review of the FMSF revealed that 13 previously conducted cultural resource surveys fall within the FMSF search area, and 11 of these overlap portions of the APE (**Table 4-1**). There are 10 historical structures, four resource groups, one historical bridge, and one archaeological site within the FMSF search area. Of these, three of the historical structures, all four resource groups, and the historical bridge fall within the APE (**Table 4-2**).

FMSF Survey No. 16476 was a CRAS conducted in 2008 in support the Phase VIII Expansion Project for the Florida Gas Transmission Company (FGT) that overlaps all but the western end of the APE. Field methods included pedestrian survey and subsurface shovel testing at intervals defined by archaeological site potential. As a result, three newly recorded historic structures (8DE00829–8DE00831) and one resource group (8DE00828) were identified in the central portions of the APE (Janus Research and R. Christopher Goodwin Associates, Inc. 2008).

FMSF Survey No. 16532 was the first addendum conducted in 2009 to add to the results of the 2008 Phase VIII Expansion Project for the FGT (FMSF Survey No. 16476) that also overlaps all but the western end of the APE. No cultural resources were recorded in the APE or FMSF search area during the undertaking (Coughlin et al. 2009). FMSF Survey No. 16938 was the second addendum conducted in 2010 to expand on FMSF Survey No. 16476, overlapping all but the western end of the APE. Similarly, no cultural resources were recorded in the APE or FMSF search area during the undertaking (Goodwin et al. 2010).

FMSF Survey No. 24449 was a Cultural Resources Reconnaissance Survey and Effects Determination Technical Memorandum conducted in 2017 in support of replacing FDOT Bridge No. 040033 (8DE00859). The culvert bridge was constructed in 1959 to carry SR 70 over the DCI Canal (8DE00858) in the central portion of the APE and is still in use today. The State Historic Preservation Office (SHPO) concurred 8DE00859 was ineligible for listing in the NRHP (Archaeological Consultants, Inc. 2017).

Old SR 18/Mahon Avenue (8DE00828) is a resource group recorded in 2008 during FMSF Survey No. 16476 as a linear resource that overlaps the west-central portion of the APE, running parallel north of SR 70. The brick road was constructed circa 1915, and SHPO concurred 8DE00828 was potentially eligible for inclusion in the NRHP under Criterion A in the areas of Transportation, Community Planning, and Development (Janus Research and R. Christopher Goodwin Associates, Inc. 2008).

Dorr Airfield (8DE00382) is a resource group recorded in 1982 as an airfield that was constructed during WWI and reactivated during WWII. Currently, the property is in use as the DeSoto

Correctional Institution and overlaps the central portion of the APE. Resource group 8DE00382 was described as one of Arcadia's historically important military sites, however the resource group has not been evaluated by SHPO for listing in the NRHP (Historic Property Associates, Inc. 1982). Structures 8DE00448, 8DE00449, 8DE00450, and 8DE00451 were a recreation building and three dormitories that were part of the airfield. They are listed as demolished in the FMSF. A review of historical and recent aerial imagery shows that these buildings were demolished sometime between 1999 and 2006 (Nationwide Environmental Title Research 2025).

DCI Canal (8DE00858) is a linear resource group recorded in 2017 during FMSF Survey No. 24449. This canal passes below FDOT Bridge No. 040033 (8DE00859) and flows into Mossy Gully Stream in the central portion of the APE. The DCI Canal was constructed for drainage support for Dorr Airfield in 1943. It has undergone many non-historic alterations and SHPO concurred the resource as ineligible for listing in the NRHP (Archaeological Consultants, Inc. 2017).

Arcadia Villa Entry Gates (8DE00829) is a historic structure that was recorded in 2008 during FMSF Survey No. 16476 in Joshua, southwest of the intersection of SR 70 and SE Turkey Hammock Road in the west central portion of the APE. The entrance was constructed circa 1925 and is associated with the failed 1920s Land Boom real estate developments in Arcadia. The structure consists of the remnants of a Mediterranean Revival style, stucco covered concrete arched gate pilaster with a bronze plaque. SHPO concurred 8DE00829 was ineligible for listing in the NRHP (Janus Research and R. Christopher Goodwin Associates, Inc. 2008).

Tiger Bay Ranch (8DE00830) was recorded in 2008 during FMSF Survey No. 16476 and consists of a house and a pole barn constructed circa 1950 south of SR 70 in the central portion of the APE. SHPO concurred 8DE00830 was ineligible for listing in the NRHP (Janus Research and R. Christopher Goodwin Associates, Inc. 2008).

State Road Department Survey Marker (8DE00831) is a historic marker recorded in 2008 during FMSF Survey No. 16476 as a concrete survey marker constructed circa 1960 south of SR 70 that overlaps the east central portion of the APE. SHPO concurred 8DE00831 was ineligible for listing in the NRHP (Janus Research and R. Christopher Goodwin Associates, Inc. 2008).

Archaeological site KWS 1 (8DE00023) was recorded in 1981 during FMSF Survey No. 197 in support of the Keentown-Whidden Transmission Line that intersected SR 70 in the western portion of the APE. The site was recorded as an isolated cultural occurrence in a cultivated orange grove consisting of one thermally altered, non-decortication chert flake found approximately 152 m north of SR 70 and 300 m west of Mare Branch, just north of the APE. Site 8DE00023 has not been evaluated by the SHPO for listing in the NRHP (Wisenbaker et al. 1981). According to previous research, multiple historical resources are within the APE and the FMSF search area, suggesting that the likelihood of encountering historical resources is high, reflecting the historic use of Arcadia. Only one precontact isolated occurrence was encountered in the FMSF search area, suggesting the area was utilized during the Archaic Period.

Figure 4-1. Cultural resources and surveys within 0.8 km (0.5 mi) of the western portion of the APE.

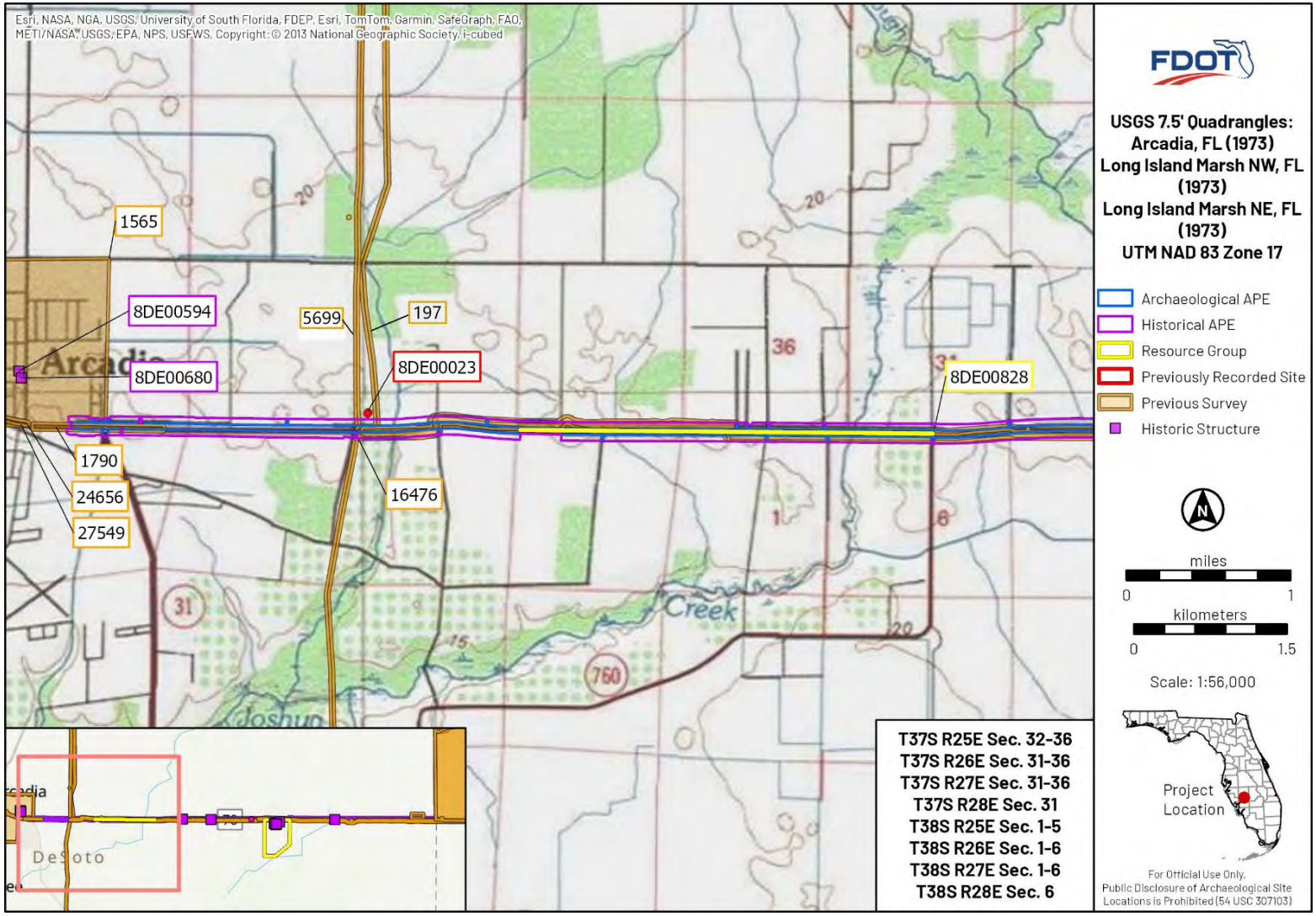


Figure 4-2. Cultural resources and surveys within 0.8 km (0.5 mi) of the central portion of the APE.

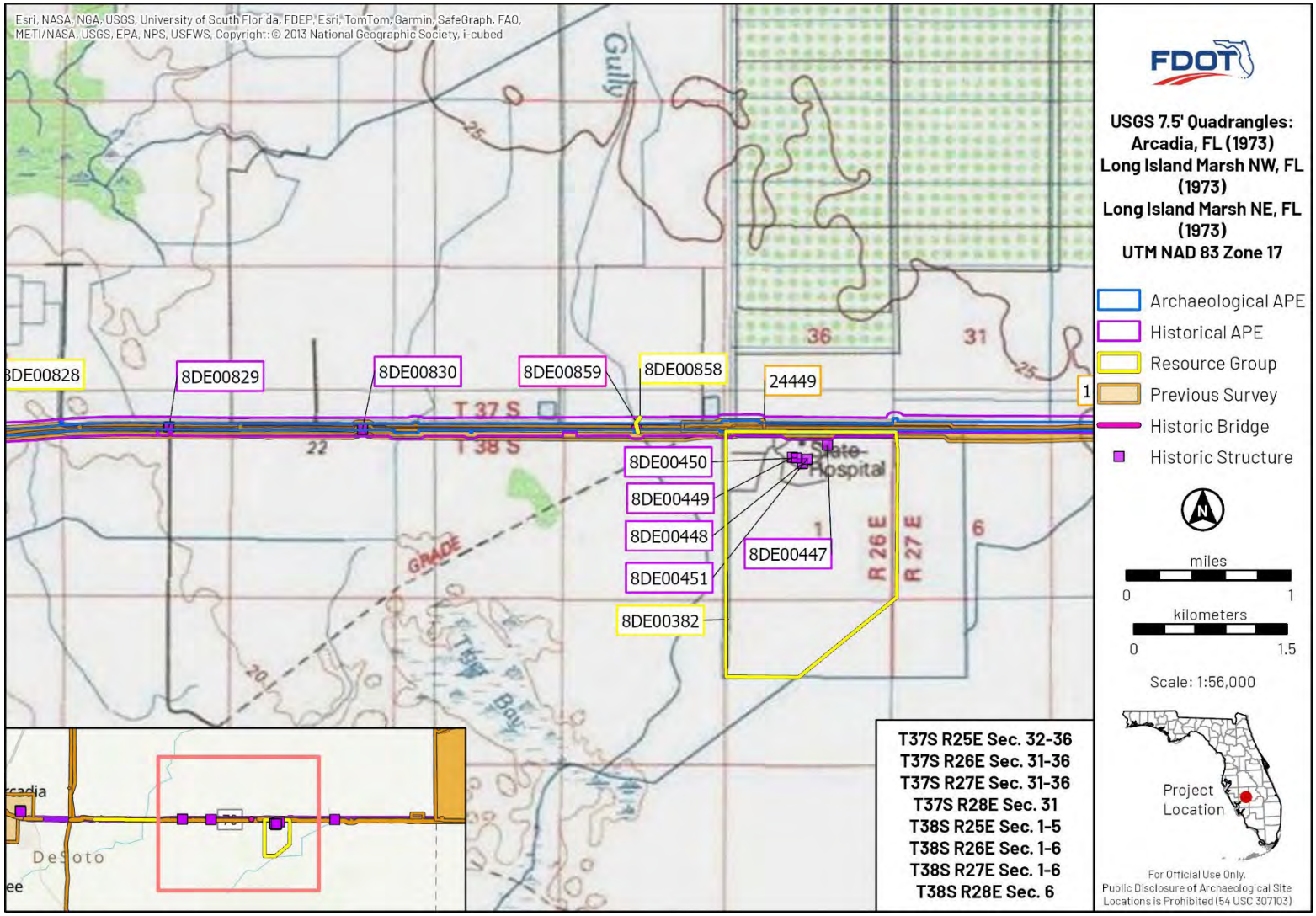


Figure 4-3. Cultural resources and surveys within 0.8 km (0.5 mi) of the eastern portion of the APE.

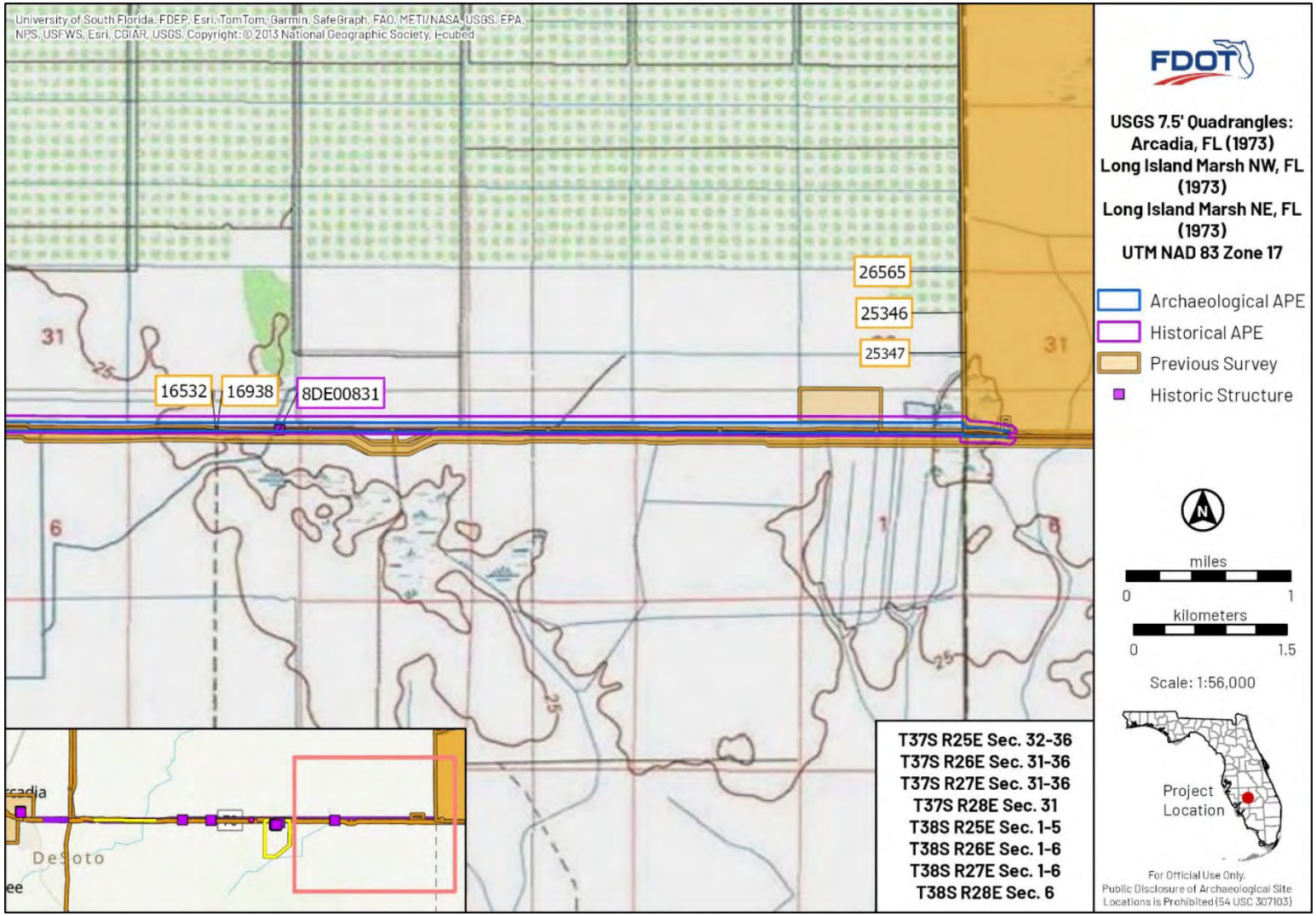


Table 4-1. Previous Surveys within 0.8 km (0.5 mi) of the APE.

FMSF No.	Title	Date
197	An Archaeological and Historical Survey of the Proposed Keentown-Whidden Transmission Line	1981
1565	Cultural resources survey of Arcadia, Florida	1982
1790	Proposed widening of SR 70 from 18th Ave to 1/2 mile east of SR 31, Desoto County, Florida	1988
5699	Cultural Resource Survey and Evaluation Report of the Florida Gas Transmission Company Phase IV Expansion	1999
16476	Cultural Resource Assessment Survey of the Florida Gas Transmission Company (FGT) Phase VIII Expansion Loop 10 and Extension: Station 27 to Arcadia Greenfield 3: Arcadia to Station 29	2008
16532	Florida Gas Transmission Phase VIII First Addendum Report Related to Report Nos. 2008-07035 and 2008-07036	2009
16938	Florida Gas Transmission Phase VIII Second Addendum Report Related to Report Nos. 2008-07035 and 2008-07036 (Goodwin & Coughlin et al. 2010)	2010
24449	Cultural Resources Reconnaissance Survey & Effects Determination Tech Memo: SR 70 over DCI Canal/FDOT Bridge No. 040033 DeSoto County, Florida	2017
24656	Cultural Resources Reconnaissance Survey and Effects Determination Technical Memorandum SR 70 from Orange Avenue to Turner Avenue, DeSoto County, Florida (FPID No. 436580-1)	2017
25346	Bluehead II (Fisheating Creek Stage 1) Wetland Reserve Easement (WRE) Cultural Resources Survey	2018
25347	Cultural Resources Reconnaissance Survey, Blue Head Ranch-Central, Highlands County, FL.	2011
26565	USDA-NRCS Wetland Reserve Program (WRE) Located within Highlands County; Fisheating Creek (Stage I); Lake Placid, Highlands County, Florida	2017
27549	Cultural Resource Assessment Survey, State Road (SR) 70 from east of Peace River to Turner Avenue, DeSoto County, Florida; FPID No.: 441562-1-52-01	2021
29871*	Cultural Resource Assessment Survey, State Road (SR) 70, Project Development and Environmental Study, DeSoto and Highlands Counties, Florida; FPID No.: 451942-1-22-01	2025

Note: Shaded entries intersect the APE. *Represents the April 2025 CRAS that this current report revises and updates.

Table 4-2. Previously Recorded Cultural Resources within 0.8 km (0.5 mi) of the APE

Archaeological Sites

Site ID	Name	Period	SHPO Evaluation
8DE00023	KWS 1	Middle Archaic	Not Evaluated

Historical Structures

Resource ID	Name	Year Built	Use	SHPO Evaluation
8DE00447	Desoto Correctional Inst. Warehouse	ca. 1945	Warehouse; Abandoned or vacant	Not Evaluated (Demolished)
8DE00448	Recreation Building	ca. 1940	Community center; Abandoned or vacant	Potentially Eligible (Demolished)
8DE00449	D-Dormitory	ca. 1940	Other; Abandoned or vacant	Potentially Eligible (Demolished)
8DE00450	E-Dormitory	ca. 1940	Other; Abandoned or vacant	Potentially Eligible (Demolished)
8DE00451	F-Dormitory	ca. 1940	Other; Abandoned or vacant	Potentially Eligible (Demolished)
8DE00594	1600 N.E. Hickory Street	ca. 1938	Private residence	Not Evaluated
8DE00680	1705 North Oak Street	ca. 1950	Private residence	Not Evaluated
8DE00829	Arcadia Villa Entry Gates	ca. 1925	Gateway/gatehouse/arched entryway	Ineligible
8DE00830	Tiger Bay Ranch	ca. 1950	Private residence	Ineligible
8DE00831	State Road Department Marker	ca. 1960	Other	Ineligible

Resource Groups

Resource ID	Name	Period	SHPO Evaluation
8DE00382	Dorr Airfield	Twentieth century American, 1900–present	Insufficient Information
8DE00828	Old SR 18/Mahon Avenue	1915–1960	Eligible
8DE00858	DCI Canal	World War I & Aftermath, 1917–1920	Ineligible

Historical Bridges

Resource ID	Name	Date Constructed	SHPO Evaluation
8DE00859	Bridge No. 040033	1959	Ineligible

Note: Shaded entries intersect the APE.

5 RESEARCH DESIGN AND METHODOLOGY

5.1 Research Design

The purpose of the investigation was to locate, record, and assess cultural resources within the APE, and survey methods were designed according to guidelines outlined in FDHR's *Module 3: Guidelines for Use by Historic Preservation Professionals* (FDHR 2003). All engineering plans were georeferenced in ArcGIS. Subsurface testing in the form of shovel test pits (STPs) was conducted where new ground disturbance is planned, and a pedestrian survey was performed throughout the APE. Portions of the APE are adjacent to fresh water, which is typically an indicator for a high probability of encountering archaeological sites in Florida. Therefore, the entire APE was investigated at intervals based on archaeological site potential, with STPs plotted at 25-m (82-ft), 50-m (164-ft), and 100-m (328-ft) intervals within areas of proposed new ground disturbance, north and south along SR 70 (**Figure 5-1**–**Figure 5-6**). As most planned ground disturbance and development beyond the existing ROW is on the north side of the road, with only minor improvements and disturbances on the south side, shovel testing focused on the northern portion. Delineations and shovel testing in some areas of high probability did include the southern portion of the road.

Architectural history methods included reviewing individual property appraiser records on all parcels within the APE. Historical United States Geological Survey (USGS) quadrangle maps were also consulted. Structures 50 years old or older within the APE were documented. The District contacted Carol Mahler, Coordinator for the DeSoto County Historical Society's Museum and Research Library, as a local informant. She provided information on Arcadia Villa and Mahon Avenue that was drawn from for the historic context for this report.

The *2012 Program Comment Issued for Streamlining Section 106 Review of Actions Affecting Post-1945 Concrete and Steel Bridges* "relieves federal agencies from the Section 106 requirement to consider the effects of undertakings on the bridge types identified in Section V of this Program Comment" as long as the bridge does not meet the three considerations outlined in Section IV (Advisory Council on Historic Preservation [ACHP] 2012). Applying the three considerations, Chronicle Heritage determined FDOT Bridge No. 040033 (8DE00859) meets the qualifications and is exempt from Section 106 Review.

Figure 5-1. Probability map of the western end of the APE.

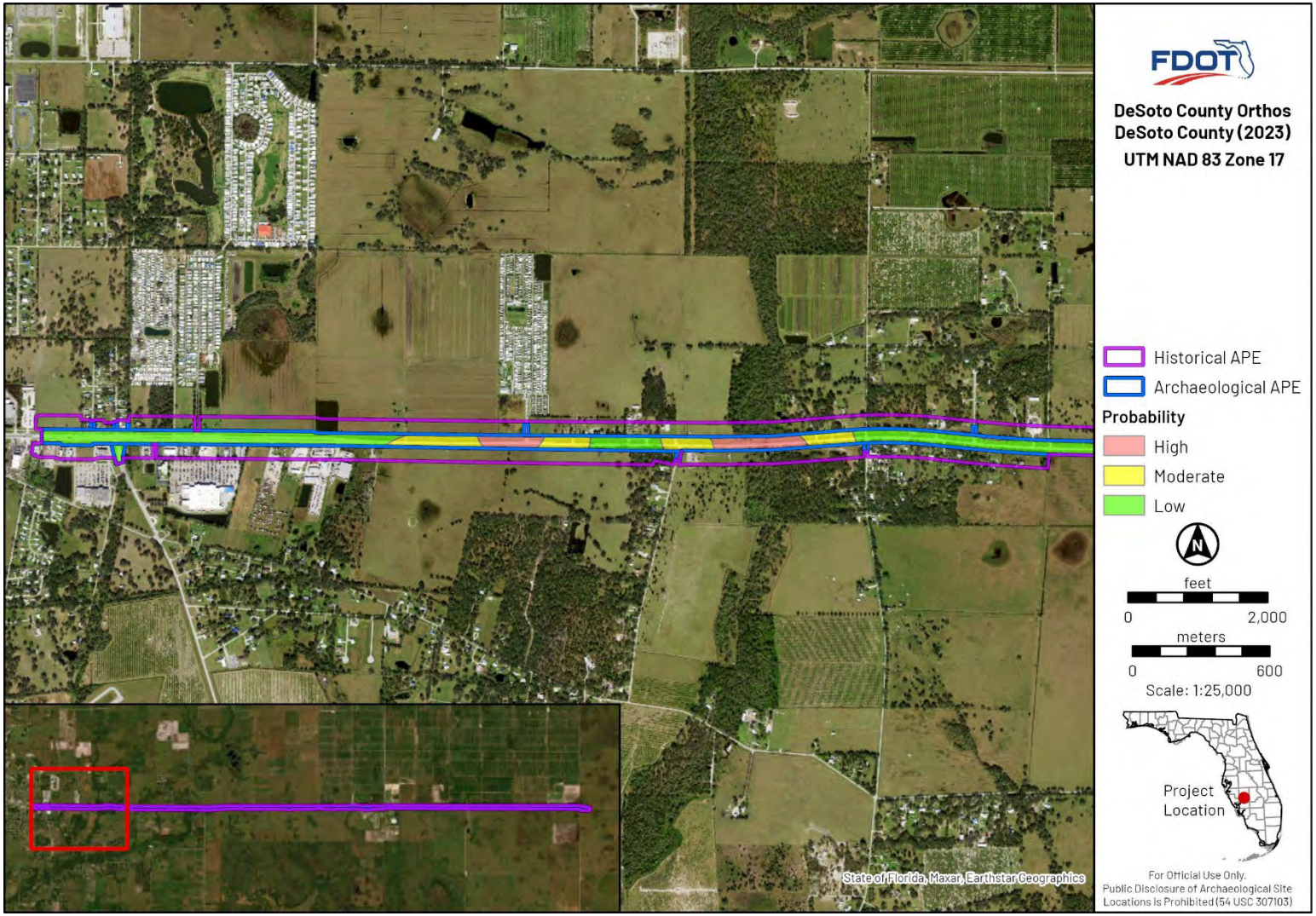


Figure 5-2. Probability map of the western portion of the APE.

