SECTION 106 DOCUMENTATION AND DETERMINATION OF EFFECTS
SR 997/KROME AVENUE FROM S.W. 296TH STREET TO S.W. 136TH STREET
COUNTY: MIAMI-DADE

Financial Management Number: 249614-4-21-01
Financial Aid Number: Not Assigned

Prepared for:

Florida Department of Transportation
District Six
Miami, Florida

FINAL REPORT

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Prepared by:

Janus Research
1300 N. Westshore Boulevard
Tampa, Florida 33607

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EXECUTIVE SUMMARY

In accordance with the provisions of the *National Historic Preservation Act (NHPA) of 1966*, as implemented by 36 CFR Part 800 and Chapter 6 of the Florida Department of Transportation *Environmental Management Office Cultural Resource Management Handbook* (revised), this Section 106 Documentation and Determination of Effects report documents the potential effects of the improvements related to the SR 997/Krome Avenue from S.W. 296th Street to S.W. 136th Street project area to the following three *National Register of Historic Places* (*NRHP)*-eligible resources within the project area:

- Howard Schaff Residence/27450 SW 177th Avenue (8DA9674)
- Clarence J. Parman Residence/27250 SW 177th Avenue (8DA9675)
- Redland Golf Course (8DA10051)

In 2005, these resources were identified and documented as part of the *Cultural Resource Assessment Survey (CRAS) of Krome Avenue (S.W. 177th Avenue/SR-997) from S.W. 296th Street (Avocado Drive) to S.W. 136th Street (Howard Drive)* as prepared by Janus Research for the Florida Department of Transportation (FDOT), District 6. All work was intended to comply with Section 106 of the *NHPA of 1966* (as amended) as implemented by 36 CFR 800 (*Protection of Historic Properties*), Chapter 267 of the *Florida Statutes*, and Section 4(f) of the Department of Transportation Act of 1966. In a letter dated August 1, 2005, the State Historic Preservation Officer (SHPO) concurred with the findings of the *CRAS of Krome Avenue (S.W. 177th Avenue/SR-997) from S.W. 296th Street (Avocado Drive) to S.W. 136th Street (Howard Drive)*, and also determined that the Redland Golf Course was potentially eligible for inclusion in the *NRHP*.

The FDOT is exploring several alternatives related to this project, including the Transportation System Management (TSM), No Build, and four Build alternatives.

Section 106 of the *National Historic Preservation Act of 1966* is applicable to this project, as federal funds are involved in the construction of the improvements. Based upon the Section 106 process, effects to the eligible resources that may be caused by the improvements were evaluated by Janus Research.

The Criteria of Effect as defined by the Section 106 regulations were applied to each significant historic resource. None of the significant historic resources will be affected by the No Build or TSM Alternatives. Alternatives 1 and 2 will have no effect on the Howard Schaff Residence/27450 SW 177th Avenue (8DA9674) and Clarence J. Parman Residence/27250 SW 177th (8DA9675). Alternatives 3 and 4 will have no adverse effect on these two resources due to right-of-way (ROW) acquisitions. Alternatives 1-4 will have no adverse effect on the Redland Golf Course (8DA10051) due to ROW acquisitions.

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INTRODUCTION

In accordance with the provisions of the *NHPA of 1966*, as implemented by 36 CFR Part 800 and Chapter 6 of the *Florida Department of Transportation Environmental Management Office Cultural Resource Management Handbook* (revised), this Section 106 Documentation and Determination of Effects report documents the potential effects of the improvements related to the SR997/Krome Avenue from S.W. 296th Street to S.W. 136th Street project area to the following three *NRHP*-eligible resources located in unincorporated southwest Miami-Dade County:

- Howard Schaff Residence/27450 SW 177th Avenue (8DA9674)
- Clarence J. Parman Residence/27250 SW 177th Avenue (8DA9675)
- Redland Golf Course (8DA10051)

In 2005, these resources were identified and documented as part of the *CRAS of Krome Avenue (S.W. 177th Avenue/SR-997) from S.W. 296th Street (Avocado Drive) to S.W. 136th Street (Howard Drive)* as prepared by Janus Research for the FDOT, District 6. All work was intended to comply with Section 106 of the *NHPA of 1966* (as amended) as implemented by 36 CFR 800 (*Protection of Historic Properties*), Chapter 267 of the *Florida Statutes*, and Section 4(f) of the Department of Transportation Act of 1966. In a letter dated August 1, 2005, the SHPO concurred with the findings of the *CRAS of Krome Avenue (S.W. 177th Avenue/SR-997) from S.W. 296th Street (Avocado Drive) to S.W. 136th Street (Howard Drive)* and also determined that the Redland Golf Course was potentially eligible for inclusion in the *NRHP*.

The FDOT is exploring several alternatives related to this project, including the TSM, No Build, and four Build alternatives.

Section 106 of the *National Historic Preservation Act of 1966* is applicable to this project, as federal funds are involved in the construction of the improvements. Based upon the Section 106 process, effects to the significant historic resources that may be caused by the improvements were evaluated by Janus Research. Subsequently, this report includes a summary description of the project, a summary description of the significant historic resources, and a determination of effects to the resources.

PROJECT DESCRIPTION

The 10.24-mile (16.48km) project corridor is located in unincorporated southwestern Miami-Dade County, Florida (Figure 1) in portions of the following:

- Township 57 South, Range 38 East, Section 1;
- Township 57 South, Range 39 East, Section 6;
- Township 56 South, Range 38 East, Sections 1, 12, 13, 24, 25, and 36;
- Township 56 South, Range 39 East, Sections 6, 7, 18, 19, 30, and 31;
- Township 55 South, Range 38 East, Sections 19, 30 and 31; and
- Township 55 South, Range 39 East, Sections 24, 25, and 36.
  (Homestead, South Miami NW, and Goulds USGS Quadrangles 1988).