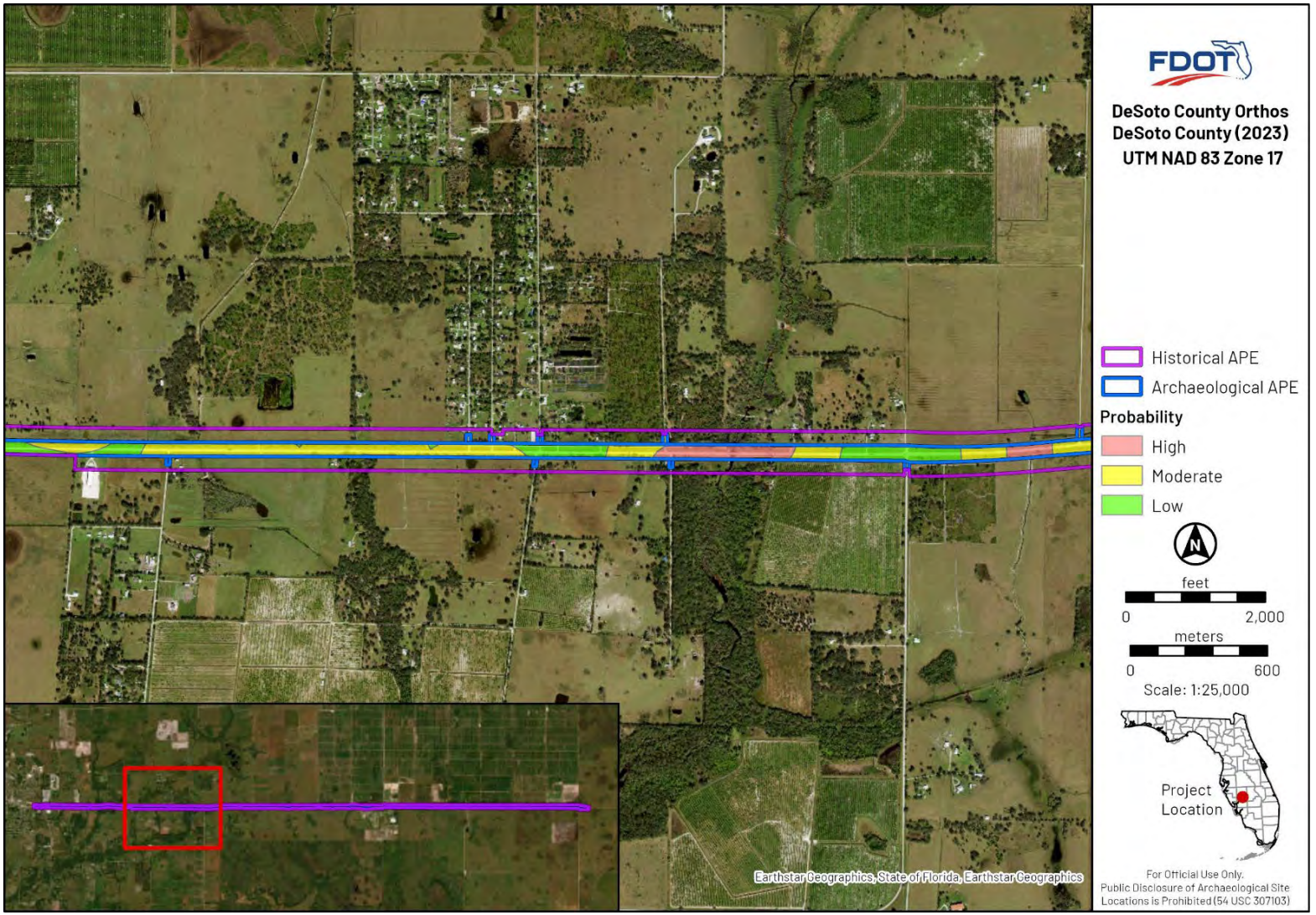


Figure 5-3. Probability map of the western central portion of the APE.

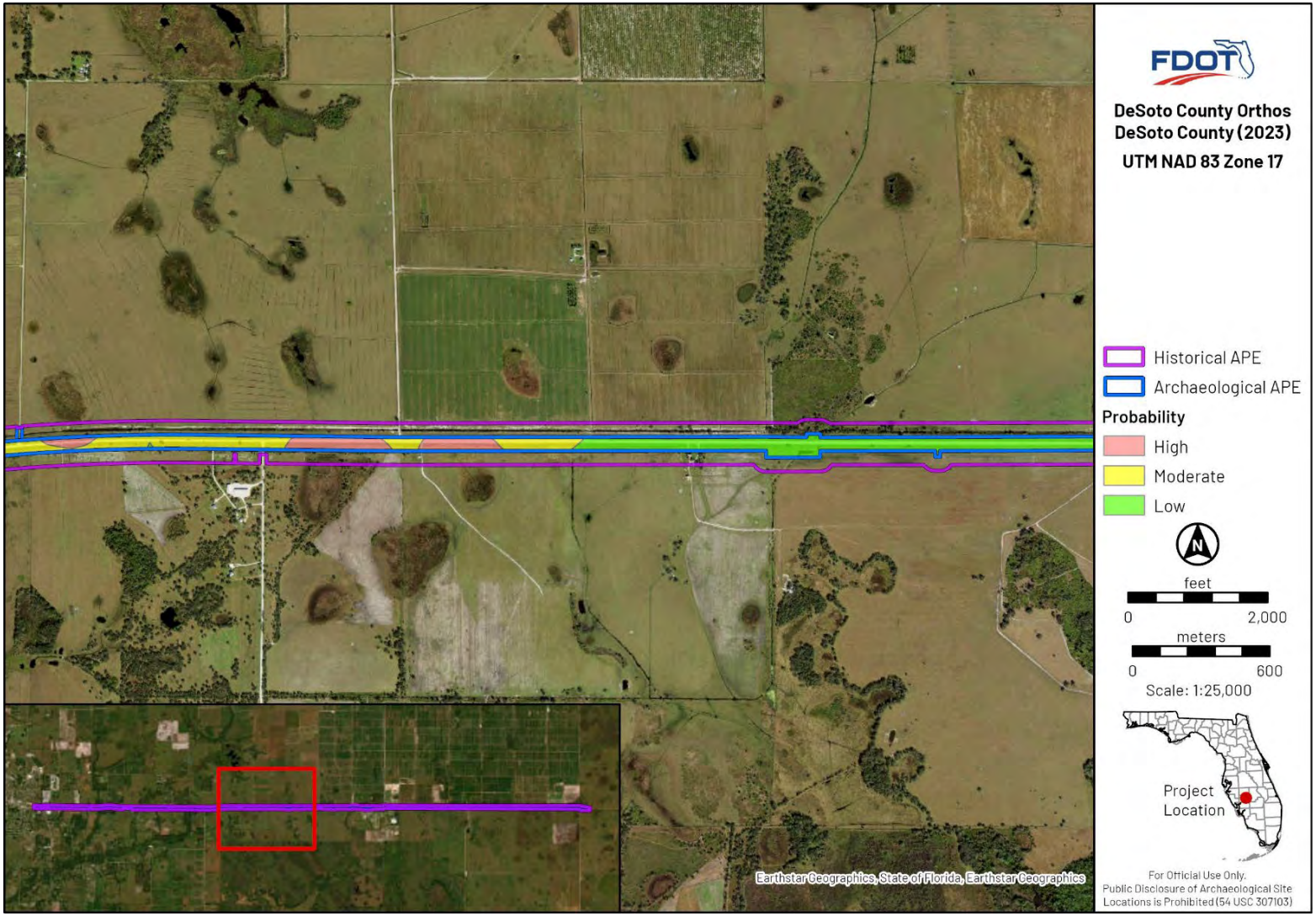


Figure 5-4. Probability map of the eastern central portion of the APE.

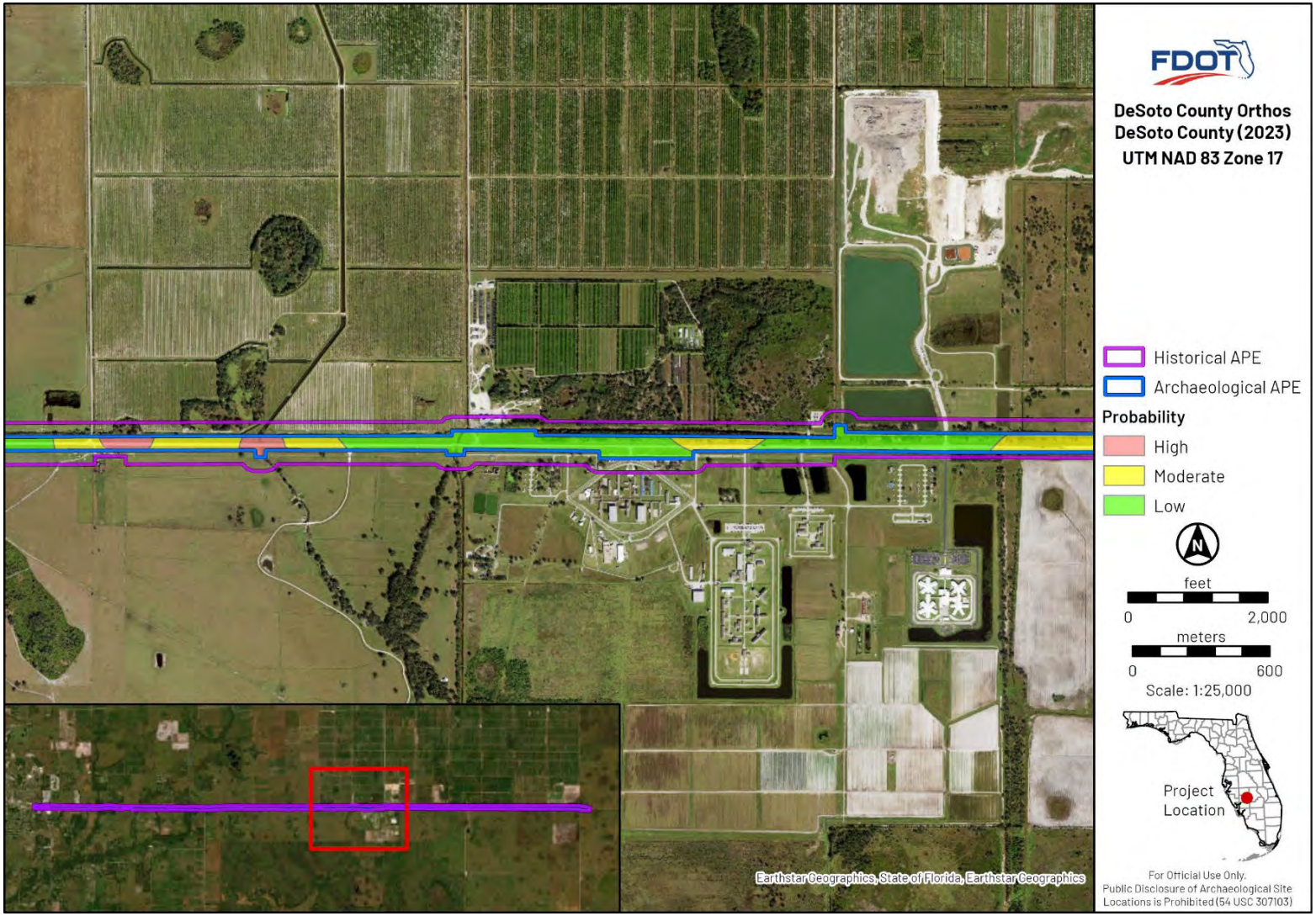


Figure 5-5. Probability map of the eastern portion of the APE.

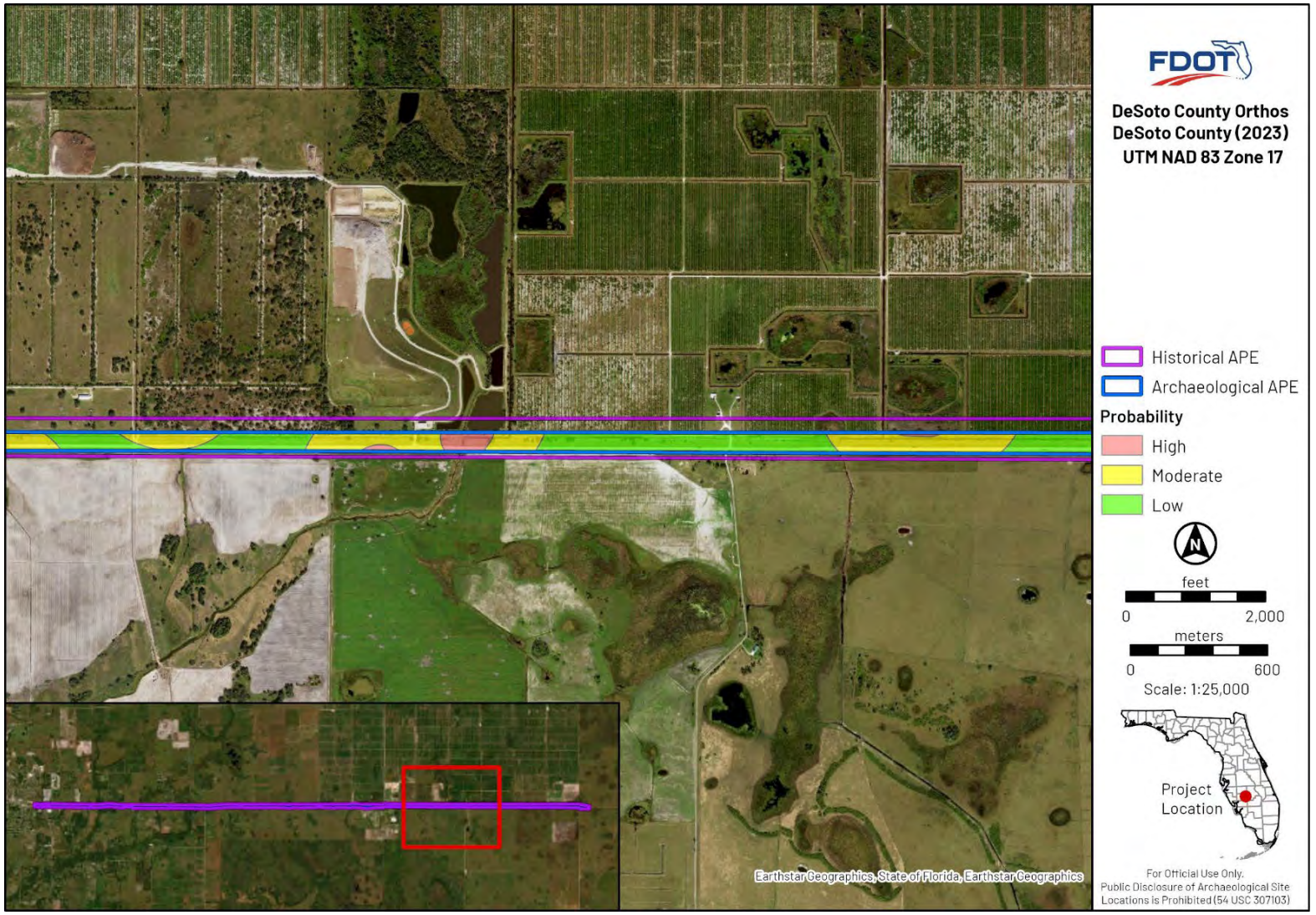
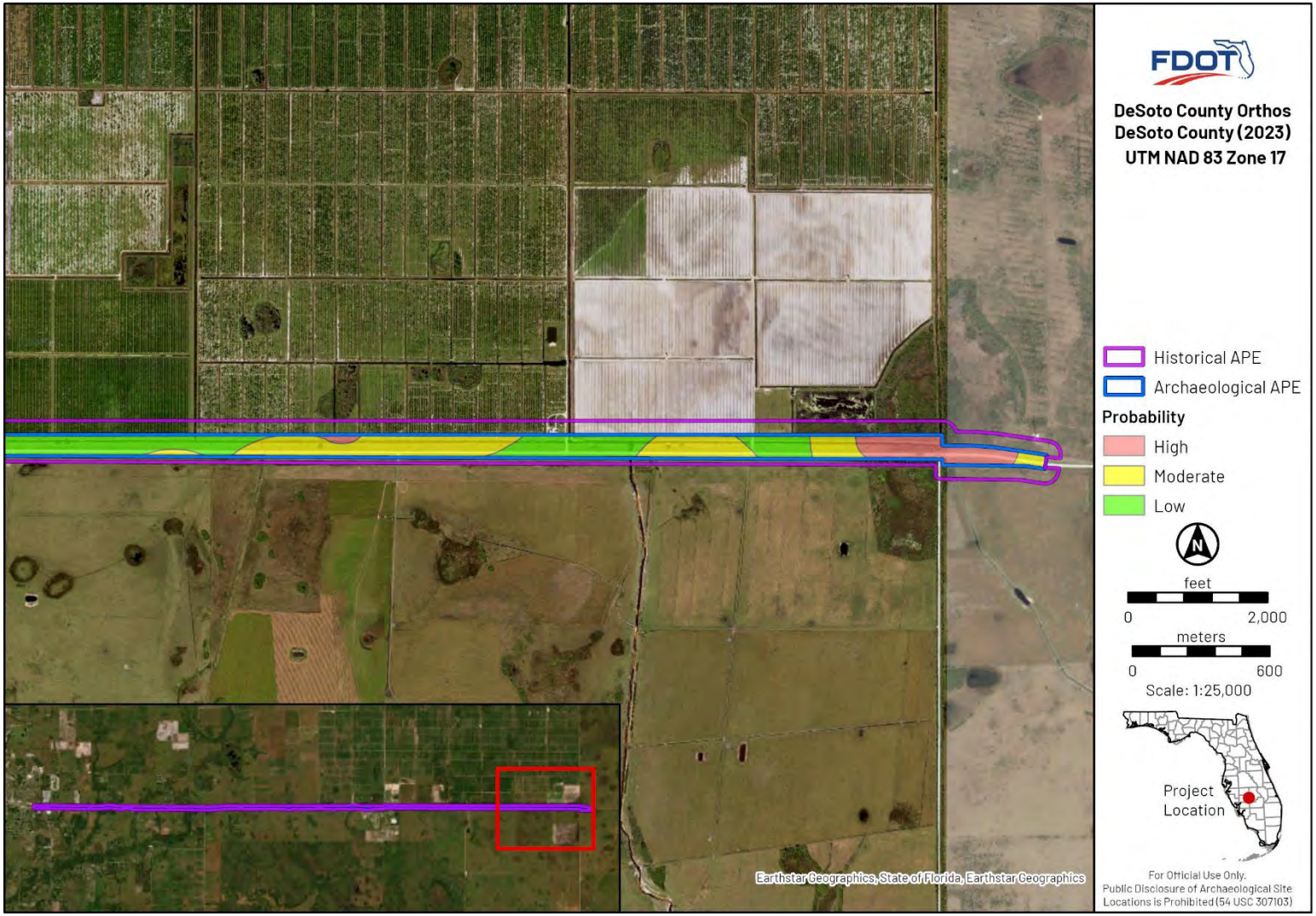


Figure 5-6. Probability map of the eastern end of the APE.



5.2 Field and Laboratory Methodology

Pedestrian survey was conducted throughout the APE. Subsurface testing was conducted in areas where ground disturbing work is proposed; however, as addressed below, buried utilities and no trespassing signs limited where it was possible to safely excavate several STPs. Those STPs that could be excavated were investigated to a depth of no less than 100 centimeters (cm) (39.4 in) and measured approximately 50 cm (19.7 in) wide. In areas where subsoil or water was encountered at depths less than 100 cm below surface (cmbs) (39.4 in below surface [inbs]), STPs were terminated slightly beyond the depth of subsoil or standing water. In instances where 100 cm (39.4 in) was not reached, the maximum depth was noted. Field data were collected using a digital STP form designed to capture stratigraphy with soil descriptions, environmental variables, and the presence or absence of artifacts.

Each STP location was plotted with GPS and numbered sequentially (**Appendix A**). A commercially available GPS unit was preloaded with STP locations at predefined intervals. During fieldwork, all locations were plotted with a newly recorded point to ensure the GPS points were as accurate as possible. Therefore, maps reflect actual test locations and may show slight deviations from target intervals based on pacing, environmental conditions, and GPS accuracy. STP forms were completed within the GPS, eliminating the possibility for transcription error after fieldwork.

All soil was screened through 0.635 cm (0.25 in) wire mesh, and all artifacts greater than 50 years old were collected and placed in plastic artifact bags and labeled with provenience information. The collection and curation strategy follows Florida Bureau of Archaeological Research (BAR) collections guidelines, with artifacts curated and ecofacts and undiagnostic artifact classes sampled. Artifacts are gently cleaned with a brush in the laboratory and transferred to clean 4 mil plastic bags and labeled for curation. Artifacts are cataloged according to BAR guidelines, using standard typologies for ceramic, lithic, and historical artifacts of Florida. All artifacts are counted, weighed, and entered into a catalog spreadsheet designed by BAR Collections. All GIS data, forms, and other digital project records are submitted to the FMSF.

All sites are recorded on FMSF forms and sites are delineated by placing STPs at 12.5-m (41-ft) intervals in cardinal directions. Two consecutive negative STPs establish site boundaries within the APE. Single artifact occurrences are bounded at 12.5-m (41-ft) intervals in the cardinal directions using one STP. These isolates are labeled Archaeological Occurrences (AOs) and numbered sequentially.

Architectural history documentation methods consist of photo documentation, FMSF form completion, and evaluation. The fieldwork inventories buildings, resource groups, and associated landscapes. Photographs are taken of each resource and notes are compiled about features. Notes focus on distinguishing architectural elements and integrity. Structures are placed within the surrounding physical context and evaluated individually and, if applicable, considered with respect to a potential district.

5.3 Site Criteria and National Register Criteria

FMSF guidelines define archaeological sites as places of past activity more significant than a single accidental event. Archaeological sites are defined as containing three precontact artifacts within a 30-m (98.4-ft) radius or six historic artifacts including one diagnostic within a 30-m (98.4-ft) radius and require full documentation. Archaeologists recorded all sites encountered and documented isolated artifacts as AOs.

Four criteria are applied during the evaluation of a historical resource's eligibility for inclusion in the NRHP. Normally, a resource must be at least 50 years of age and meet at least one of the following four criteria to be considered eligible for listing in the NRHP:

- Be associated with events that have made a significant contribution to the broad patterns of our history (Criterion A)
- Be associated with the lives of persons significant in our past (Criterion B)
- Embody the distinct characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C)
- Yield, or be likely to yield, information important in prehistory or history (Criterion D)

In addition to associations with one or more of the above criteria, a resource must possess sufficient historic integrity—the ability to convey its historic significance—to be considered eligible for listing in the NRHP. The evaluation of integrity may sometimes be subjective, but it must "be grounded in an understanding of a property's physical features and how they relate to its significance" (National Park Service [NPS] 1997). The NRHP recognizes seven aspects of integrity, and eligible resources possess several, and usually most, of these aspects:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

Each type of resource depends on certain aspects of integrity more than others to express its historic significance. Determining which of the aspects is most important to a particular property requires an understanding of the property's significance and its essential physical features (NPS 1997).

The criteria of significant and evaluations of integrity were used to provide recommendations concerning the NRHP-eligibility status of all historic properties located in the APE.

5.4 Procedures for Unmarked Human Remains

All staff are aware of the procedures to follow when encountering unmarked human remains. Per 872.05, Florida Statutes, all archaeological excavation must cease, and human remains suspected to be older than 75 years are reported immediately to the State Archaeologist. Burials dating less than 75 years in age are reported to the district medical examiner. Work does not resume until the State Archaeologist is notified or medical examiner gives clearance to resume work. Reporting of finds follows 872.05, Florida Statutes, or the specific recommendation of the State Archaeologist or her designee.

6 SURVEY RESULTS

6.1 Archaeological Survey Results

A total of 466 STPs were pre-plotted and during the survey an additional 11 STPs were plotted for delineations of positive STPs, resulting in a total of 475 STPs (**Figure 6-1**–**Figure 6-25**). STPs were excavated at 25-m (82 ft) and 50-m (164 ft) intervals within areas determined to have high or moderate probability, respectively, for containing a site. In areas of low probability, 10 percent of the shovel tests plotted at 100 m (328 ft) were excavated. Shovel tests that contained artifacts were delineated within the archaeological APE at 12.5-m intervals until two consecutive negative STPs or project limits were encountered. Pedestrian survey conducted throughout the APE did not identify any surface finds of archaeological materials, two archaeological sites (8DE01218 and 8DE01219) and one AO (AO1) were identified during shovel testing. Records and maps for previously recorded Site 8DE00023 indicated it was located over 100 m beyond the APE; shovel tests and pedestrian survey near its location did not recover cultural materials or signs of the site. The isolated find, AO1, was found at STP 46. A single body sherd of sand-tempered plain pottery was recovered from Stratum II at a depth of 25–40 cmbs. The STP was delineated in cardinal directions within the project limits, and no additional cultural material was encountered. Both sites are discussed in greater detail below.

Four shovel tests (STP 149, 156, 156-1, 156-2) encountered brick and brick fragments. These shovel tests were within the original alignment of the historic brick road SR 18/Mahon Avenue (8DE00828) and represent buried and fragmented portions of the original roadway. The bricks were found immediately below the grass and within the disturbed upper stratum (0-20 cmbs). They are consistent with the historic brick road observed in the previously documented sections of SR 18/Mahon Avenue (8DE00828) and are discussed below in relation to that historic resource.

Of the 376 total excavated STPs, 243 were excavated to 100 cmbs. The remaining 133 STP terminated before 100 cmbs. As previously addressed, some of the soils in the APE are not well drained and 49 STPs near water bodies were terminated before 100 cmbs (39.4 in) because of inundation. The other 84 terminated early due to compacted hardpan or fill material. These STPs which terminated early were excavated to an average depth of 60 cmbs.

The typical soil profile in the ROW consisted of sandy clay (10YR 5/6) to a depth of 10 cmbs (3.9 in), sand (10YR 7/8) to a depth of 30 cmbs (11.8 in), sand (10YR 4/1) to a depth of 70 cmbs (27.6 in), and sand (10YR 6/1) to a depth of 100 cmbs (39.4 in) (**Figure 6-26-Figure 6-27**). Utilities along the road prevented subsurface testing in some locations. This was the case on the south side of the APE near the bridge over Mare Branch.

The eastern segment of the APE had soils that were better drained. The typical soil profile was sand (7.5YR 6/6) from the surface to 100 cmbs (39.4 in). At points within the APE, however, erosion had carried away parts of this sandy deposit, and subsoil clay (10YR 7/6) was encountered

at depths of around 70 cmbs (27.6 in). Erosion has had a significant impact on the northern side of the road in the eastern segment of the APE, where erosion has transported sediments from higher ground north of the road to the edge of the APE.

Figure 6-1. Results of archaeological survey of the APE (map 1 of 25).

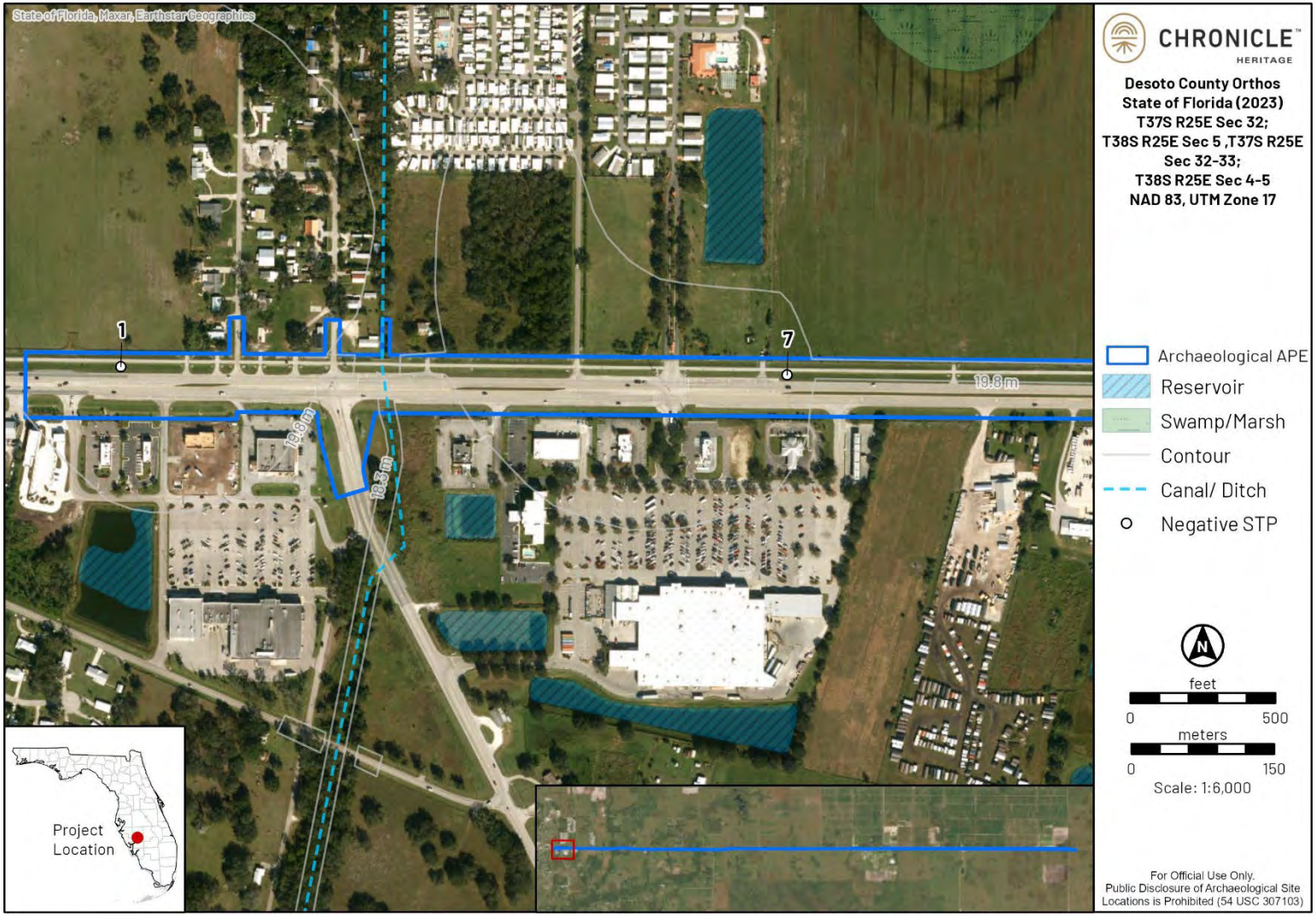


Figure 6-2. Results of archaeological survey of the APE (map 2 of 25).

Figure 6-3. Results of archaeological survey of the APE (map 3 of 25).

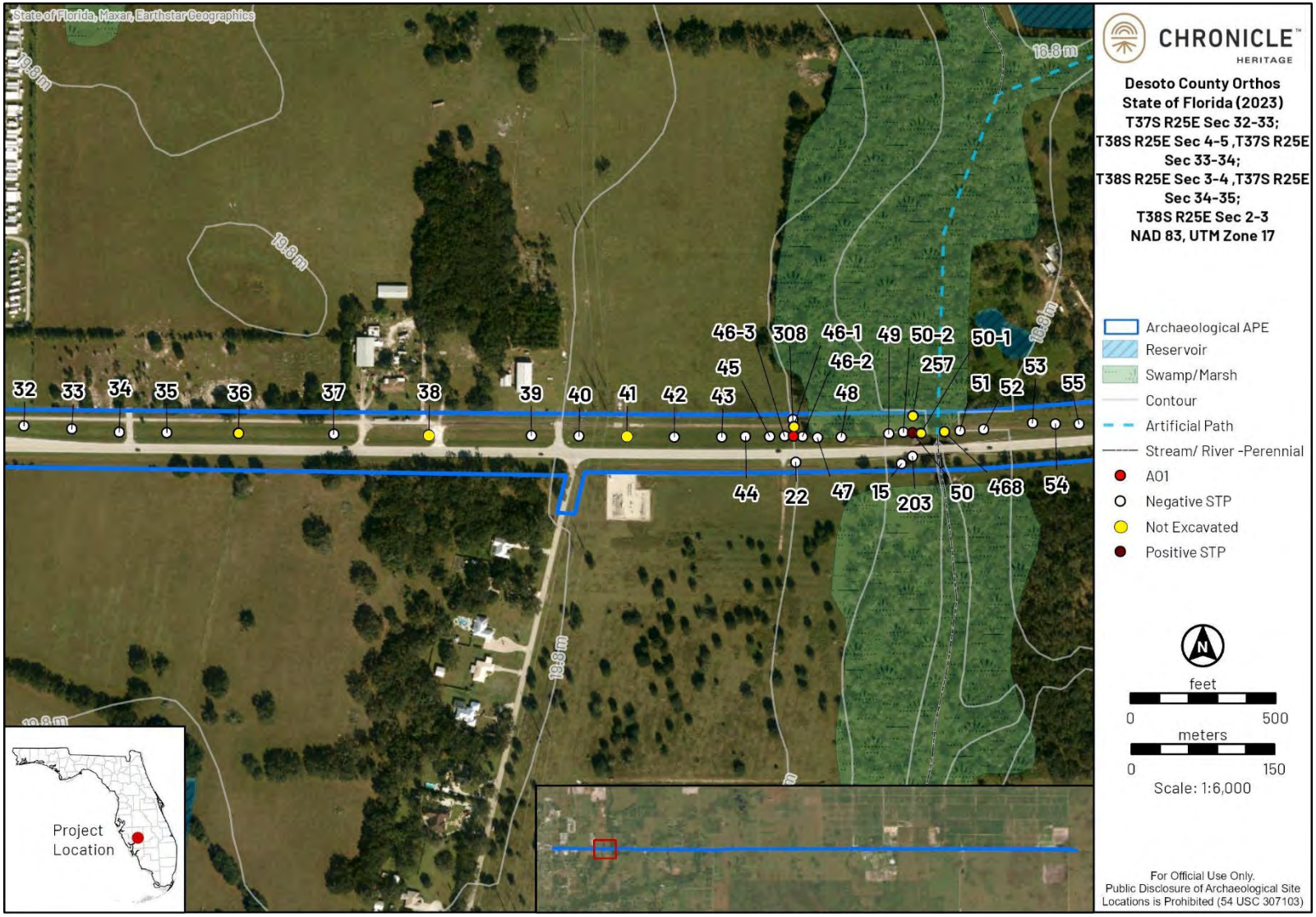


Figure 6-4. Results of archaeological survey of the APE (map 4 of 25).

Figure 6-5. Results of archaeological survey of the APE (map 5 of 25).

Figure 6-6. Results of archaeological survey of the APE (map 6 of 25).

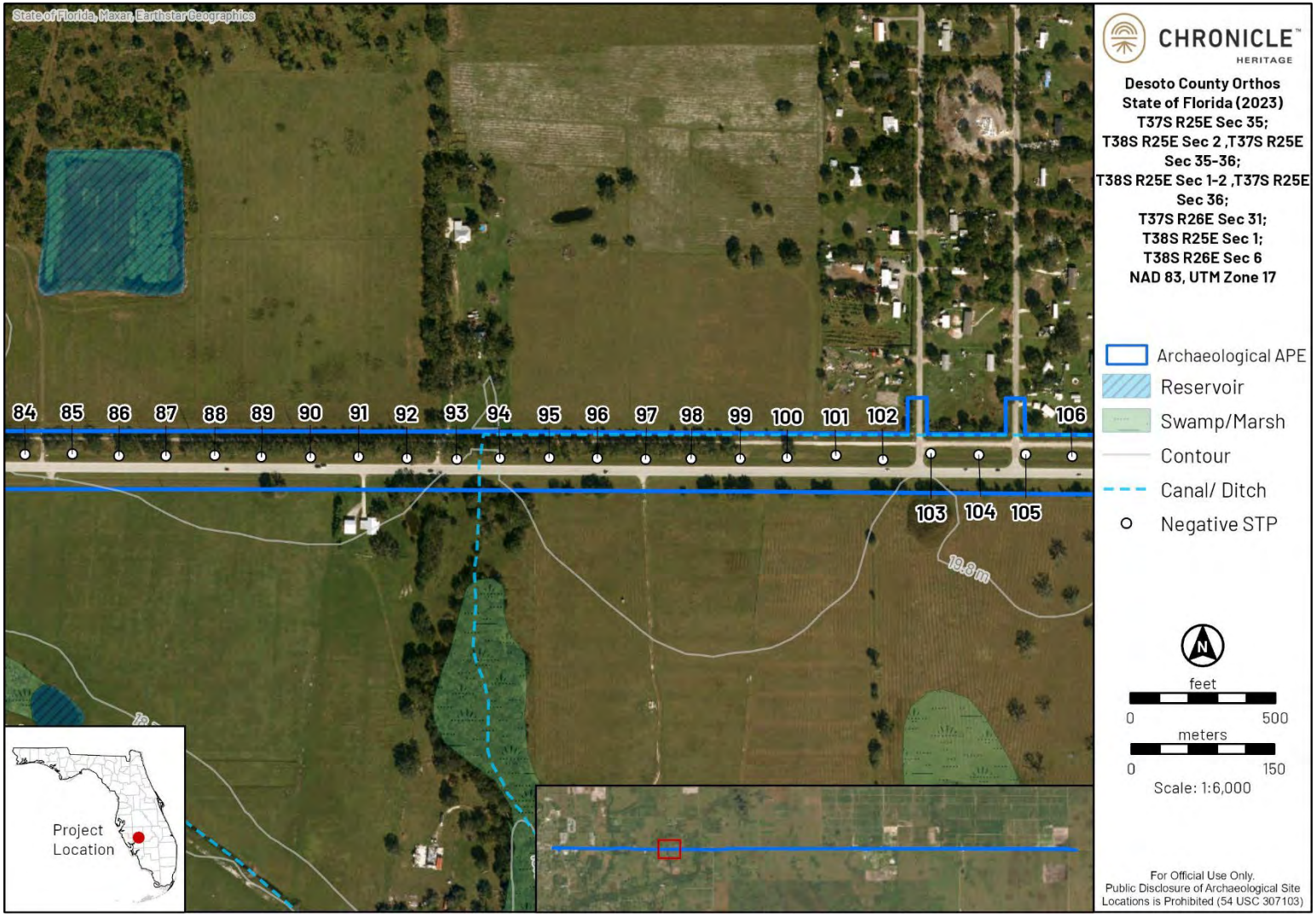


Figure 6-7. Results of archaeological survey of the APE (map 7 of 25).

Figure 6-8. Results of archaeological survey of the APE (map 8 of 25).

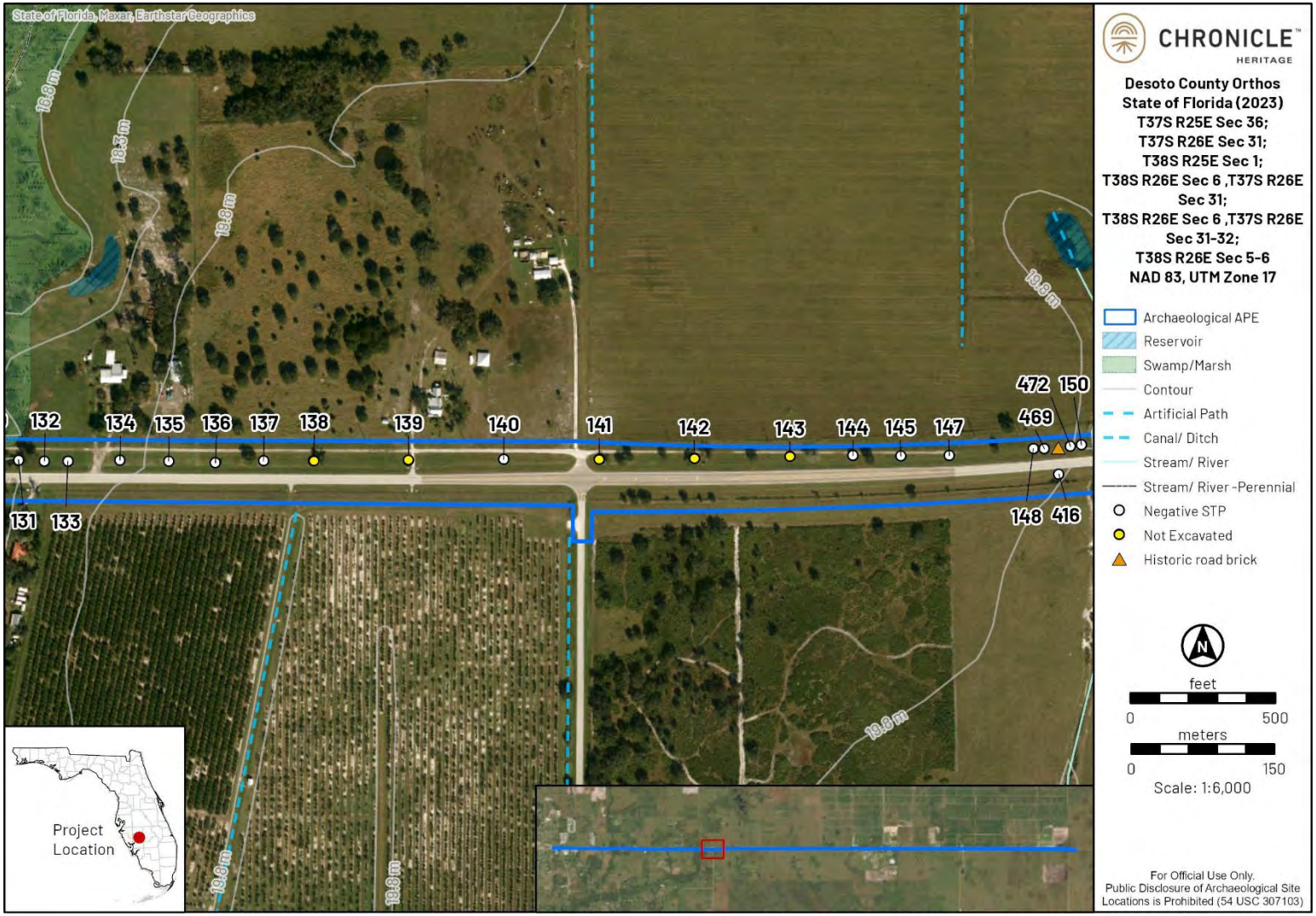


Figure 6-9. Results of archaeological survey of the APE (map 9 of 25).

Figure 6-10. Results of archaeological survey of the APE (map 10 of 25).

Figure 6-11. Results of archaeological survey of the APE (map 11 of 25).

Figure 6-12. Results of archaeological survey of the APE (map 12 of 25).

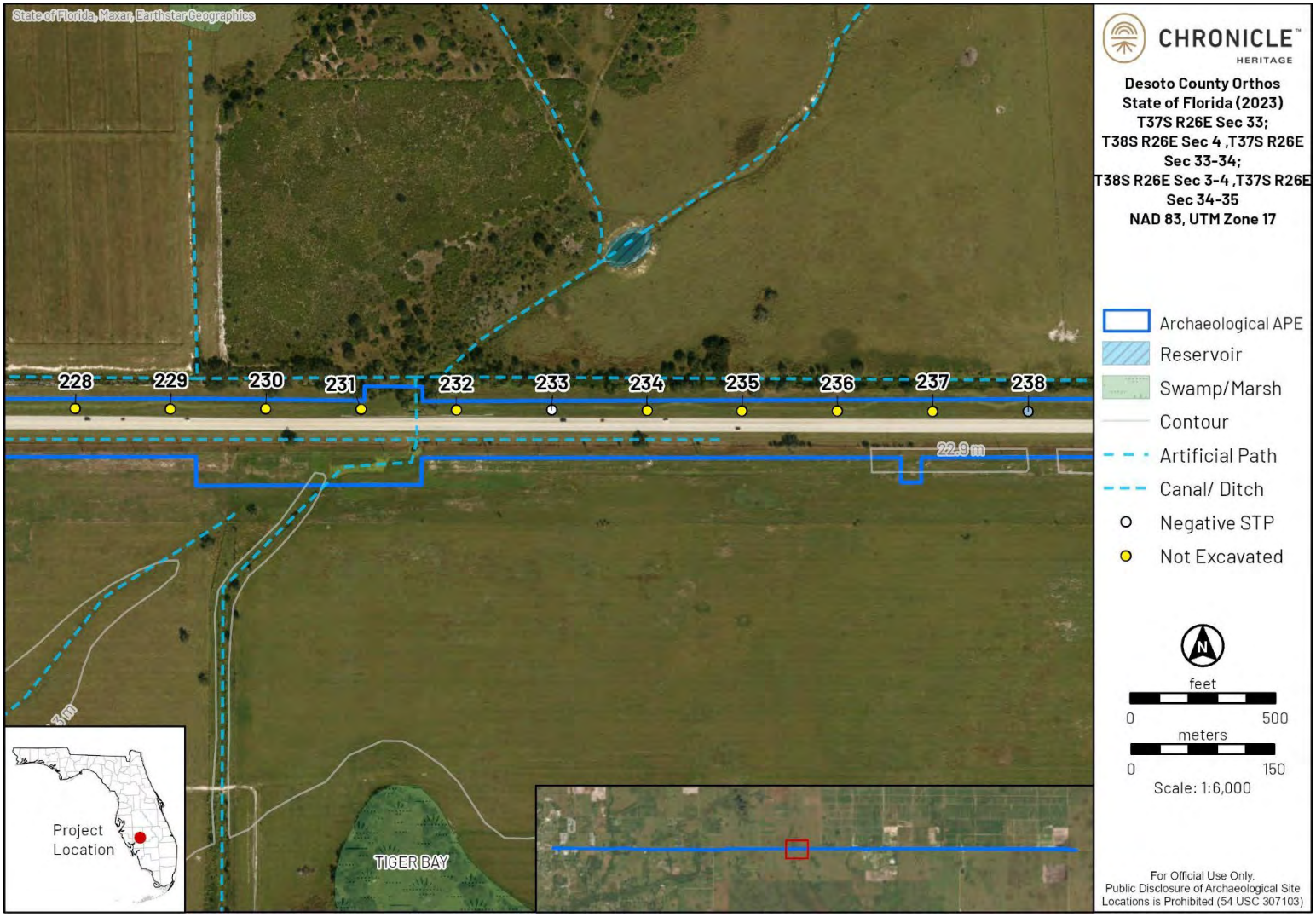


Figure 6-13. Results of archaeological survey of the APE (map 13 of 25).

Figure 6-14. Results of archaeological survey of the APE (map 14 of 25).

Figure 6-15. Results of archaeological survey of the APE (map 15 of 25).

Figure 6-16. Results of archaeological survey of the APE (map 16 of 25).

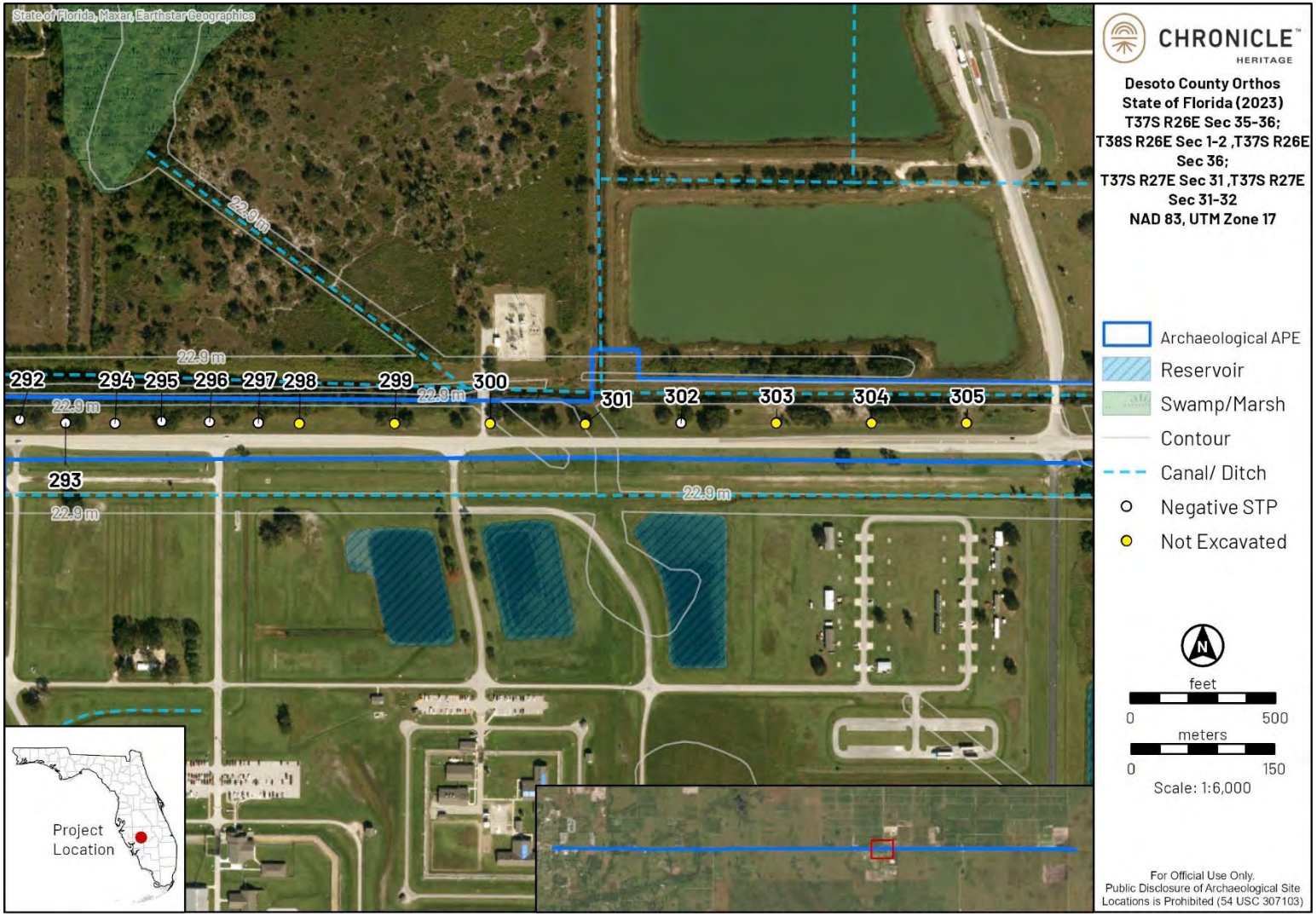


Figure 6-17. Results of archaeological survey of the APE (map 17 of 25).

Figure 6-18. Results of archaeological survey of the APE (map 18 of 25).

Figure 6-19. Results of archaeological survey of the APE (map 19 of 25).

Figure 6-20. Results of archaeological survey of the APE (map 20 of 25).

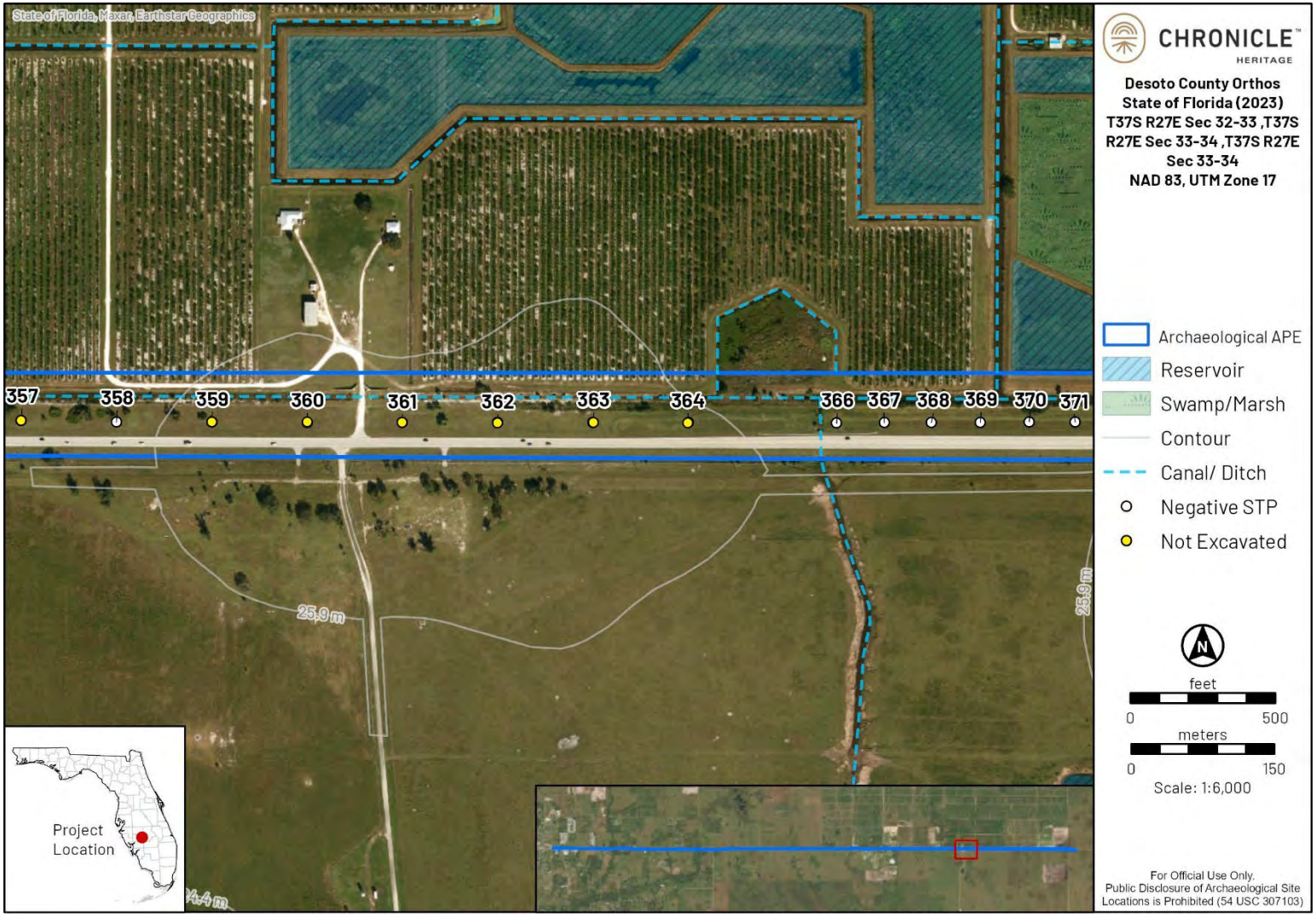


Figure 6-21. Results of archaeological survey of the APE (map 21 of 25).

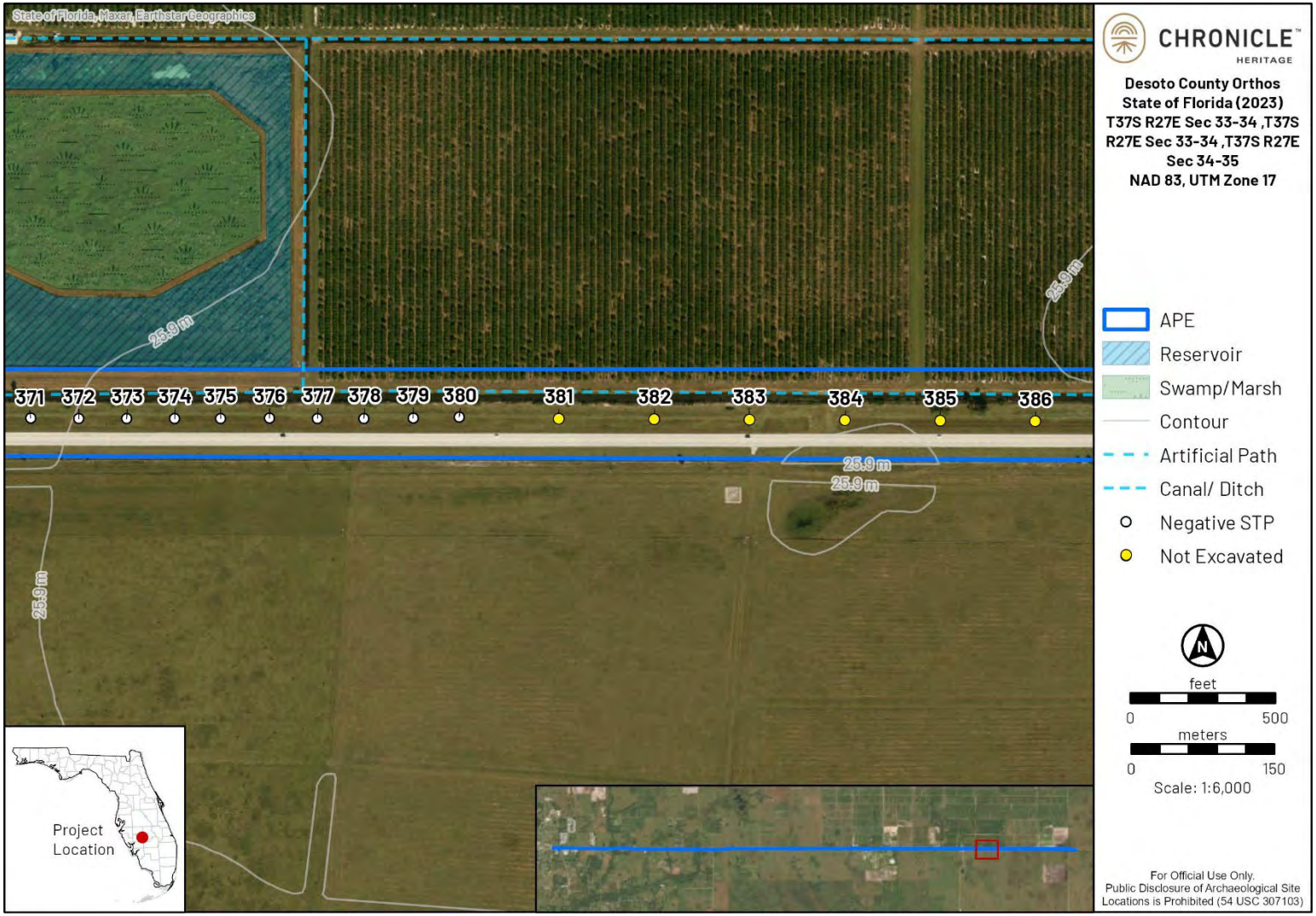


Figure 6-22. Results of archaeological survey of the APE (map 22 of 25).

Figure 6-23. Results of archaeological survey of the APE (map 23 of 25).

Figure 6-24. Results of archaeological survey of the APE (map 24 of 25).

Figure 6-25. Results of archaeological survey of the APE (map 25 of 25).

Figure 6-26. Profile from STP 322.

Figure 6-27. Profile from STP 63.

8DE01218: Toby's Resort

Resource Type: Archaeological Site
Cultural and Temporal Affiliations: precontact campsite
Dimensions/Area: 2,775 sq m
Elevation: 20.1 m (66 ft) above mean sea level
Local Vegetation: Mixed hardwood
Soils: Ona fine sand, 0 to 2 percent slopes
NRHP Eligibility Recommendation: Insufficient Information

Resource Description

Resource 8DE01218 is a newly recorded archaeological site representing a precontact lithic scatter identified through shovel testing survey. It is adjacent to the northern side of SR 70 at the intersection with the paved entrance road to Toby's RV Resort (**Figure 6-28** and **Figure 6-29**). This site is located in a floodplain immediately adjacent to a much-altered wetland. It currently has grass and weeds for vegetation. A total of 13 STPs were plotted within and adjacent to this newly documented site, three of which contained artifacts, three could not be excavated due to pavement or buried utilities, and seven of which were negative. Boundaries of the site were not established beyond the archaeological APE of the ROW. The stratigraphy of the site revealed disturbance throughout and extending to depths of up to 75 cmbs (**Figure 6-30**). No features were identified, but wood, likely from a fence post or stake, along with asphalt, was found below the surface at up to 60 cmbs. Artifacts collected (n = 14) included both chert debitage (n = 11) and tools (n = 2), as well as faunal bone (n = 1) and were recovered from 0–80 cmbs. The chert unifacial tools consisted of a knife-type tool and an unidentifiable tool. The faunal bone was rabbit (Sylvilagus) dentition. None of the artifacts were temporally sensitive, and only the general conclusion can be made that the site is from the precontact period and likely represents a campsite.

Recommendation

Within the APE, the cultural material recovered was scant and non-diagnostic. The District possesses insufficient information to evaluate the resource as a whole for listing in the NRHP because its boundaries remain undefined; on May 29, 2025 the DHR concurred with this assessment. Within the APE, 8DE01218 does not meet Criteria A or B, as no significant historical associations are known. It is not eligible under Criterion C, as the resource is not an exemplary architectural feature. Given the lack of diagnostic materials recovered from 8DE01218 within the APE, it does not appear to meet the requirements of Criterion D, as it does not appear to possess the potential to provide further information of historical importance. Therefore, the District recommends the portion of the site located within the APE be considered **ineligible for inclusion** in the NRHP. Proposed project activities within the boundary of 8DE01218 include reconstruction and widening of the existing roadway. The improvements are limited to the existing disturbed ROW. The District recommends that **no adverse effect to site 8DE01218** is posed by the proposed undertaking.

Figure 6-28. Map of 8DE01218 showing the STPs excavated in and near the site.

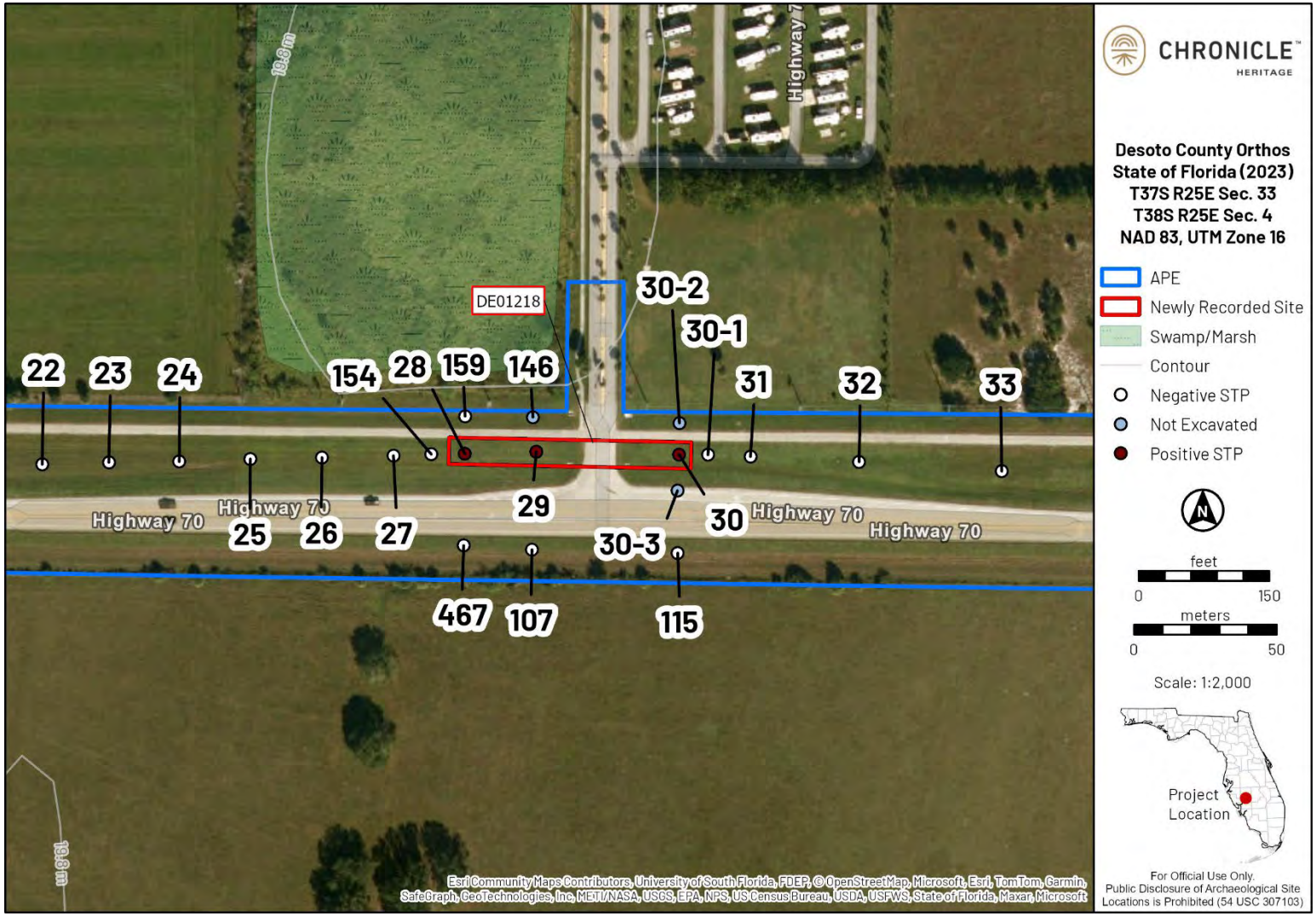


Figure 6-29. Site 8DE01218 facing west from STP 30 in foreground, showing SR 70 on the left and paved entrance road to Toby's RV Resort in background.

Figure 6-30. Site 8DE01218 profile from STP 29.

8DE01219: Mare Branch Lithics

Resource Type: Archaeological Site
Cultural and Temporal Affiliations: precontact
Dimensions/Area: 200 sq m
Elevation: 42.6 m (140 ft) above mean sea level
Local Vegetation: Mixed hardwood
Soils: Basinger fine sand, frequently flooded
NRHP Eligibility Recommendation: Insufficient Information

Resource Description

Resource 8DE01219 is a newly recorded archaeological site representing a precontact lithic scatter identified through shovel testing survey. It is located on the west bank of Mare Branch, on the northern side of SR 70 (**Figure 6-31** and **Figure 6-32**). This site is located on a floodplain and has grass, weeds, and wetland vegetation growing in the vicinity. A total of eight STPs were plotted within and adjacent to this newly documented site; one contained artifacts (STP 50), three could not be excavated due to concrete or standing water (STPs 50-1, 257, and 468), and four were negative (STPs 15, 49, 50-2, and 203). Boundaries of the site were not established beyond the archaeological APE of the ROW. The stratigraphy of the single positive test revealed disturbance extending to 75 cmbs (**Figure 6-33**). No features were identified, but wood, likely from a fence post or stake was found 100 cmbs. Artifacts collected (n = 5) included both chert debitage (n = 3) and unifacial stone tools (n = 2) and were recovered from 85–110 cmbs. The chert unifacial stone tools included a small basal fragment of an unidentifiable tool type and a basal fragment of a scraper-like tool. Neither was consistent with any identified tool typologies. None of the artifacts were temporally diagnostic, and only the general association can be made that the site is from the precontact period and likely represents a campsite.

Recommendation

Within the APE, the cultural material recovered was scant and non-diagnostic. Because the site could not be delineated due to the boundaries of the APE, the District possesses insufficient information to evaluate the resource as a whole for listing in the NRHP; on May 29, 2025 the DHR concurred with this assessment. Within the APE, 8DE01219 does not meet Criteria A or B, as no significant historical associations are known. It is not eligible under Criterion C, as the resource is not an exemplary architectural feature. Given the lack of diagnostic materials recovered from 8DE01219 within the APE, it does not appear to meet the requirements of Criterion D, as it does not appear to possess the potential to provide further information of historical importance. Therefore, the District recommends the portion of the site located within the APE be considered **ineligible for inclusion** in the NRHP. Proposed project activities within the boundary of 8DE01219 include roadway reconstruction and widening. The improvements are limited to the existing disturbed ROW. The District recommends that **no adverse effect to site 8DE01219** is posed by the proposed undertaking.

Figure 6-31. Map of 8DE01219 showing the STPs excavated in and near the site.

Figure 6-32. Site 8DE01219 facing east from STP 50 in foreground, showing SR 70 on the right and Mare Branch in background.

Figure 6-33. Site 8DE01219 profile from STP 50.

6.2 Architectural Survey Results

The survey of the historical built environment resulted in the documentation of 30 historical resources, including four previously recorded resource groups (8DE00382, 8DE00828, 8DE00858, and 8DE01154/8HG01306), three previously recorded structures (8DE00829–8DE00831), 22 newly recorded structures (8DE01192–8DE01213), and one previously recorded bridge (8DE00859) (**Table 6-1** and **Table 6-2**; **Figure 6-34**–**Figure 6-41**). Two of the previously recorded structures (8DE00829 and 8DE00831) have been demolished, and their information will be updated with the FMSF. The majority of these structures are vernacular residential structures built between circa 1922 and circa 1979. The District recommends 8DE00828 remains eligible for listing in the NRHP and that 8DE01196 is individually eligible for listing in the NRHP. The District has insufficient information to evaluate resources 8DE00382 and 8DE01154/8HG01306 for listing in the NRHP. All remaining resources are recommended ineligible for listing in the NRHP.

Eligibility for a historic district was considered when assessing these structures as a group; however, it is the District's recommendation that these structures in the context of a group do not meet the eligibility criteria for nomination of a historic district as there is no indication of fulfilling Criteria A or B. There is too much new infill, and many of these structures have been updated and altered to such an extent that they no longer retain the historic integrity necessary to fulfill Criterion C.

One historical bridge (8DE00859) is excluded from this section as it meets the requirements of the *2012 Program Comment Issued for Streamlining Section 106 Review of Actions Affecting Post-1945 Concrete and Steel Bridges*. This programmatic agreement establishes that concrete bridges constructed after 1950 are exempt from recording requirements and thus were excluded from documentation. It is therefore exempt from Section 106 Review and was not documented.

Table 6-1. Historic Resource Groups located within the APE.

FMSF No.	Name	Resource Type	Construction Date	Eligibility
8DE00382	Dorr Airfield	Building Complex	ca. 1919	Insufficient Information
8DE00828	Old SR 18/Mahon Avenue	Linear Resource	ca. 1915	Eligible
8DE00858	DCI Canal	Linear Resource	ca. 1943	Ineligible
8DE01154/ 8HG01306	SR 70	Linear Resource	ca. 1959	Insufficient Information

Table 6-2. Historic Structures located within the APE.

FMSF No.	Name	Parcel	Construction Date	Eligibility
8DE00829	Arcadia Villa Entry Gates	N/A	ca. 1925	*Demolished*
8DE00830	Tiger Bay Ranch	043826000000200000	ca. 1950	Ineligible
8DE00831	State Road Department Marker	N/A	ca. 1960	*Demolished*
8DE01192	2269 SE HWY 70	053825000002500000	ca. 1970	Ineligible
8DE01193	2442 NE HWY 70	323725025000B00040	ca. 1938	Ineligible
8DE01194	2528 NE HWY 70	323725000000600000	ca. 1928	Ineligible
8DE01195	3884 NE HWY 70	333725000000110000	ca. 1972	Ineligible
8DE01196	1058–1060 SE Hansel Avenue	033825010800900190	ca. 1945	Eligible
8DE01197	4527 SE HWY 70	033825010800900010	ca. 1955	Ineligible
8DE01198	4567 SE HWY 70	033825010800900040	ca. 1953	Ineligible
8DE01199	4693 NE HWY 70	033825000000200000	ca. 1971	Ineligible
8DE01200	4827 SE HWY 70	033825000000370000	ca. 1977	Ineligible
8DE01201	4875 SE HWY 70	033825000000350000	ca. 1977	Ineligible
8DE01202	5923 SE HWY 70	023825000003010000	ca. 1960	Ineligible
8DE01203	6490 NE HWY 70	363725009400000010	ca. 1976	Ineligible
8DE01204	6662 NE HWY 70	363725000000100000	ca. 1930	Ineligible
8DE01205	7269 SE HWY 70	063826000000900000	ca. 1950	Ineligible
8DE01206	7462 SE HWY 70	313726000000700000	ca. 1922	Ineligible
8DE01207	12010 NE HWY 70	3637260A0503300000	ca. 1970	Ineligible
8DE01208	13615 SE HWY 70 Building 1	013826000000100000	ca. 1952	Ineligible
8DE01209	13615 SE HWY 70 Building 2	013826000000100000	ca. 1952	Ineligible
8DE01210	13615 SE HWY 70 Building 3	013826000000100000	ca. 1958	Ineligible
8DE01211	13615 SE HWY 70 Building 4	013826000000100000	ca. 1958	Ineligible
8DE01212	13615 SE HWY 70 Building 5	013826000000100000	ca. 1958	Ineligible
8DE01213	17992 NE HWY 70	3537270A0500100000	ca. 1979	Ineligible

Figure 6-34. Results of the architectural survey of the APE (map 1 of 8).

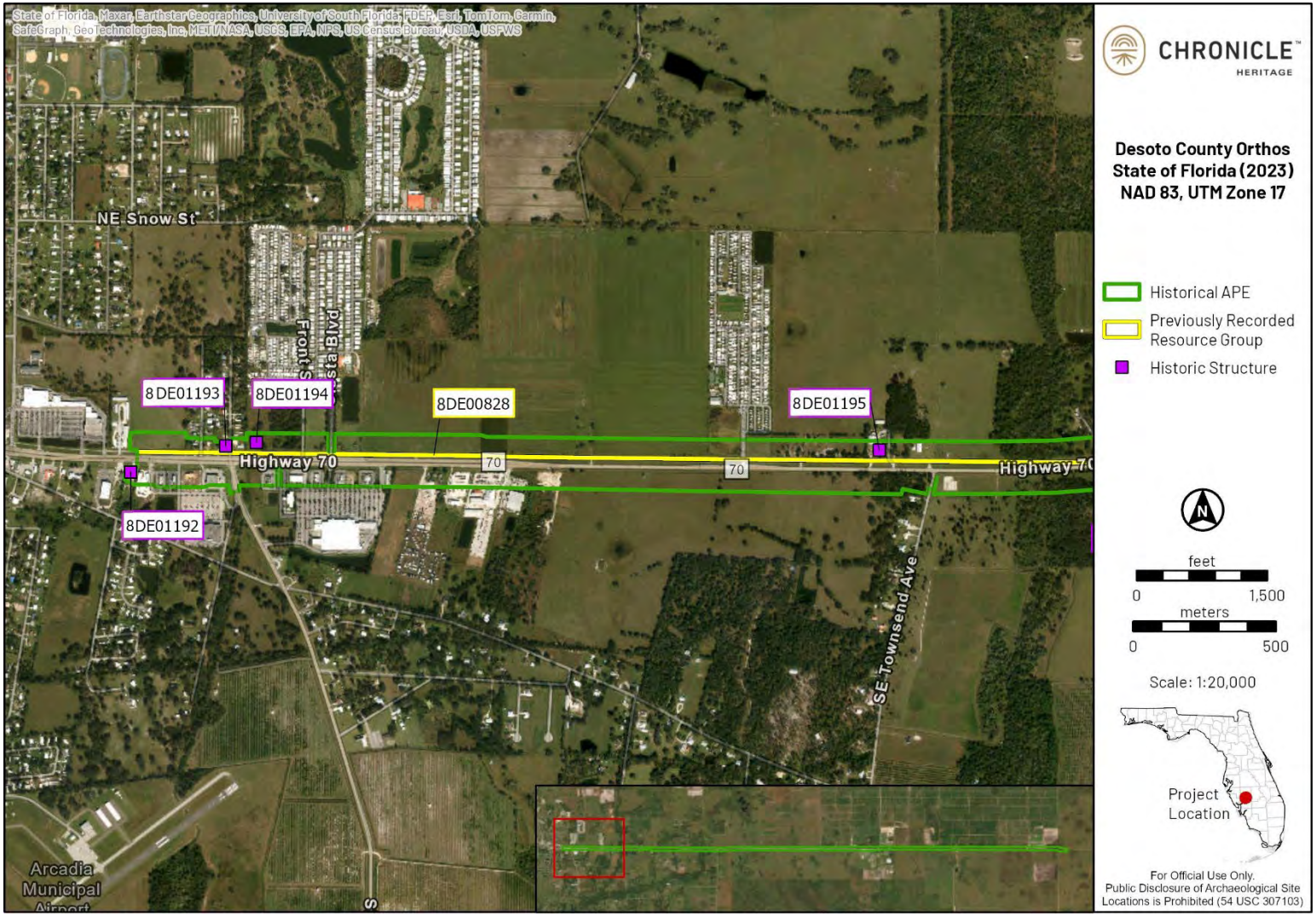


Figure 6-35. Results of the architectural survey of the APE (map 2 of 8).

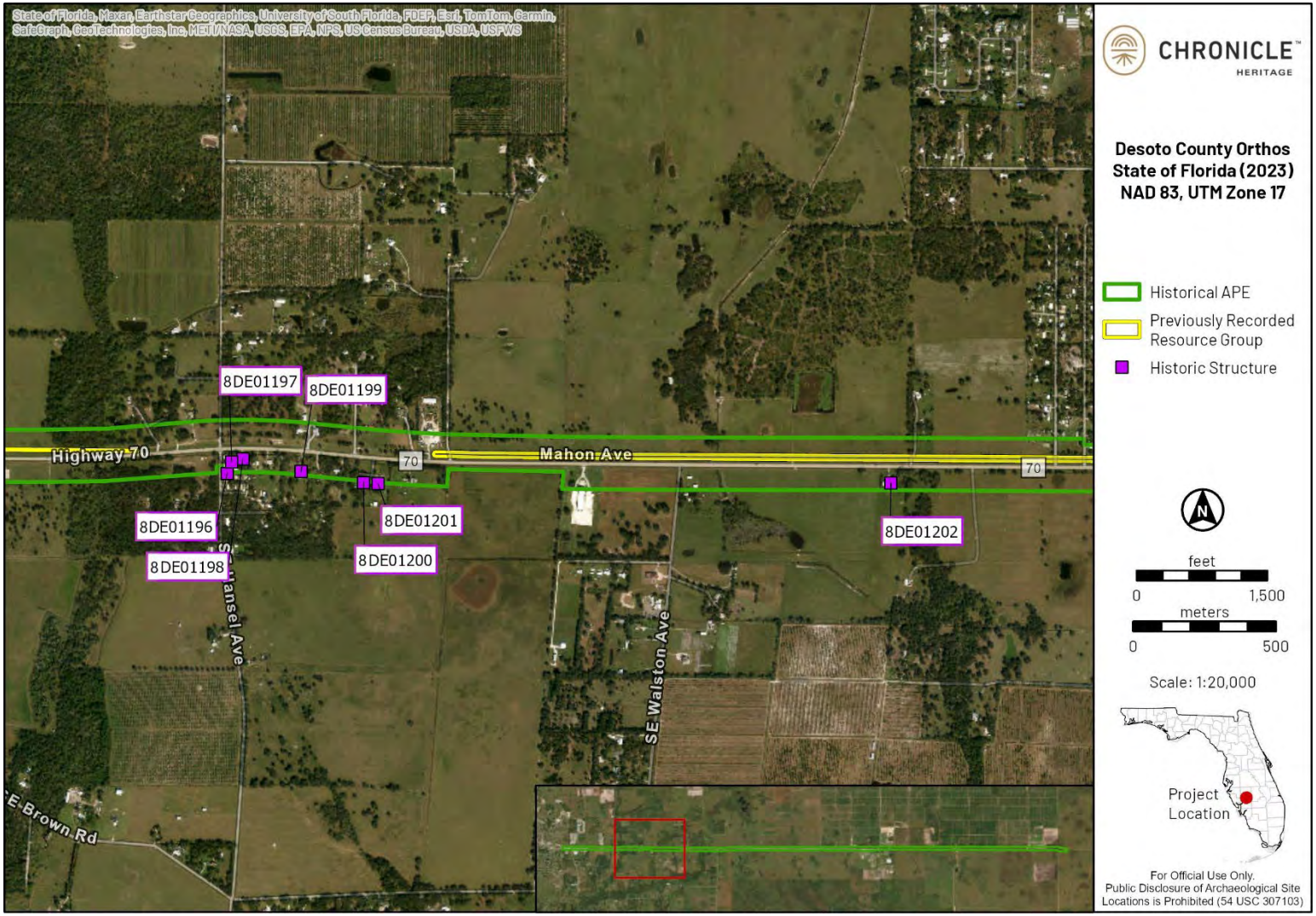


Figure 6-36. Results of the architectural survey of the APE (map 3 of 8).

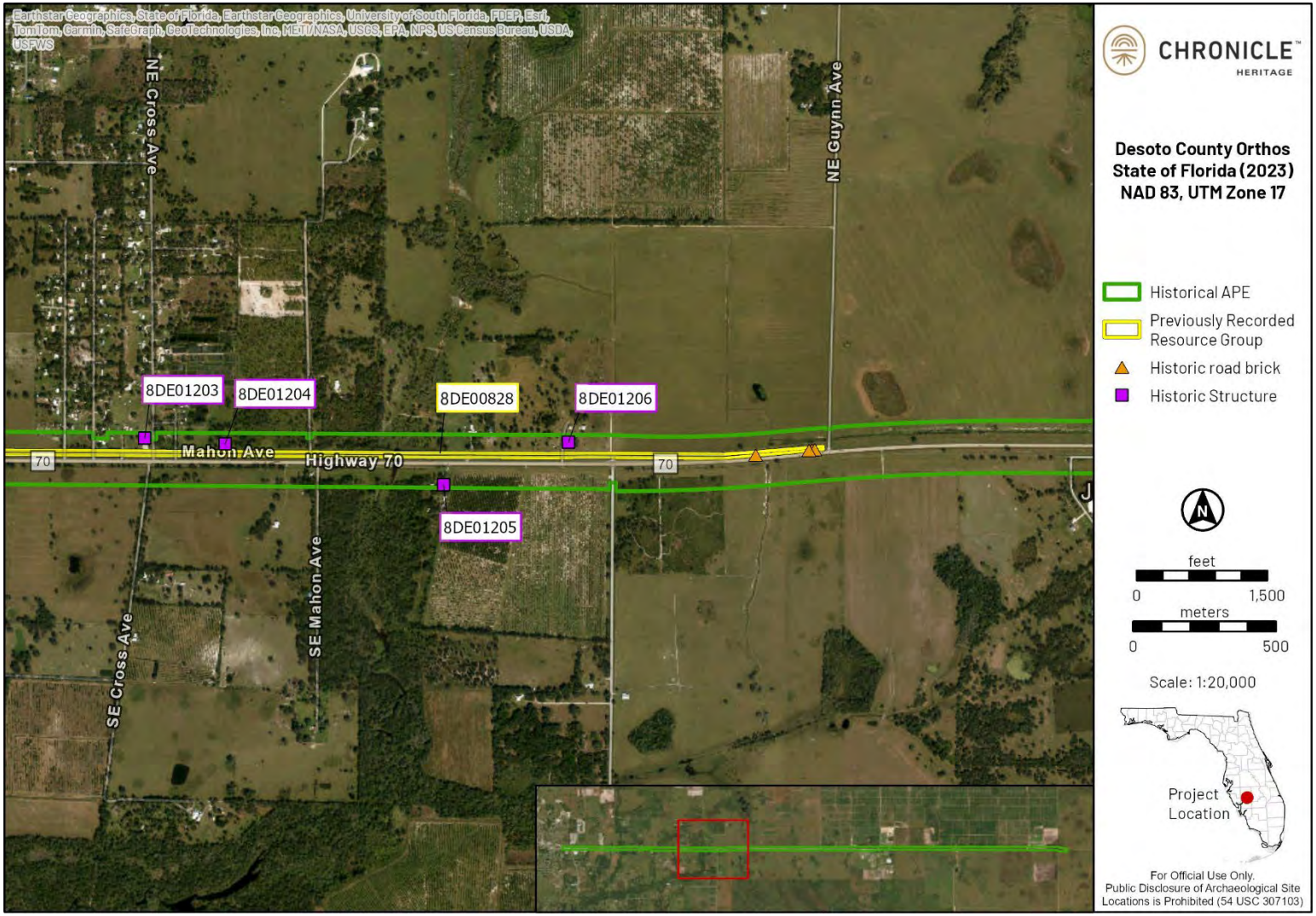


Figure 6-37. Results of the architectural survey of the APE (map 4 of 8).

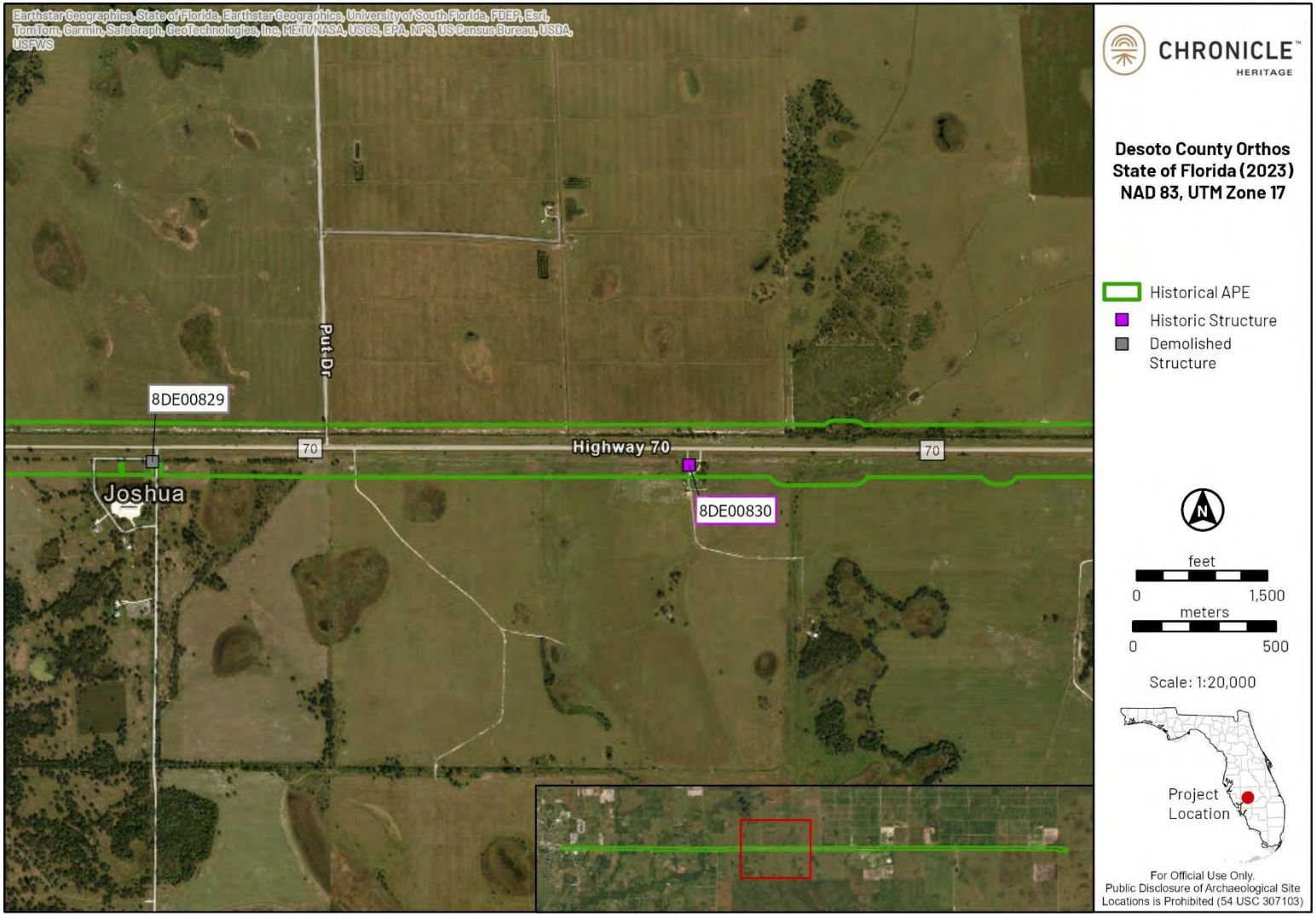


Figure 6-38. Results of the architectural survey of the APE (map 5 of 8).

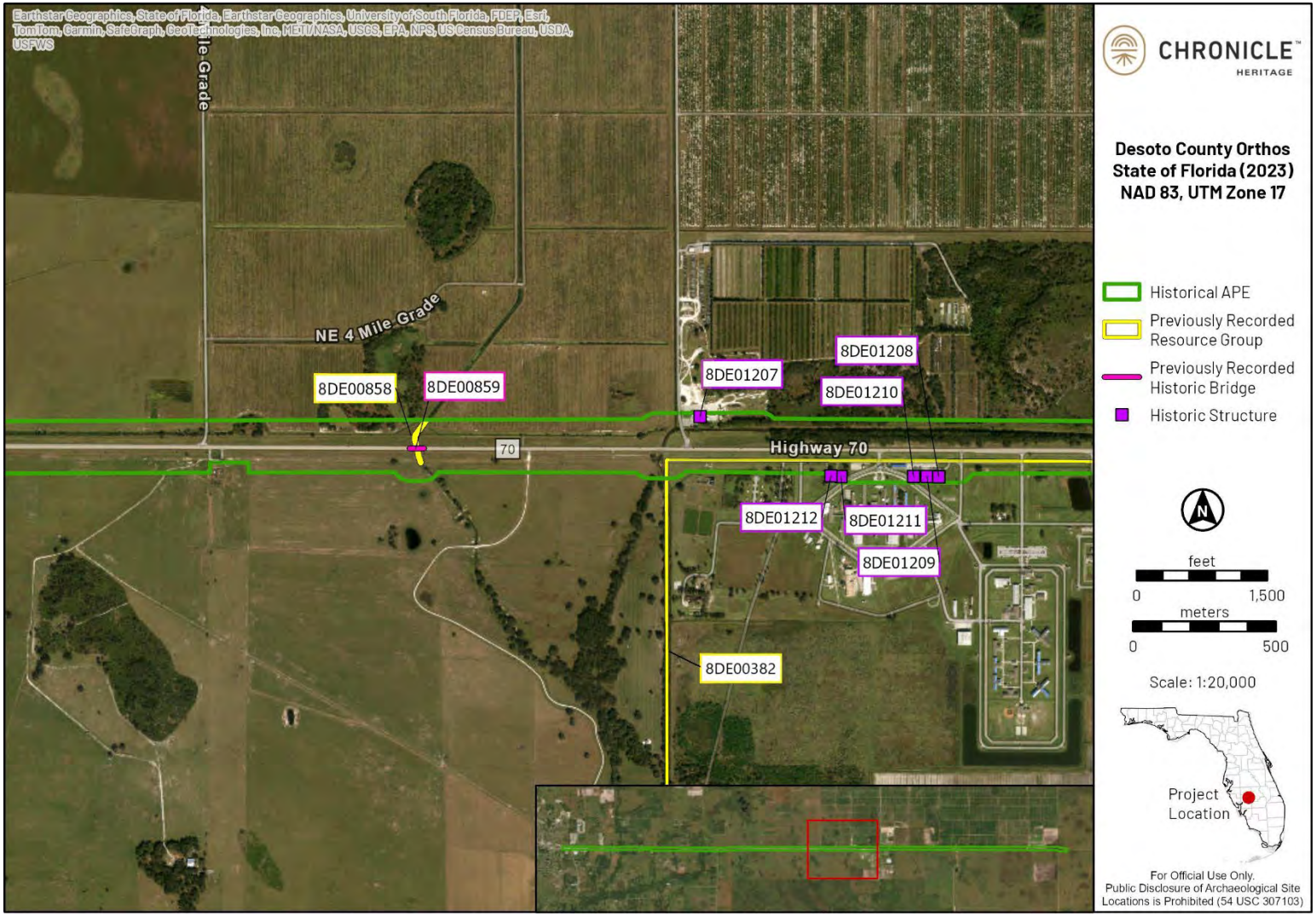


Figure 6-39. Results of the architectural survey of the APE (map 6 of 8).

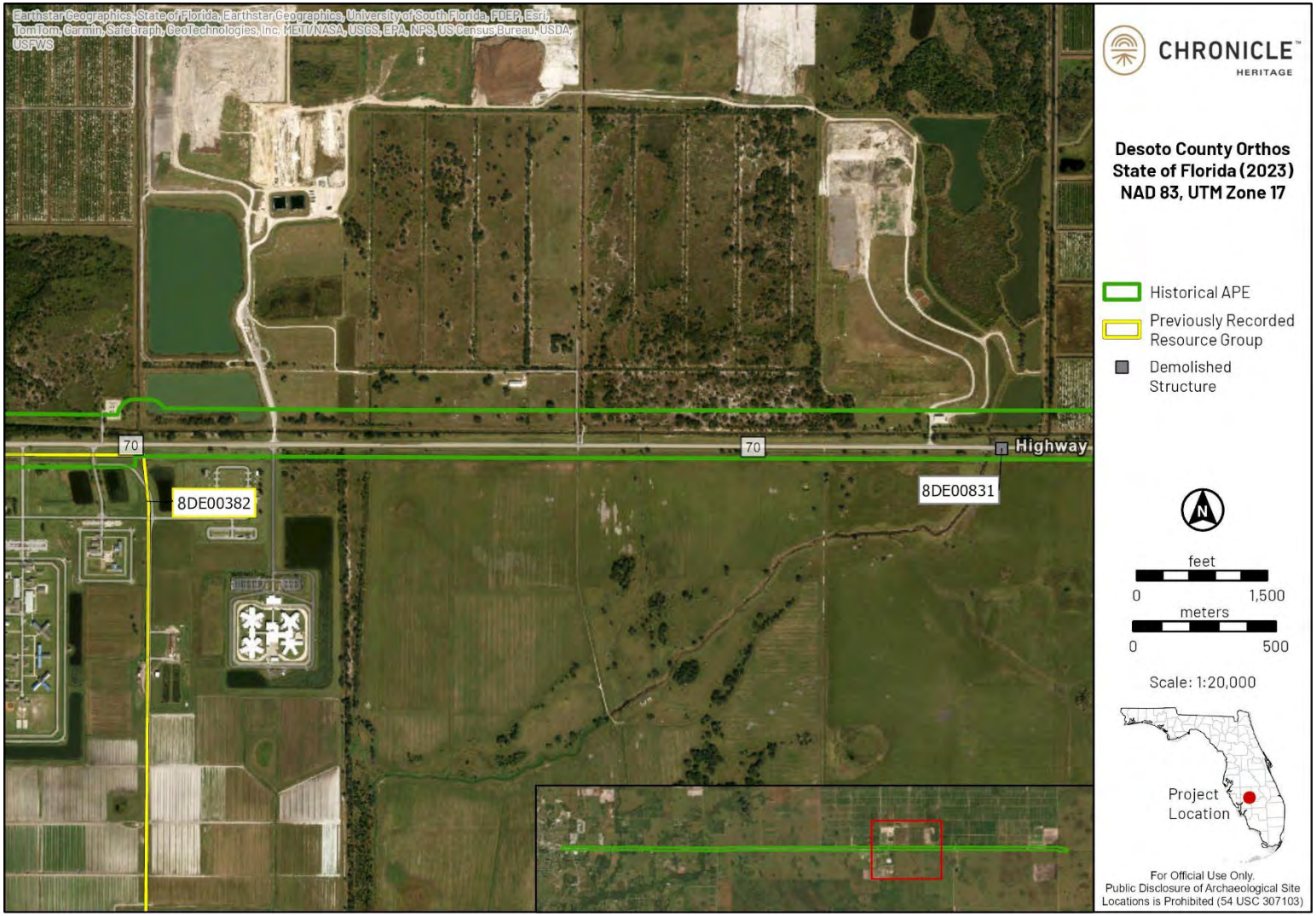


Figure 6-40. Results of the architectural survey of the APE (map 7 of 8).

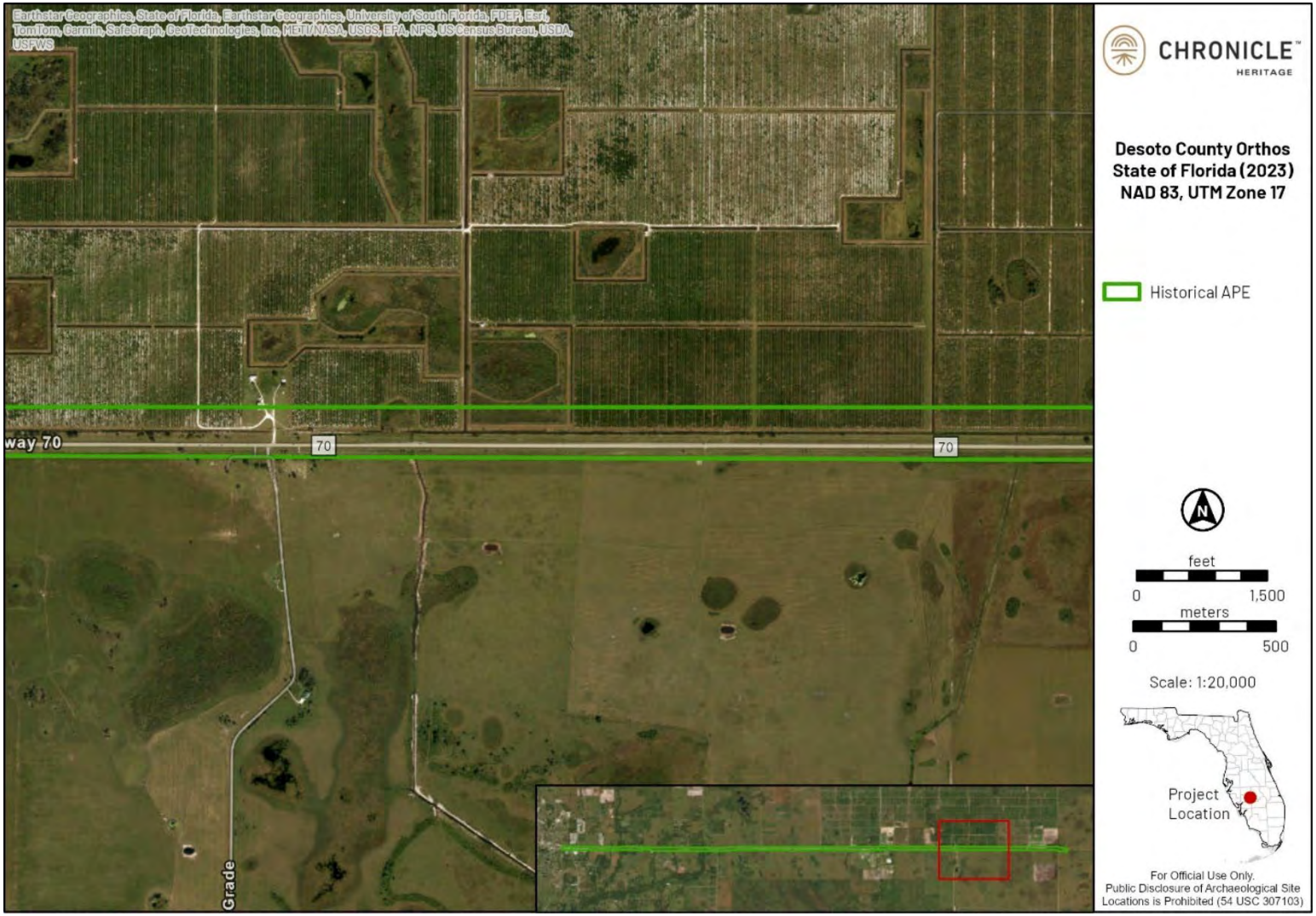
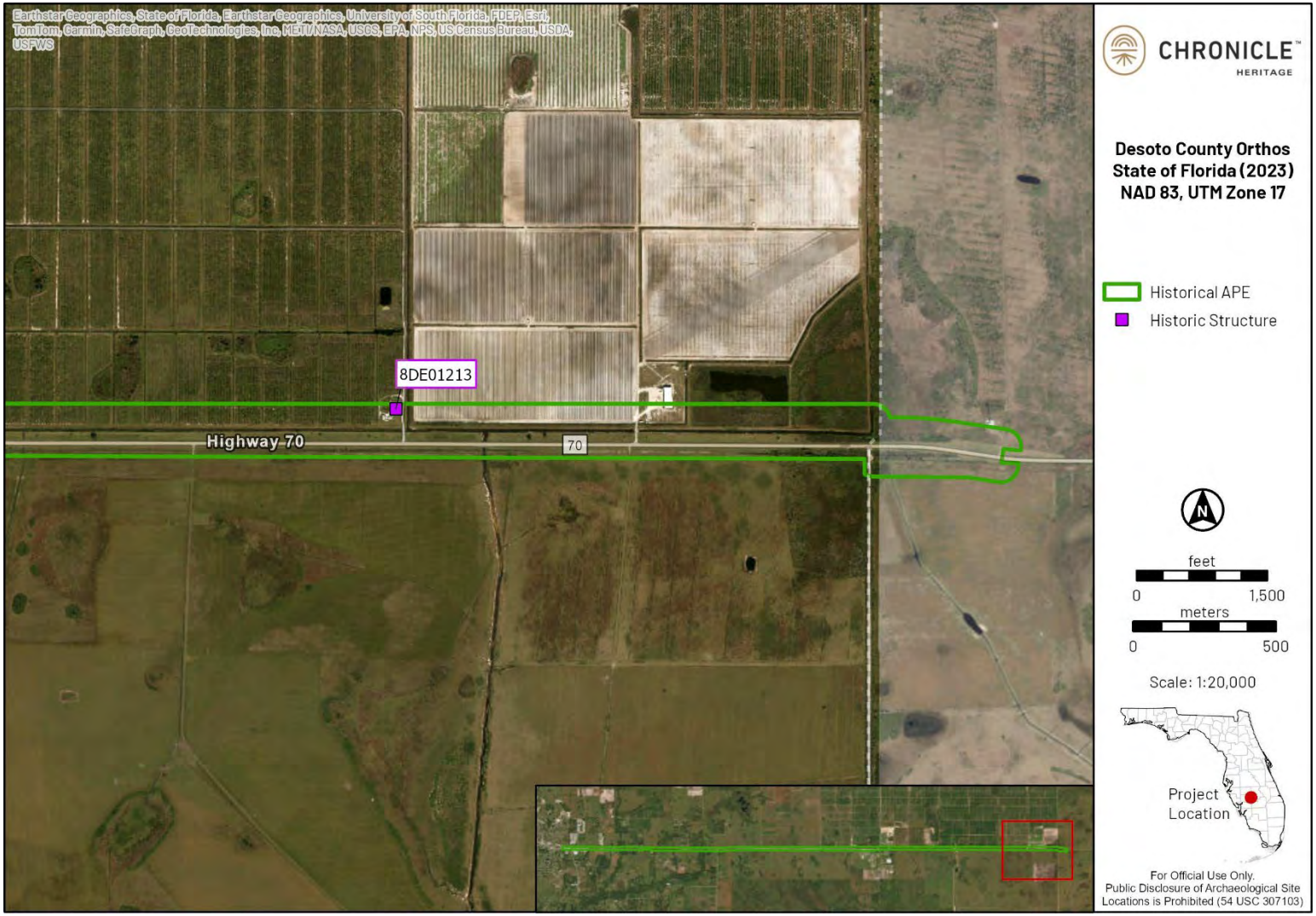


Figure 6-41. Results of the architectural survey of the APE (map 8 of 8).



8DE00382: Dorr Airfield

Resource Type: Resource Group
Build Date: circa 1919
Dimensions/Area: 20.85 acres (ac) (8.44 hectares [ha])
Modifications: Demilitarized (ca. 1947); railroad removed (ca. 1958); hospital to jail (ca. 1970); expanded to the south and west (ca. 1973)
NRHP Eligibility Recommendation: Insufficient Information

Resource Description

Dorr Airfield (8DE00382) is a previously recorded designed historic landscape, built circa 1919 and includes approximately 40 contributing buildings along with many outbuildings (**Figure 6-42**–**Figure 6-45**). The current boundaries of the resource group include SR 70 to the north, and private lots to the east, west, and south. The resource in its entirety measures 903.21 ac (365.51 ha); however, only 20.85 ac (8.44 ha) falls within the APE.

Dorr Airfield was constructed on DeSoto County's Big Prairie area. Originally used as grazing land for Arcadia's cattle industry, the broad, flat plain stretched 70 mi (112.7 km) long and 30 mi (48.3 km) wide. A military committee including Major Paul Ferron of the US Army and Captain A.J. Boyviven of the French Aviation Corps selected the area which was approved on November 21, 1917. By the end of the year, the Atlantic Coast Railroad had completed rail lines to the developing site (Historic Property Associates, Inc. 1982).

By 1920, Arcadia was hailed as "Aviation City." Dorr Airfield was the primary training site of the southeast and served as the testing site for parachute innovations and guided missile experiments (Historic Property Associates, Inc. 1982). The fields were reactivated in World War II as the Embry-Riddle Aeronautical Institute in 1942 (Museum of Florida History 2024). Following World War II, the airfield was acquired by the State of Florida for use as G. Pierce Wood Memorial Hospital in 1947 (Museum of Florida History 2024).

The central oblong grouping of buildings comprises the original Dorr Airfield development. In a historic aerial from 1952, two residences (8DE01208 and 8DE01209) associated with the G. Pierce Wood Memorial Hospital appeared. The historic aerial from 1958 displays three residences (8DE01210–8DE01212) along SR 70, east of the property's entrance. The railroad grade of the Atlantic Coast Railroad was removed during this period.

In 1968, patients from the mental health facility were transferred to the new facility constructed at Carlstrom Field, and Dorr Airfield became Sunland Training Facility, a developmental disability center. However, the Sunland branch closed the following year, and the facility was adapted into a medium-security prison operated by the Florida Department of Corrections which is still in use today (Historic Property Associates, Inc. 1982). In 1973, the facilities were expanded to the south and west, and by 1984, historic aerials reflect the current facility alignment which had been expanded to the east.

Surveyors recorded 8DE00382 in 1982 on a Historic Properties Inventory Form but did not supply a recommendation for the resource for listing in the NRHP (Historic Property Associates, Inc. 1982). SHPO has not evaluated this resource.

Figure 6-42. Photograph of 8DE00382 – 1, facing south.

Figure 6-43. Photograph of 8DE00382 – 2, facing southwest.

Figure 6-44. Photograph of 8DE00382 – 3, facing south.

Figure 6-45. Photograph of 8DE00382 – 4, facing south.

Recommendation

As the resource extends beyond the APE, the District has **insufficient information** to evaluate 8DE00382 for listing in the NRHP; on May 29, 2025 the DHR concurred with this assessment. 8DE00382 appears to meet Criterion A at the local and state levels for its military association; however, no resources beyond the entrance roads could be documented as photography was prohibited. It does not appear to meet Criterion B since there are no associations with significant persons. It is not eligible under Criterion C, as no contributing resources could be documented as photography was prohibited. 8DE00382 does not appear eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

Effects

Proposed project activities adjacent to 8DE00382 generally consist of widening and reconstruction of SR 70 from two to four lanes. These activities will not diminish the character-defining qualities that may qualify this resource for inclusion in the NRHP, and as such, will have **no effect on 8DE00382**.

8DE00828: Old SR 18/Mahon Avenue

Resource Type: Resource Group
Build Date: circa 1915
Length: 4.85 mi (7.81 km)
Modifications: Brick overlaid with asphalt (unknown date); road downgraded from State Road (ca. 1978); western segment repurposed to multi-use path (ca. 2012)
NRHP Eligibility Status: Eligible

Resource Description

Old SR 18 (8DE00828) is a 4.85-mi (7.81-km) newly recorded segment of a previously recorded resource group. The resource group is locally known as Mahon Avenue. Within the APE, the roadway is paved in areas and oriented east–west with a one-lane section that has low structural integrity on the western terminus of segment and throughout the eastern segment. The original brick paving can be seen in areas where the paving has worn away or is cracked.. A mix of residential and agricultural lots bound the roadway to the north (**Figure 6-46**–**Figure 6-51**). Portions of the roadway are overgrown by vegetation and shovel testing uncovered brick and brick fragments in four locations (STP 149, 156, 156-1, 156-2) within the original alignment of the road. The bricks represent the remains of this historic road and are consistent with the bricks observed in the extant above ground portions of the road (Figure 6-52).

In 1918, a $330,000 bond was issued to build a hard-surface road from Arcadia to the aviation fields which would also create a supply link as part of the Dixie Highway (Tampa Tribune, 8 March 1918:3). By 1924, SR 18 crossed the state from Sarasota through Arcadia to Lake Anne (Chapin, News-Press, 18 December 1924:4). During the 1920s, the SR 18 was also known locally as Main Dixie Highway (Miami Herald, 13 February 1925:56). Measuring approximately 9 ft in width, the road was originally constructed with brick pavers with expansions carried out with asphalt and gravel. SR 18 was renamed SR 70 by 1933 and also known as the Coast to Coast Highway. Its local name, Mahon Avenue, is derived from the Mahon family, early settlers in Arcadia in the 1800s. Their descendants continue to own large portions of land along the remainder of Mahon Avenue (Hoffman and Tesar 2008). In 1959, construction began to realign the roadway to the current SR 70 alignment, leaving Mahon Avenue as only original portion of SR 18 (Tampa Tribune, 11 January 1959a:11C). On the 1978 (1980 ed.) Arcadia, Florida 15-minute topographic map, the Mahon Avenue was downgraded to a light duty road while SR 70 became the primary highway. In 2011, a bid was posted to repurpose the original SR 18 route to a multi-use path (Port Charlotte Sun, 18 May 2011:13). According to historic aerials, by 2012, the path from N 17th Avenue to just west of Mare Branch was completed.

Surveyors recorded 8DE00828 in 2008 during Survey No. 16476 and recommended the resource was eligible for listing in the NRHP. SHPO concurred with this evaluation on May 12, 2009 (Hoffman and Tesar 2008).

Figure 6-46. Photograph of 8DE00828 – 1, facing west.

Figure 6-47. Photograph of 8DE00828 – 2, facing east.

Figure 6-48. Photograph of 8DE00828 – 3, facing east.

Figure 6-49. Photograph of 8DE00828 – 4, facing west.

Figure 6-50. Photograph of 8DE00828 – 5, facing east.

Figure 6-51. Photograph of 8DE00828 – 6, facing west.

Figure 6-52. Brick fragment observed in buried portion of 8E008282, at STP 149.

Recommendation

The District recommended and the DHR concurred that **8DE00828 remain eligible for listing in the NRHP.** 8DE00828 meets Criterion A in the areas of Transportation and Community Planning and Development. 8DE00828 was constructed during the First World War era along with the construction of Dorr Airfield east of Arcadia. It was also part of the Coast to Coast Highway, connecting the west coast of Florida to the east coast of the state. Additionally, the brick construction conveys the development of roads throughout the state. It does not meet Criterion B since there are no associations with significant persons. It is not eligible under Criterion C, as the existing historical materials are heavily damaged by traffic and lack of maintenance. 8DE00828 is not eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

Effects

Proposed project activities adjacent to 8DE00828 consist of widening and reconstruction of SR 70 from two to four lanes, drainage improvements, and share use path construction. The July 2025 Section 106 Case Study for this resource found that the preferred alternative will have **an adverse effect to 8DE00828 (Old SR 18/Mahon Avenue) which is unavoidable; mitigation will be provided.** Resource-specific coordination will continue as necessary between the FDOT and DHR through the Section 106 consultation process.

8DE00858: DCI Canal

Resource Type: Resource Group
Build Date: circa 1943
Length: 309.55 ft (94.35 m)
Modifications: Widened north of SR 70 (ca. 1984); regular maintenance
NRHP Eligibility Status: Ineligible

Resource Description

DCI Canal (8DE00858) is a previously recorded 309.55-ft (94.35-m) segment of a linear resource that connects to Mossy Gully. Within the APE, 8DE00858 is a northwest–southeast oriented canal measuring 61 ft (19 m) in width. The canal is a deep earthen channel with grassy embankments (**Figure 6-53**–**Figure 6-55**). Within the APE, the canal runs beneath SR 70 (8DE01154/8HG01306) which is carried by FDOT Bridge No. 040033 (8DE00859).

DCI Canal was constructed to aid in the drainage of Dorr Airfield (8DE00382), located approximately 0.50 mi (0.8 km) east of the canal (Irby 2017). The canal empties into the Tiger Bay Slough through Mossy Gully approximately 3.84 mi (6.18 km) south of the APE. According to historic aerials, as early as 1958, three main canals as well as a road ditch fed into the DCI Canal north of SR 70. By 1984, the canal within the APE was widened north of SR 70, and the northwest canal feeding DCI Canal was infilled. The northern feeder canal was also infilled by 1995, leaving only the northeast feeder canal, which was substantially widened and slightly reoriented. The DCI Canal does not appear to have been altered since 1995 beyond general maintenance.

Surveyors recorded 8DE00858 in 2017 during Survey No. 24449 and recommended the resource was ineligible for listing in the NRHP. SHPO concurred with this evaluation on October 4, 2017 (Irby 2017).

Recommendation

Although the resource extends beyond the APE, the District recommends **8DE00858 remains ineligible for listing in the NRHP.** It does not meet Criteria A or B, as no significant historical associations are known. It is not eligible under Criterion C, as the resource is not exemplary for its style or construction and the canal has been rerouted and modified with infill and non-historic alterations. 8DE00858 is not eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

Figure 6-53. Photograph of 8DE00858 – 1, facing northeast.

Figure 6-54. Photograph of 8DE00858 – 2, facing south.

Figure 6-55. Photograph of 8DE00858 – 3, facing east.

8DE01154/8HG01306: SR 70

Resource Type: Resource Group
Build Date: circa 1959
Length: 16.5 mi (26.7 km)
Modifications: Widened to include turn lanes (ca. 1999); Widened to four lanes (ca. 2006)
NRHP Eligibility Status: Insufficient Information

Resource Description

SR 70 (8DE01154/8HG01306) is a 16.5-mi (26.7-km) newly recorded segment of a previously recorded resource group. It is also recorded as 8DE01188 in FMSF, but has no form associated with this number. Within the APE, the roadway is paved and oriented east–west with a two-lane section with grassed shoulders and overhead utilities. The roadway widens to include turn lanes near Toby's RV Resort before returning to two lanes to the west. The far western segment of the road widens to four lanes divided by a grassed median. This widened segment features modern signalization and is bound by a multi-use path to the north. A mix of residential, commercial, and agricultural lots bound the roadway (**Figure 6-56**–**Figure 6-60**).

In 1918, a $330,000 bond was issued to build a hard-surface road from Arcadia to the aviation fields which would also create a supply link as part of the Dixie Highway (Tampa Tribune, 8 March 1918:3). By 1924, SR 18 crossed the state from Sarasota through Arcadia to Lake Anne (now known as Lake Annie) (Chapin, News-Press, 18 December 1924:4). During the 1920s, the SR 18 was also known locally as Main Dixie Highway (Miami Herald, 13 February 1925:56). Measuring approximately 9 ft in width, the road was originally constructed with brick pavers with expansions carried out with asphalt and gravel. SR 18 was renamed SR 70 by 1933 and also known as the Coast to Coast Highway (Hoffman and Tesar 2008). On the 1958 Fort Pierce, Florida 15-minute topographic map, the roadway appears as a hard surfaced state route.

In 1959, construction began to realign the roadway to the current SR 70 alignment, leaving Mahon Avenue as only original portion of SR 18 (Tampa Tribune, 11 January 1959a:11C). On the 1978 (1980 ed.) Arcadia, Florida 15-minute topographic map, the Mahon Avenue was downgraded to a light duty road while SR 70 became the primary highway. According to historic aerials beginning in 2006, the road was widened from two lanes to a divided four lane roadway between Buena Vista Drive and N 17th Avenue. In 2011, a bid was posted to repurpose the original SR 18 route to a multi-use path (Port Charlotte Sun, 18 May 2011:13). According to historic aerials, by 2012, the path north of SR 70 from N 17th Avenue to just west of Mare Branch was completed.

SR 70 is recorded under two FMSF numbers in DeSoto County. Resource number 8DE01188 was assigned to SR 70 on September 1, 2023, but there is no form attached to this site file number on the FMSF. SHPO has not evaluated the resource under 8DE01188. Additionally, surveyors recorded the roadway under FMSF number 8DE01154 in 2023 during FPID No. 443123-1-22-01 and recommended there was insufficient information to evaluate the resource for listing in the

NRHP. SHPO concurred with this evaluation on September 18, 2023. In Highlands County, 8HG01306 was assigned to SR 70 on July 1, 2016. However, there is no form attached to this site file number on the FMSF, and SHPO has not evaluated the resource under 8HG01306.

Figure 6-56. Photograph of 8DE01154 – 1, facing east.

Figure 6-57. Photograph of 8DE01154 – 2, facing east.

Figure 6-58. Photograph of 8DE01154 – 3, facing east.

Figure 6-59. Photograph of 8DE01154 – 4, facing west.

Figure 6-60. Photograph of 8HG01306 – 5, facing east.

Recommendation

As the resource extends beyond the APE, the District has **insufficient information** to evaluate 8DE01154/8HG01306 for listing in the NRHP. Additional research would be required to determine eligibility under Criteria A and B, which is beyond the scope of this project. This segment of 8DE01154/8HG01306 is recommended ineligible as it lacks association with events or persons of historical significance. The resource is not eligible under Criterion C, as it is not an outstanding example of engineering. 8DE01154/8HG01306 is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Effects

Proposed project activities within the boundary of 8DE01154/8HG01306 generally consist of widening and reconstruction of SR 70 from two to four lanes along with draining improvements. These activities are needed in order to increase capacity and improve operational and vehicular safety along the corridor. The District recommended that **no adverse effect to 8DE01154/8HG01306 (SR 70) is posed by the proposed undertaking.**

8DE00830: Tiger Bay Ranch

Resource Type: Structure
Build Date: circa 1950
Dimensions/Area: 2,338 sq ft
Modifications: Vinyl windows (unknown date); Quonset hut added (ca. 1958)
NRHP Eligibility Status: Ineligible

Resource Description

Tiger Bay Ranch (8DE00830), located at 9809 SE Highway 70, is a previously recorded historical structure with Masonry Vernacular style. Built in 1950, 8DE00830 is a two-story, rectangular-shaped plan residence set on a concrete slab foundation. The building consists of a concrete block structure. The hip roof is topped with asphalt shingles and features a pyramidal roofed vent centered on the roof ridge. The masonry walls are clad in smooth stucco. The main entry is centered on the north façade and features a paneled door. The door is shaded by a partial width hip extension with swooping eaves supported by ornamented metal posts. It features a concrete pad. An additional incised porch is located on the first and second story of the east elevation. The second story porch features metal spindle railing and is supported by ornamented metal posts. The first-floor porch features masonry columns and an arched entry. Fenestration includes paired and grouped metal-framed awning windows and vinyl framed single-hung-sash windows with one-over-one configuration. A Quonset hut is attached to the south elevation. This addition has been in place since 1958 according to historic aerials. The Quonset hut is common prefabricated architectural form designed by the George A. Fuller Company in 1941 for military personnel overseas (Washington State Department of Archaeology & Historic Preservation 2011). The residence is accessed by a private asphalt road restricted by a metal gate, and the property is enclosed with a wire fence with wood posts (**Figure 6-61**–**Figure 6-63**).

The residence is located within Tiger Bay Ranch, a cattle ranch adjacent to historic Dorr Airfield. An air strip is visible on historic aerials through the property in 1958. However, it is unknown if this air strip was part of the adjacent Dorr Airfield. The air strip was removed by the next available aerial image from 1984, and no information on this air strip appears on topographic maps from the time period. Tiger Bay Ranch is also a private preserve that is used for wildlife conservation. The ranch has been owned by the Hall family for four generations (Port Charlotte Sun, 13 June 2013:A28).

Miles Lewis Hall, Sr. came to DeSoto County in 1938 and established a cattle ranch in Charlotte County and Pine Island Ranch in DeSoto County. His son, Miles (M.) Lewis Hall Jr., went on to develop Tiger Bay Ranch (State of Florida Twelfth Judicial Circuit 2024). Hall was a principal in Miami law firm, Hall & Hedrick, and served as clerk for the Florida Supreme Court. Hall owned the property until his death in 2020 (Miami Herald, 6 September 2020:A16). His son, Don T. Hall, is a practicing judge in DeSoto County and resides on Tiger Bay Ranch now (State of Florida Twelfth Judicial Circuit 2024). In 2019, Tiger Bay Ranch was slated to be placed into a

conservation easement, allowing the property owners to continue using the land while preventing development (Port Charlotte Sun, 11 December 2019:S32).

Surveyors recorded 8DE00830 in 2008 during Survey No. 16476 and recommended the resource was ineligible for listing in the NRHP. SHPO concurred with this evaluation on May 12, 2009 (Hoffman and Tesar 2008).

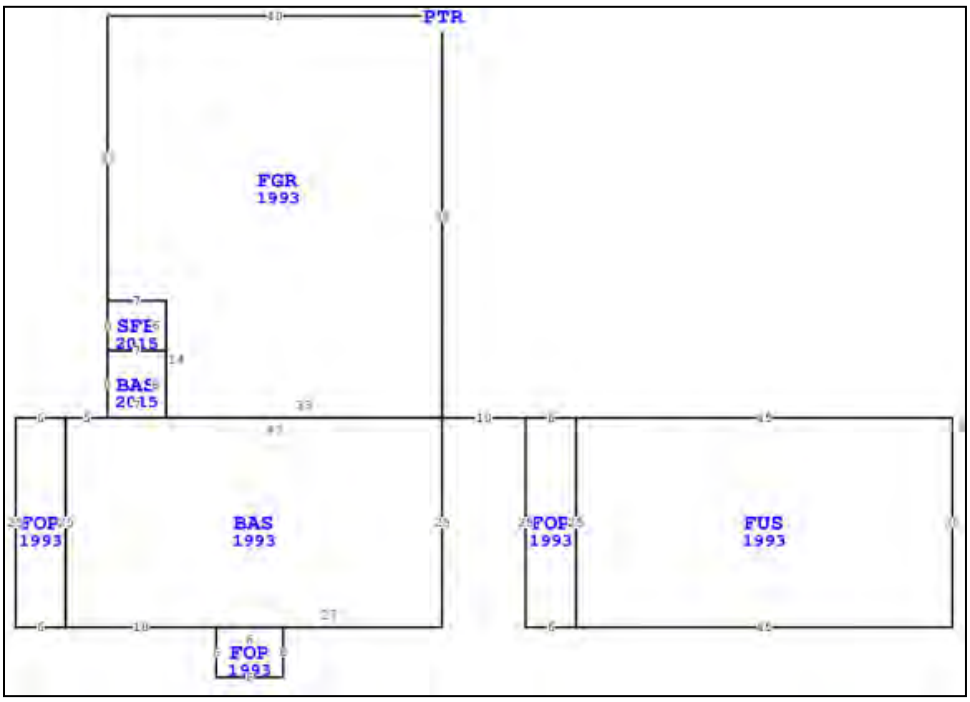
According to the DeSoto County Property Appraiser (DCPA) Records, the main building mass is 2,338 sq ft, and the attached Quonset hut covers 1,795 sq ft (**Figure 6-64**). This property is currently owned by Fourmile Island Inc. It was sold by Land South Arcadia LLC in September 2020. In November 2018, the property was sold by Tiger Bay Ranch LLC. Key Investments Inc, Houghland Calvin Trustee sold the property to Tiger Bay Ranch LLC in November 2004. In 2001, the property was owned by Calvin Houghland after being purchased from Bright Hour Trust in December 2000 (DCPA 2024).

Figure 6-61. Photograph of 8DE00830 – 1, facing south.

Figure 6-62. Photograph of 8DE00830 – 2, facing southwest.

Figure 6-63. Photograph of 8DE00830 – 3, facing southeast.

Figure 6-64. 8DE00830 base area plan (DCPA 2024).



Recommendation

The District recommended that **8DE00830 remain ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. Although the building is located on a property associated with the local agricultural industry in DeSoto County, there are no known significant associations with 8DE00830**.** Cattle ranch was, and still is, a common industry throughout Florida. Therefore, it is not eligible under Criteria A or B. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

8DE01192: 2269 SE Highway 70

Resource Type: Structure
Build Date: circa 1970
Dimensions/Area: 3,200 sq ft
Modifications: None observed
NRHP Eligibility Status: Ineligible

Resource Description

2269 SE Highway 70 (8DE01192) is a newly recorded historical structure with Commercial style. Built in 1970, 8DE01192 is a one-story, rectangular-shaped plan auto-repair shop set on a concrete slab foundation. The building consists of a concrete block structure. The side-gable roof is topped with corrugated metal, and the gable ends also feature corrugated metal. The walls are clad in brick veneer and stucco. The main entry is off-center to the west on the north façade and consists of a paneled door. Fenestration includes individual metal-framed awning windows. One window is flanked by hurricane shutters. There are two open bays centrally located on the north façade. A paved parking lot is north of the building, and the rear of the property is enclosed with a chain link fence (**Figure 6-65**–**Figure 6-67**).

According to the DCPA Records, the main building mass is 3,200 sq ft (**Figure 6-68**). This property is currently owned by Dorothy Westberry Trustee. In February 2008, the property was owned by James and Dorothy Westberry (DCPA 2024).

Recommendation

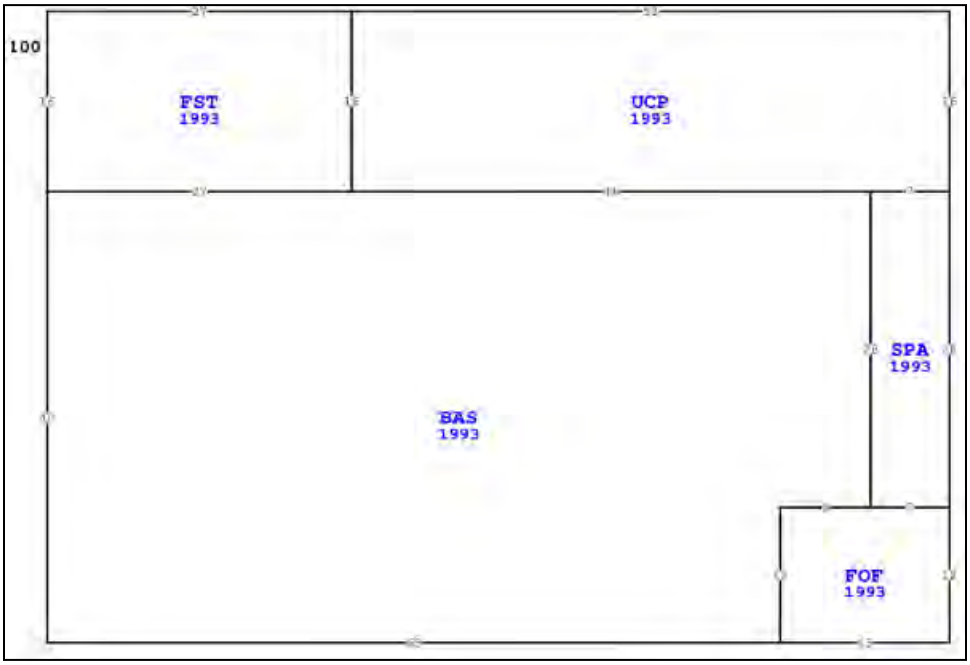
The District recommends that **8DE01192 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 6-65. Photograph of 8DE01192 – 1, facing southwest.

Figure 6-66. Photograph of 8DE01192 – 2, facing south.

Figure 6-67. Photograph of 8DE01192 – 3, facing southeast.

Figure 6-68. 8DE01192 base area plan (DCPA 2024).



8DE01193: 2442 NE Highway 70

Resource Type: Structure
Build Date: circa 1938
Dimensions/Area: 1,662 sq ft
Modifications: Residential to Commercial (unknown); vinyl siding (ca. 2009); enclosed porch (ca. 2022)
NRHP Eligibility Status: Ineligible

Resource Description

2442 SE Highway 70 (8DE01193) is a newly recorded historical structure with Frame Vernacular style. Built in 1938, 8DE01193 is a one-story, rectangular-shaped plan doctor's office set on a concrete pier foundation. The building consists of a wood frame structure. The front-gable roof is topped with 5V crimp metal and the walls are clad in vinyl siding. The main entry is off-center to the west on the south façade and consists of a glazed metal frame door. The attached full-width porch on the south façade was enclosed by 2008 to create the current storefront appearance. A cloth awning covers the main entry. Fenestration includes grouped and individual picture windows. A historic shed addition is on the west elevation. A flat carport with wood structure and flat corrugated roof is attached to the north elevation. A concrete slab is within the carport. A paved parking lot is west of the building (**Figure 6-69–Figure 6-72**).

According to the DCPA Records, the main building mass is 1,662 sq ft (**Figure 6-73**). This property is currently owned by Ronald Sevigny. In September 2012, Electronic Maintenance & Communications Inc sold the property to Ronald Sevigny. In September 2007, Richard Hall and Richard Percy sold the property to Sparta Partners LLC. In December 1997, Mary Simmons sold the property to Shawn and Carolyn Barney. In November 1987, the property was owned by H.D. and E.L. Hutchison (DCPA 2024).

Recommendation

The District recommends that **8DE01193 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

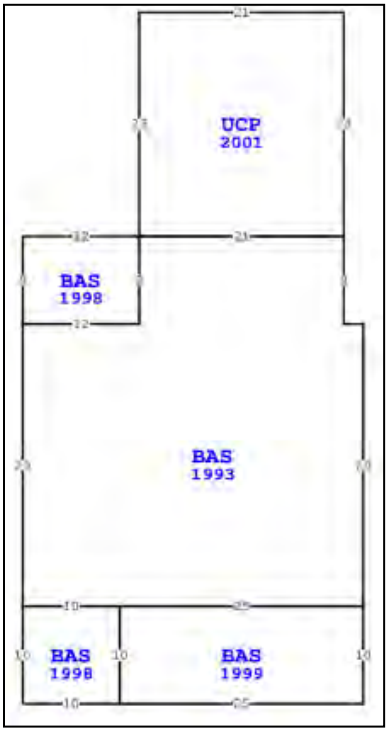
Figure 6-69. Photograph of 8DE01193 – 1, facing southeast.

Figure 6-70. Photograph of 8DE01193 – 2, facing north.

Figure 6-71. Photograph of 8DE01193 – 3, facing northeast.

Figure 6-72. Photograph of 8DE01193 – 4, facing northwest.

Figure 6-73. 8DE01193 base area plan (DCPA 2024).



8DE01194: 2528 NE Highway 70

Resource Type: Structure
Build Date: circa 1928
Dimensions/Area: 2,068 sq ft
Modifications: Gable addition to east (ca. 1999)
NRHP Eligibility Status: Ineligible

Resource Description

2528 NE Highway 70 (8DE01194) is a newly recorded historical structure with Masonry Vernacular style. Built in 1928, 8DE01194 is a one-story, irregular-shaped plan residence set on a continuous concrete block foundation. The building consists of a concrete block structure. The side-gable roof is topped with 5V crimp metal, and a gable dormer featuring an arched attic vent and brackets is located on the south slope. Exposed rafter tails can be observed along the south façade, and an exterior brick chimney is on the east elevation of the west building mass. The walls are clad in quarry-faced concrete blocks and stucco. The main entry is on the south façade on the west building mass and is obscured by metal screens. The incised partial-width porch on the south façade features mesh metal screens. Fenestration includes individual double-hung-sash windows with three-over-one configuration. The side gable building mass addition to the east was constructed by 1999 according to historic aerials. Colored banding wraps along the non-historic addition. The building is largely obscured by overgrown vegetation (**Figure 6-74** and **Figure 6-75**).

According to the DCPA Records, the main building mass is 2,068 sq ft (**Figure 6-76**). This property is currently owned by Eli's Western Wear Inc. In June 2023, Sandy and William Pinel sold the property to Eli's Western Wear Inc. William Toby was deeded the property in March 2023 from Nancy Pinel Trust. In January 1993, Bertie Mae Prescott sold the property to Nancy and Toby Pinel (DCPA 2024).

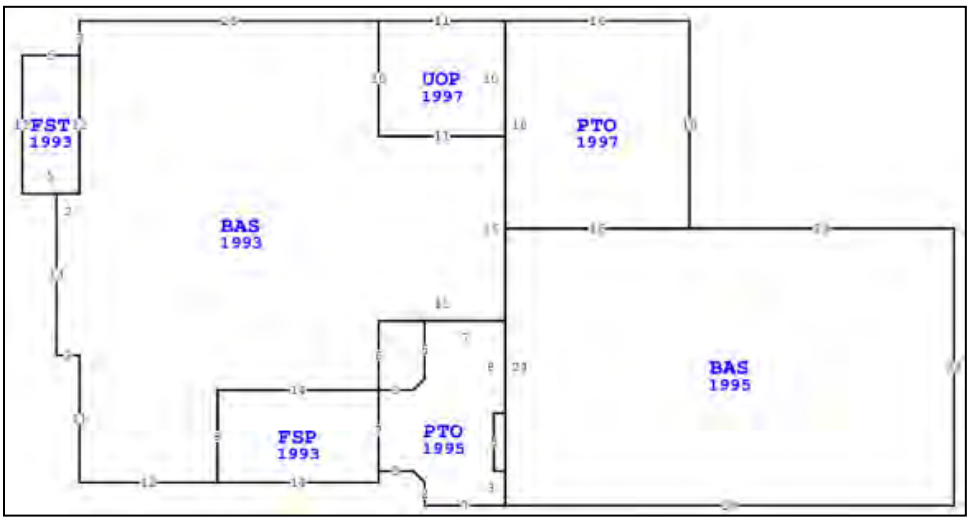
Recommendation

The District recommends that **8DE01194 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 6-74. Photograph of 8DE01194 – 1, facing northeast.

Figure 6-75. Photograph of 8DE01194 – 2, facing north.

Figure 6-76. 8DE01194 base area plan (DCPA 2024).



8DE01195: 3884 NE Highway 70

Resource Type: Structure
Build Date: circa 1972
Dimensions/Area: 3,141 sq ft
Modifications: None observed
NRHP Eligibility Status: Ineligible

Resource Description

3884 NE Highway 70 (8DE01195) is a newly recorded historical structure with Ranch style. Built in 1972, 8DE01195 is a one-story, rectangular-shaped plan residence set on a continuous brick foundation. The hip-on-hip roof is topped with asphalt shingles, and the walls are clad in brick veneer. The low pitch roof features a central brick chimney. The main entry is on the south façade and consists of a paneled door with a divided fanlight. It is within an incised partial width porch which features a concrete stoop. An additional porch is attached to the north elevation. Fenestration includes paired metal-framed single-hung-sash windows with two-over-two configuration with flanking inoperable shutters. The structure is accessed by a paved driveway, and a non-historic metal outbuilding (ca. 2002) is northwest of the main building (**Figure 6-77–Figure 6-79**).

According to the DCPA Records, the main building mass is 3,141 sq ft (**Figure 6-80**). This property is currently owned by Dwain Hayes. In December 1981, Darryl Wertz sold the property to Dwain Hayes. In December 1977, Judith Walker sold the property to Judy Wertz (DCPA 2024).

Recommendation

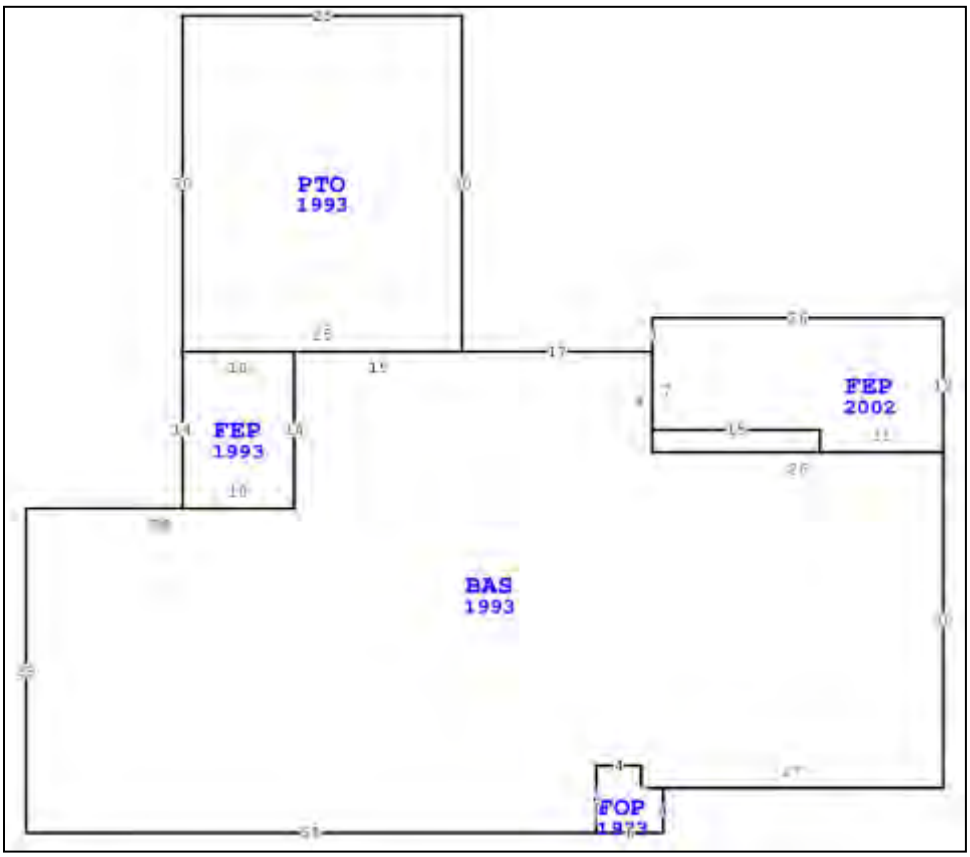
The District recommends that **8DE01195 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 6-77. Photograph of 8DE01195 – 1, facing northwest.

Figure 6-78. Photograph of 8DE01195 – 2, facing north.

Figure 6-79. Photograph of 8DE01195 – 3, facing northeast.

Figure 6-80. 8DE01195 base area plan (DCPA 2024).



8DE01196: 1058–1060 Hansel Avenue

Resource Type: Structure
Build Date: circa 1945
Dimensions/Area: 5,896 sq ft
Modifications: Warehouse addition (ca. 1958)
NRHP Eligibility Status: Eligible

Resource Description

1058-1060 Hansel Avenue (8DE01196) is a newly recorded historical structure with Industrial Vernacular style. Built in 1945, 8DE01196 is a one-story, rectangular-shaped plan warehouse set on a concrete slab foundation. The building consists of two metal frame structures (circa 1945 and 1958) and a concrete block structure attached to the south (circa 1965). Both metal frame buildings feature front-gable roofs topped with corrugated metal, and the buildings' walls are clad in corrugated metal panels. The main entry of the original 1945 structure is located is centered on the west façade and consists of a paneled door within a slight shed overhang clad in wood shingles. The 1945 building mass also features a flaking painted sign, "Myron Wickey's Cabinet". The 1958 and 1965 buildings feature open bay doors. Fenestration includes paired metal-framed awning windows and individual metal-framed fixed windows. A shed addition is on the southern 1965 building mass which also features a painted sign "Fenton's Feeders". A paved parking lot is along the west facade (**Figure 6-81–Figure 6-83**).

This property was a workshop for Fenton's Feeders. Carl Fenton moved to Florida from Texas in 1939 to pursue cattle ranching. Upon his arrival, Fenton invented a cattle feeder that would keep the feed dry during the rainy season. Fenton first developed the design for a revolving feeder with a shell-like dome in 1943 and received the patent in 1945. He began manufacturing the feeders three years later in the facility he constructed, 8DE01196. The building began as a pole barn, and as demand for the feeder grew, he constructed two more additions to the south in 1958 and again in 1965 (Peters, Port Charlotte Sun, 5 April 2018:3). By 1952, the plant was producing approximately 2,000 feeders per month which were distributed to 50 dealers in Florida. Business also expanded to include New York, California, and Texas. Demand grew so quickly that the company a warehouse was constructed in Fort Worth, Texas (Mase, Tampa Tribune, 20 July 1952:6C).

Fenton became an influential Arcadia citizen. In addition to his innovative cattle feeder, Fenton also built the original Arcadia Rodeo Arena (Peters, Port Charlotte Sun, 5 April 2018:3). It replaced the original Wells Arena and was dedicated as the Carl Fenton Arena in 1959 (Tampa Tribune, 5 July 1959:7-D). He went on to serve as the Arcadia Rodeo President (Mahler, Port Charlotte Sun, 12 October 2017:12). The Carl Fenton Arena was in use until 2017 when it hosted its last rodeo after 58 years. The dirt from the old arena as well as the bucking and roping chutes were moved to the new Mosaic Arena which opened for its first rodeo in 2018 (Port Charlotte Sun, 28 December 2017:5).

After Carl Fenton passed away in 1977, his wife, Catherine Fenton, became owner of Fenton's Feeders. She purchased 8DE01196 in 1984, and the company expanded to include other agricultural products as well as offering boat repair. The company began to decline in the 1980s along with other ranchers and farmers in response to the recession (Wilson, Tampa Tribune, 26 April 1984:4PH). In 1989, the company was dissolved (Florida Department of State 2024).

In 2003, Marty Wickey moved his woodworking business to this location. He utilized the 1945 building for storage and office space while the 1958 addition was used as his cabinet shop. By 2018, the 1965 concrete block structure was purchased by another company and used as an auto shop (Peters, Port Charlotte Sun, 5 April 2018:3).

According to the DCPA Records, the main building mass is 5,896 sq ft, and the northern addition encompasses 8,784 (**Figure 6-84** and **Figure 6-85**). This property is currently owned by Benjamin Ramirez. In May 2004, Clayton McDonald sold the property to Benjamin Ramirez. In March 1992, Catherine Fenton sold the property to Clayton McDonald. In November 1984, Gladys Sullivan sold the property to Catherine Fenton (DCPA 2024).

Figure 6-81. Photograph of 8DE01196 – 1, facing east depicting original 1945 structure.

Figure 6-82. Photograph of 8DE01196 – 2, facing east depicting original 1958 structure.

Figure 6-83. Photograph of 8DE01196 – 3, facing southeast depicting 1965 addition.

Figure 6-84. 8DE01196, 1945 building base area plan (DCPA 2024).

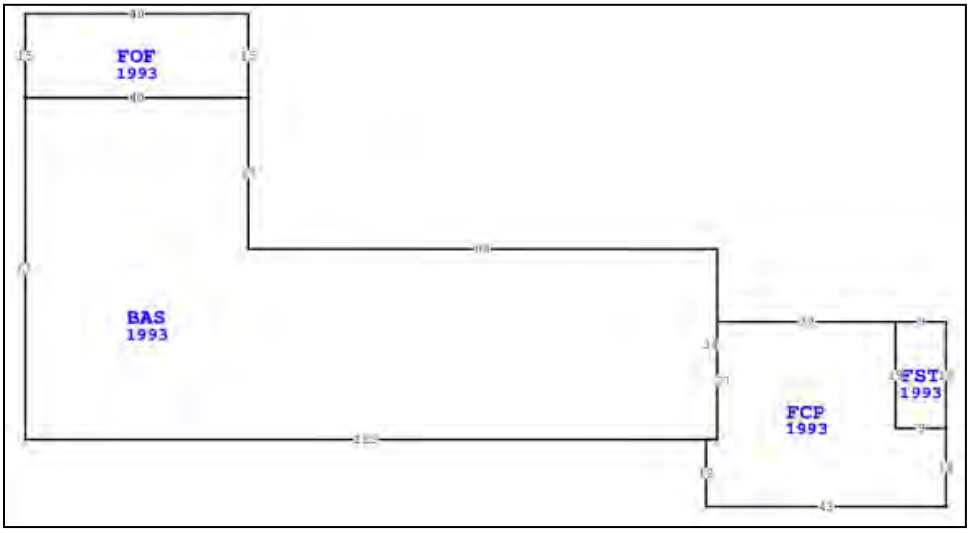
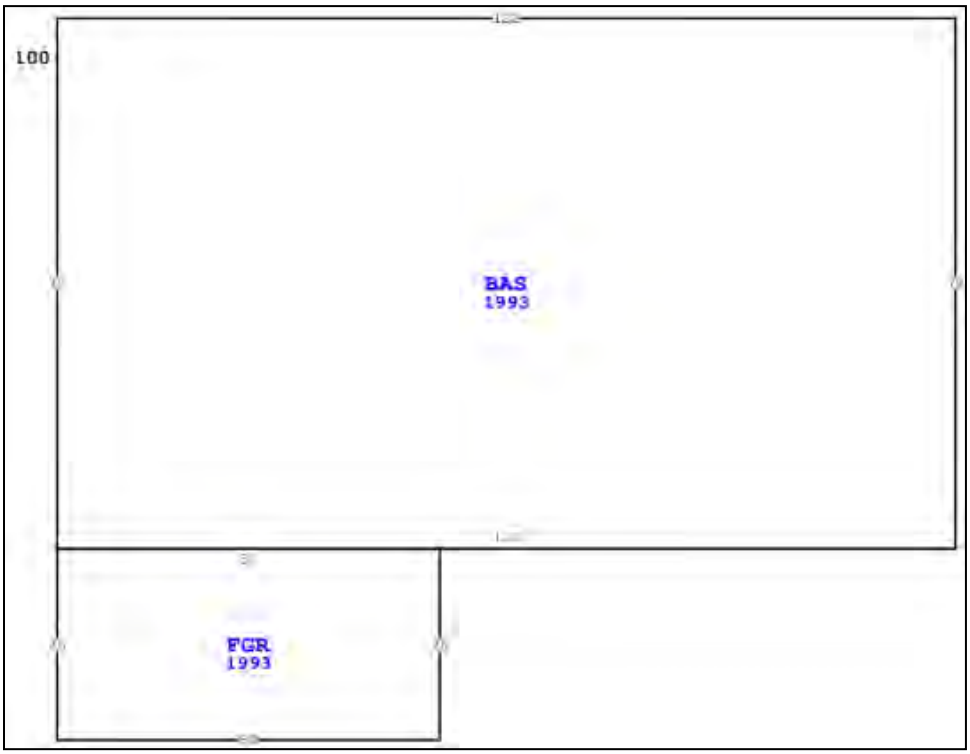


Figure 6-85. 8DE01196, 1965 addition base area plan (DCPA 2024).



Recommendation

The District recommends that **8DE01196 is eligible for listing in the NRHP under Criterion A and B;** on May 29, 2025 the DHR concurred with this determination. 8DE01196 is eligible under Criterion A for its association to the Fenton Feeder innovation which had broad implications across the cattle industry. Additionally, 8DE01196 is eligible under Criterion B for its associations to Carl Fenton, a leader in the agricultural industry as well as the local Arcadia community. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Effects

The project activities adjacent to 8DE01196 include milling and resurfacing and are consistent with current conditions.

8DE01197: 4527 SE Highway 70

Resource Type: Structure
Build Date: circa 1955
Dimensions/Area: 3,138 sq ft
Modifications: Art stone (unknown date)
NRHP Eligibility Status: Ineligible

Resource Description

4527 SE Highway 70 (8DE01197) is a newly recorded historical structure with Masonry Vernacular style. Built in 1955, 8DE01197 is a one-story, irregular-shaped plan residence set on a concrete slab foundation. The combination roof is topped with asphalt shingles, and the masonry walls are clad in stucco and art stone. The main entry is on the north façade and consists of a paneled door. A panel of art stone accents the main entry. It is within an incised wrap-around porch supported by metal posts and features a concrete stoop. The metal posts are anchored in flagstone planters. Fenestration includes paired metal-framed awning windows and metal-framed jalousie windows. The windows are accented by masonry sills. A garage is off-center to the west on the north façade. A non-historic wood-framed garage raised on concrete piers is northwest of the main building. The structure is accessed by a paved driveway, and the property is eclosed with a wood panel fence (**Figure 6-86–Figure 6-89**).

8DE01197 was owned by the Fenton family until 2000. Carl Fenton constructed his warehouse for Fenton's Feeders on the property south of this building. Fenton's Feeders sold an innovative cattle feeder that would keep the feed dry during the rainy season (Peters, Port Charlotte Sun, 5 April 2018:3). Fenton was an influential Arcadia citizen. In 1959, Fenton also built the original Arcadia Rodeo Arena (Peters, Port Charlotte Sun, 5 April 2018:3). After his death, his wife, Catherine Fenton, managed the business until it was dissolved in 1989 (Florida Department of State 2024; Wilson, Tampa Tribune, 26 April 1984:4PH).

According to the DCPA Records, the main building mass is 3,138 sq ft (**Figure 6-90**). This property is currently owned by Antonio Amalfitano. In October 2021, Janice Horton sold the property to Connie Flores and Antonio Amalfitano. In July 2000, Catherine Fenton sold the property to Janice and Allen Horton (DCPA 2024).

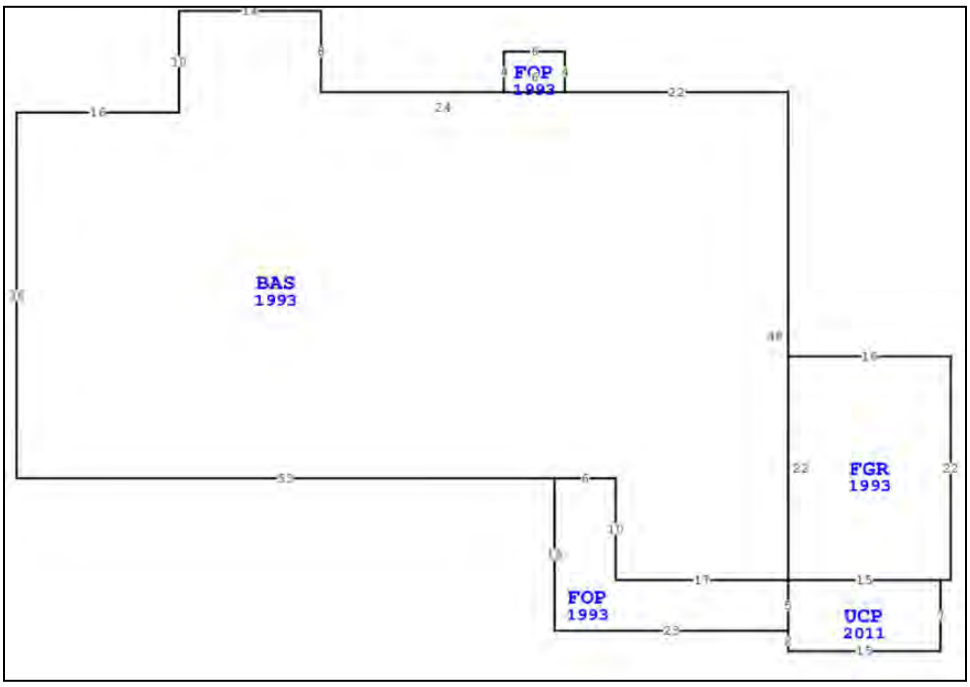
Figure 6-86. Photograph of 8DE01197 – 1, facing east.

Figure 6-87. Photograph of 8DE01197 – 2, facing southeast.

Figure 6-88. Photograph of 8DE01197 – 3, facing south.

Figure 6-89. Photograph of 8DE01197 – 4, facing southeast.

Figure 6-90. 8DE01197 base area plan (DCPA 2024).



Recommendation

The District recommends that **8DE01197 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

8DE01198: 4567 SE Highway 70

Resource Type: Structure
Build Date: circa 1953
Dimensions/Area: 1,996 sq ft
Modifications: None Observed
NRHP Eligibility Status: Ineligible

Resource Description

4567 SE Highway 70 (8DE01198) is a newly recorded historical structure with Masonry Vernacular style. Built in 1953, 8DE01198 is a one-story, T-shaped plan residence set on a foundation obscured from the ROW by fencing. The side-gable roof is topped with corrugated metal, and the masonry walls are clad in stucco. Stucco quoins accent the building corners. The main entry is off-center to the west on the north façade and consists of a paneled door with a divided fanlight. It is within an incised porch. Fenestration includes paired and individual metal-framed single-hung-sash windows with two-over-two configuration. The windows are accented by pronounced trim. The property is enclosed with a wood panel fence, obscuring the structure from the ROW (**Figure 6-91–Figure 6-93**).

8DE01198 was owned by the Fenton family until 1993. Carl Fenton constructed his warehouse for Fenton's Feeders on the property southwest of this building. Fenton's Feeders sold an innovative cattle feeder that would keep the feed dry during the rainy season (Peters, Port Charlotte Sun, 5 April 2018:3). Fenton was an influential Arcadia citizen. In 1959, Fenton also built the original Arcadia Rodeo Arena (Peters, Port Charlotte Sun, 5 April 2018:3). After his death, his wife, Catherine Fenton, managed the business until it was dissolved in 1989 (Florida Department of State 2024; Wilson, Tampa Tribune, 26 April 1984:4PH).

According to the DCPA Records, the main building mass is 1,996 sq ft (**Figure 6-94**). This property is currently owned by Benjamin Ramirez. In May 2004, Clayton McDonald sold the property to Benjamin Ramirez. In July 1993, Catherine Fenton sold the property to Clayton McDonald. In August 1983, Winifred Noble sold the property to Catherine Fenton (DCPA 2024).

Recommendation

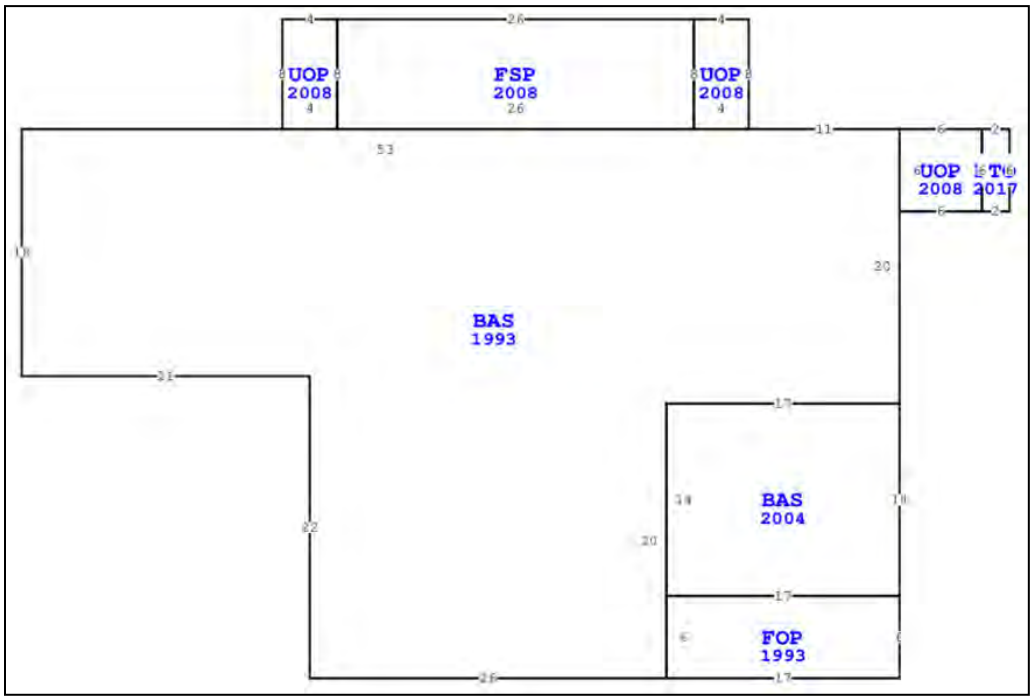
The District recommends that **8DE01198 is ineligible for listing in the NRHP**. Although it belonged to the Fenton family, it is not associated with the productive life of Carl Fenton nor is it associated with the impact of his agricultural invention. Thus it is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 6-91. Photograph of 8DE01198 – 1, facing southeast.

Figure 6-92.Photograph of 8DE01198 – 2, facing south.

Figure 6-93. Photograph of 8DE01198 – 3, facing southwest.

Figure 6-94. 8DE01198 base area plan (DCPA 2024).



8DE01199: 4693 SE Highway 70

Resource Type: Structure
Build Date: circa 1971
Dimensions/Area: 1,686 sq ft
Modifications: Vinyl windows (unknown date)
NRHP Eligibility Status: Ineligible

Resource Description

4693 SE Highway 70 (8DE01199) is a newly recorded historical structure with Masonry Vernacular style. Built in 1971, 8DE01199 is a one-story, rectangular-shaped plan residence set on a continuous concrete block foundation. The hip roof is topped with 5V crimp metal, and the masonry walls are clad in stucco. The main entry is centered the north façade and is obscured behind a glass storm door. It is within a partial-width incised porch with a colonnade. Fenestration includes paired and individual vinyl-framed single-hung-sash windows with one-over-one configuration with flanking inoperable shutters. An incised carport is off center to the west on the north facade. The property is enclosed with a wood panel fence with a metal gate and accessed by a gravel driveway (**Figure 6-95**).

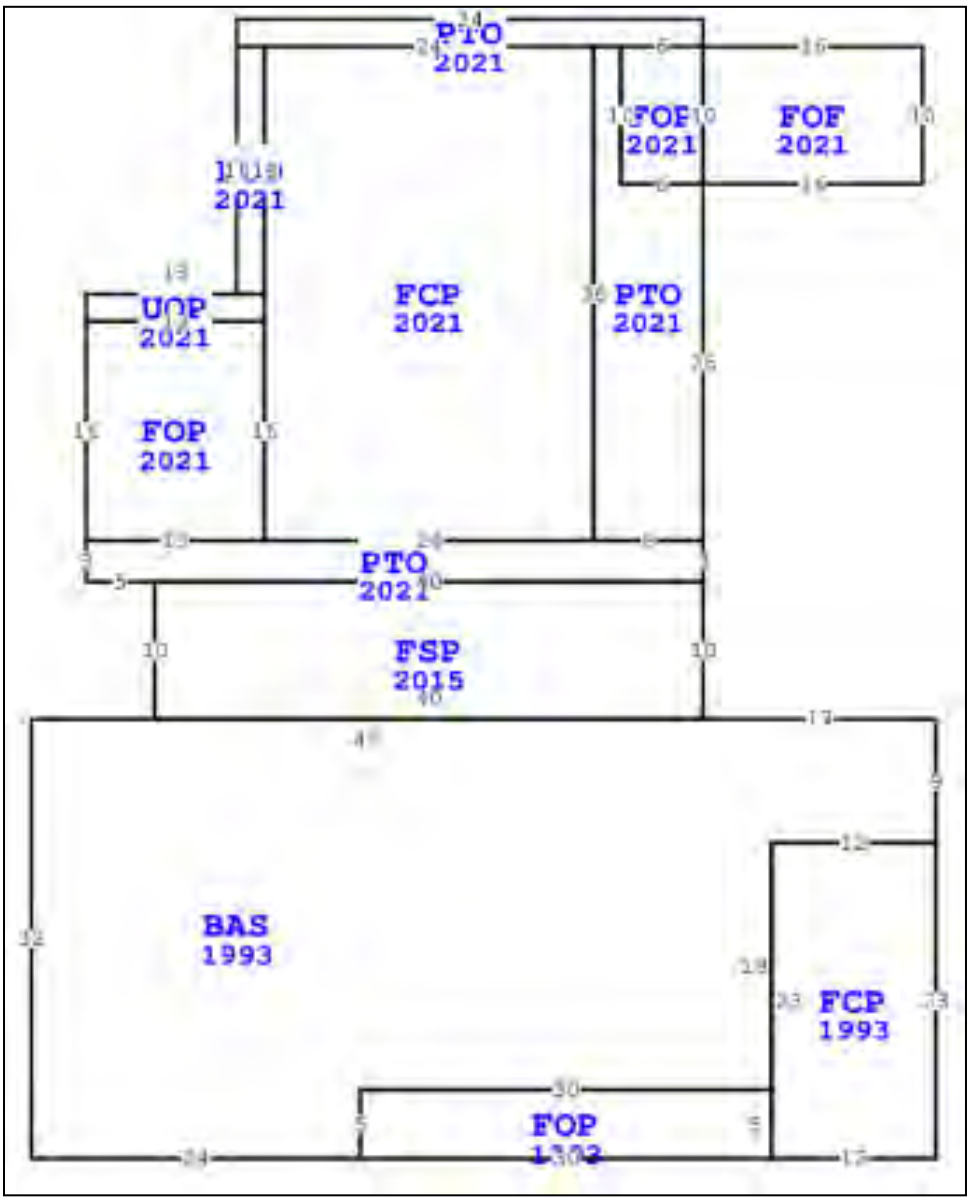
According to the DCPA Records, the main building mass is 1,686 sq ft (**Figure 6-96**). This property is currently owned by Benjamin Ramirez. In October 2011, Karen and Ricky Muse sold the property to Benjamin Ramirez. In April 1990, Leona Sturrup sold the property to Karen and Ricky Muse (DCPA 2024).

Recommendation

The District recommends that **8DE01199 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 6-95. Photograph of 8DE01199, facing south.

Figure 6-96. 8DE01199 base area plan (DCPA 2024).



8DE01200: 4827 SE Highway 70

Resource Type: Structure
Build Date: circa 1977
Dimensions/Area: 2,681 sq ft
Modifications: Vinyl windows (unknown date)
NRHP Eligibility Status: Ineligible

Resource Description

4827 SE Highway 70 (8DE01200) is a newly recorded historical structure with Masonry Vernacular style. Built in 1977, 8DE01200 is a one-story, rectangular-shaped plan residence set on a concrete slab foundation. The intersecting-gable roof is topped with 5V crimp metal, and the masonry walls are clad in stucco. The main entry is off centered to the east on the north façade and is consists of double paneled doors. It is within a partial width shed extension porch with wood posts accented by brackets. Fenestration includes individual vinyl-framed single-hung-sash windows with one-over-one configuration and metal-framed single-hung-sash windows with eight-over-eight configuration. The property is enclosed by a wire fence with wood posts and accessed by a gravel driveway (**Figure 6-97–Figure 6-98**).

According to the DCPA Records, the main building mass is 2,681 sq ft (**Figure 6-99**). This property is currently owned by Bonnie Powell. In April 1981, American Agronomics Corp sold the property to Susan Hovey. In October 1979, Shirley Devine sold the property to American Agronomics Corp (DCPA 2024).

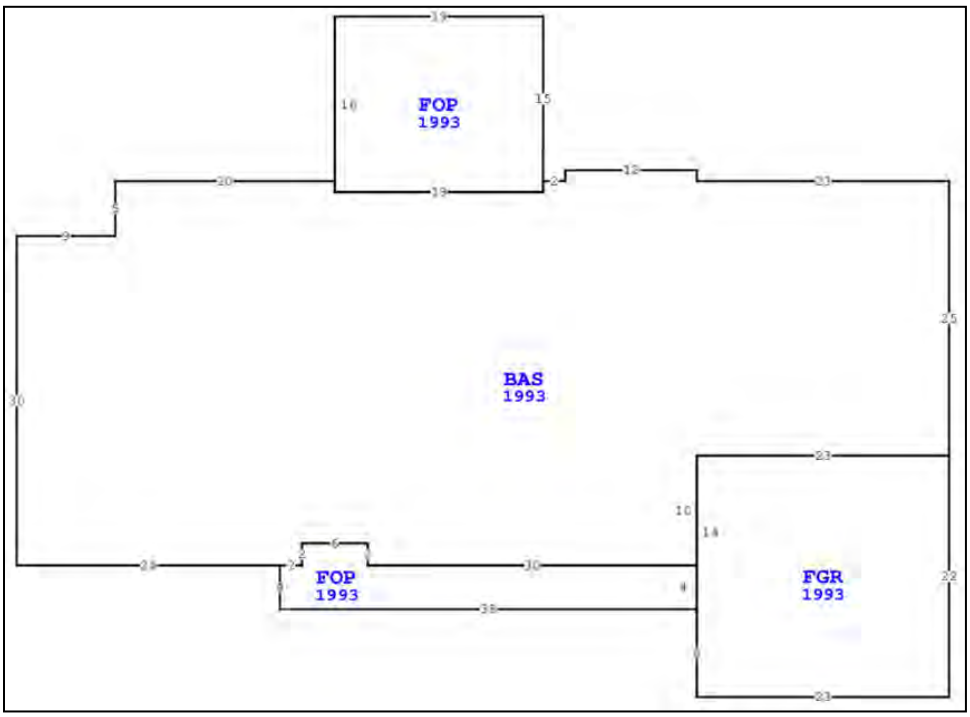
Recommendation

The District recommends that **8DE01200 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 6-97. Photograph of 8DE01200 – 1, facing southwest.

Figure 6-98. Photograph of 8DE01200– 2, facing south.

Figure 6-99. 8DE01200 base area plan (DCPA 2024).



8DE01201: 4875 SE Highway 70

Resource Type: Structure
Build Date: circa 1977
Dimensions/Area: 1,935 sq ft
Modifications: Vinyl windows (unknown date)
NRHP Eligibility Status: Ineligible

Resource Description

4875 SE Highway 70 (8DE01201) is a newly recorded historical structure with Masonry Vernacular style. Built in 1977, 8DE01201 is a one-story, irregular-shaped plan residence set on a foundation obscured from the ROW by vegetation. The hip roof is topped with clay barrel tiles, and the masonry walls are clad in stucco. The main entry is on the north façade and is obscured behind dense vegetation. Fenestration includes paired vinyl-framed single-hung-sash windows with one-over-one configuration. There is an attached porch on the south elevation. The building is set back on the property and is accessed by a paved driveway (**Figure 6-100**).

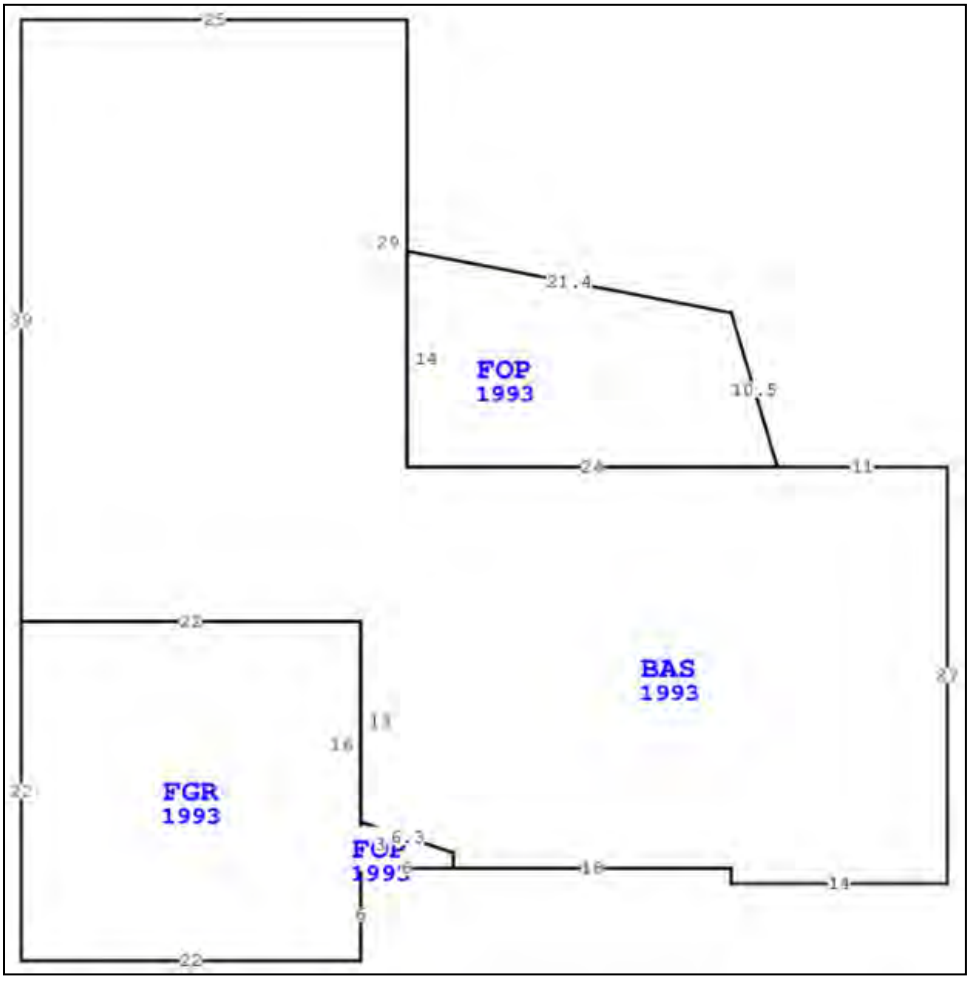
According to the DCPA Records, the main building mass is 1,935 sq ft (**Figure 6-101**). This property is currently owned by Ramiro and Christian Morales. In September 2020, Irma Quintana sold the property to Ramiro and Christian Morales. In June 1992, Barnett Bank of SW Florida sold the property to Irma Quintana. In May 1988, Ann and William Smith sold the property to Garry and Dolores Culleny (DCPA 2024).

Recommendation

The District recommends that **8DE01201 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 6-100. Photograph of 8DE01201, facing south.

Figure 6-101. 8DE01201 base area plan (DCPA 2024).



8DE01202: 5923 SE Highway 70

Resource Type: Structure
Build Date: circa 1960
Dimensions/Area: 1,574 sq ft
Modifications: None observed
NRHP Eligibility Status: Ineligible

Resource Description

5923 SE Highway 70 (8DE01202) is a newly recorded historical structure with Ranch style. Built in 1960, 8DE01202 is a one-story, rectangular-shaped plan residence set on a concrete slab foundation. The intersecting-gable roof is topped with 5V crimp metal, and the masonry walls are clad in stucco. The gable ends are clad in board-and-batten siding. The main entry is centered on the west façade and is obscured from the ROW. It is within an attached shed carport featuring a concrete slab. The carport is enclosed on the western elevation with board-and-batten siding. Fenestration includes individual and paired metal-framed single-hung-sash windows with six-over-six configuration with inoperable shutters. A prominent exterior brick chimney is located on the north elevation. A non-historic pole barn (ca. 2020) is west of the building. The property is accessed by a paved driveway (**Figure 6-102–Figure 6-105**).

According to the DCPA Records, the main building mass is 1,574 sq ft (**Figure 6-106**). This property is currently owned by Matthew and Jessica Plymale. In July 2017, Tamara Bickley and Deborah Sapp sold the property to Matthew and Jessica Plymale. In June 1999, John Wilcox and Dorothy May deeded the property to John Wilcox (DCPA 2024).

Recommendation

The District recommends that **8DE01202 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

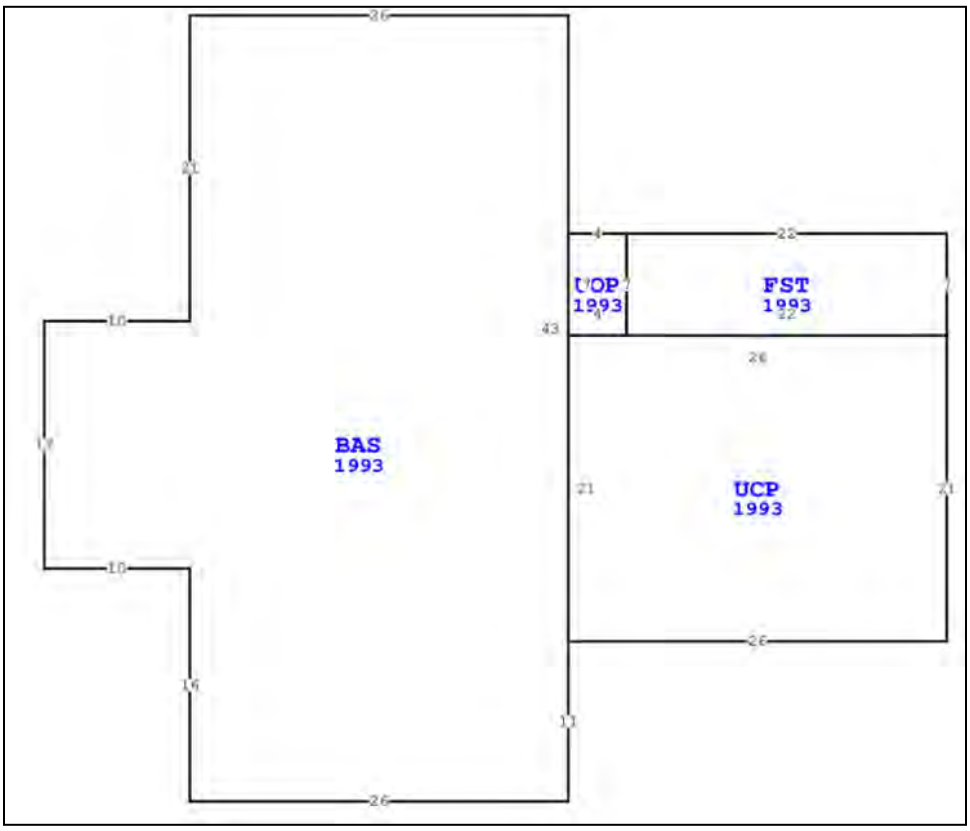
Figure 6-102. Photograph of 8DE01202 – 1, facing south.

Figure 6-103. Photograph of 8DE01202 – 2, facing southwest.

Figure 6-104. Photograph of 8DE01202 – 3, facing southeast.

Figure 6-105. Photograph of 8DE01202 – 4, facing south.

Figure 6-106. 8DE01202 base area plan (DCPA 2024).



8DE01203: 6490 NE Highway 70

Resource Type: Structure
Build Date: circa 1976
Dimensions/Area: 7,318 sq ft
Modifications: None observed
NRHP Eligibility Status: Ineligible

Resource Description

6490 NE Highway 70 (8DE01203) is a newly recorded historical structure with Industrial Vernacular style. Built in 1976, 8DE01203 is a one-story, rectangular-shaped plan warehouse set on a concrete slab foundation. The front-gable roof is topped with 5V crimp metal, and the walls are clad in corrugated metal. The main entry is off centered to the east on the south façade and consists of a metal door with a single light. An additional matching door is on the same façade to the west. The southern façade also features a vinyl company sign. Fenestration includes paired metal-framed fixed windows. The east elevation features three bays with metal roll doors. The northern portion of the property is enclosed with chain link fencing. A paved parking lot abuts the building to the south and east (**Figure 6-107–Figure 6-109**).

According to the DCPA Records, the main building mass is 7,318 sq ft (**Figure 6-110**). This property is currently owned by 6490 NE HWY 70 LLC. In April 2023, Marbos LLC sold the property to 6490 NE HWY 70 LLC. The property has been owned by a multitude of owners including Bobby Reavis Co Inc (August 2007), Sandy and Willaim Pinel (February 2005), CJL Holdings Inc (May 2003), Richard Percy, Robert Freeland, and Richard Hall Jr (April 2001), Richard Percy, Carl and Jane Gause (May 1998), Mary Lou and Thomas Johnson (October 1995), Florida Air Conditioners (March 1982), and Georgiana Bray (February 1978) (DCPA 2024).

Recommendation

The District recommends that **8DE01203 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 6-107. Photograph of 8DE01203 – 1, facing northwest.

Figure 6-108. Photograph of 8DE01203 – 2, facing west.

Figure 6-109. Photograph of 8DE01203 – 3, facing west.

Figure 6-110. 8DE01203 base area plan (DCPA 2024).

8DE01204: 6662 NE Highway 70

Resource Type: Structure
Build Date: circa 1930
Dimensions/Area: 1,168 sq ft
Modifications: Vinyl windows and siding (unknown date)
NRHP Eligibility Status: Ineligible

Resource Description

6662 NE Highway 70 (8DE01204) is a newly recorded historical structure with Frame Vernacular style. Built in 1930, 8DE01204 is a one-story, rectangular-shaped plan residence set on a raised pier foundation obscured by lattice boards. The building consists of a wood frame structure and is clad in vinyl siding. The front gable roof is topped with 5V crimp metal panels, and rafter tails are exposed around the roof perimeter. The main entry is centered on the south façade and consists of a panel door. It is within a full width hip extension with a raised wooden porch. Fenestration includes individual and grouped vinyl-framed single-hung-sash windows with one-over-one configuration. A non-historic shed (circa 2020) is northeast of the building. The structure is accessed by a gravel driveway, and the property is enclosed by a wire fence with wood posts (**Figure 6-111**).

According to the DCPA Records, the main building mass is 1,168 sq ft, and the porch covers 260 sq ft (**Figure 6-112**). This property is currently owned by Sandra Scaramuzzi. In December 1996, Ary Lippincott sold the property to Sandra Scaramuzzi (DCPA 2024).

Recommendation

The District recommends that **8DE01204 is ineligible for listing in the NRHP;** on May 29, 2025 the DHR concurred with this determination. It is not eligible under Criteria A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 6-111. Photograph of 8DE01204, facing northwest.

Figure 6-112. 8DE01204 base area plan (DCPA 2024).