SR 997/Krome Avenue, within the project limits from S.W. 296th Street to S.W. 136th Street (Figure 2), is a 10.24-mile roadway classified as a rural principal arterial.

SR 997/Krome Avenue is a major north-south rural/urban principal arterial that extends from SR-5 / US 1 to SR-25 / US 27 / Okeechobee Road in Miami-Dade County. The existing typical section varies slightly, consisting primarily of two (2) lanes, varying in width from 10.5 feet to 12 feet; paved shoulders ranging from no shoulder to five (5) feet wide, and roadside swales (Figure 3). The project proposes to develop and analyze alternatives including a No Build alternative, the TSM alternative, and several Build alternatives consisting of two, three and four-lane typical sections. All alternatives will look at preserving the rural character of the corridor while providing safety and operational enhancements.

The SR 997/Krome Avenue corridor has been the subject of extensive study for the past two decades. It provides regional connectivity from as far south as the Florida Keys to Broward County and points north. Further, it is one of only three evacuation routes serving the Florida Keys and South Miami-Dade County. Other concerns include safety issues, sight distance problems at intersections, inconsistent roadway shoulders, and inadequate signage.

The existing daily traffic is approximately 15,000 vehicles per day with a projected 2030 traffic that will range between 25,000 to 55,000 vehicles per day, depending on the proposed alternative (2-lane, 2-lane enhanced or 4-lane). Traffic is a mixture of local, short distance trips and thru traffic (longer trips). This future projection will result in significant traffic congestion, as the capacity of the existing 2-lane section will be inadequate. The 2025 Metro-Dade Transportation Plan Long Range Element identifies this section of SR 997/Krome Avenue as requiring an upgrade to a four-lane divided facility.

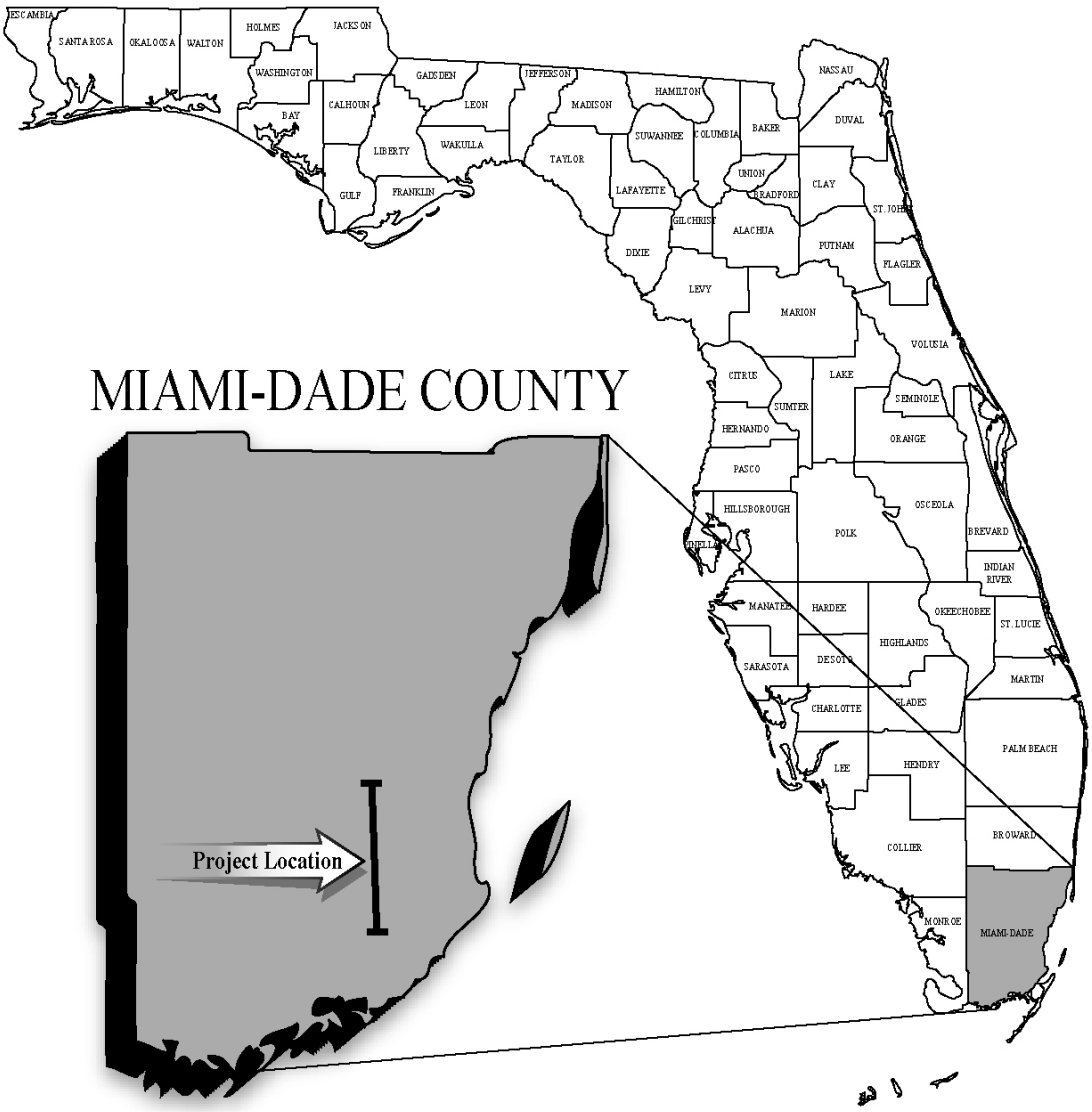

Figure 1: General Location of the Project Area

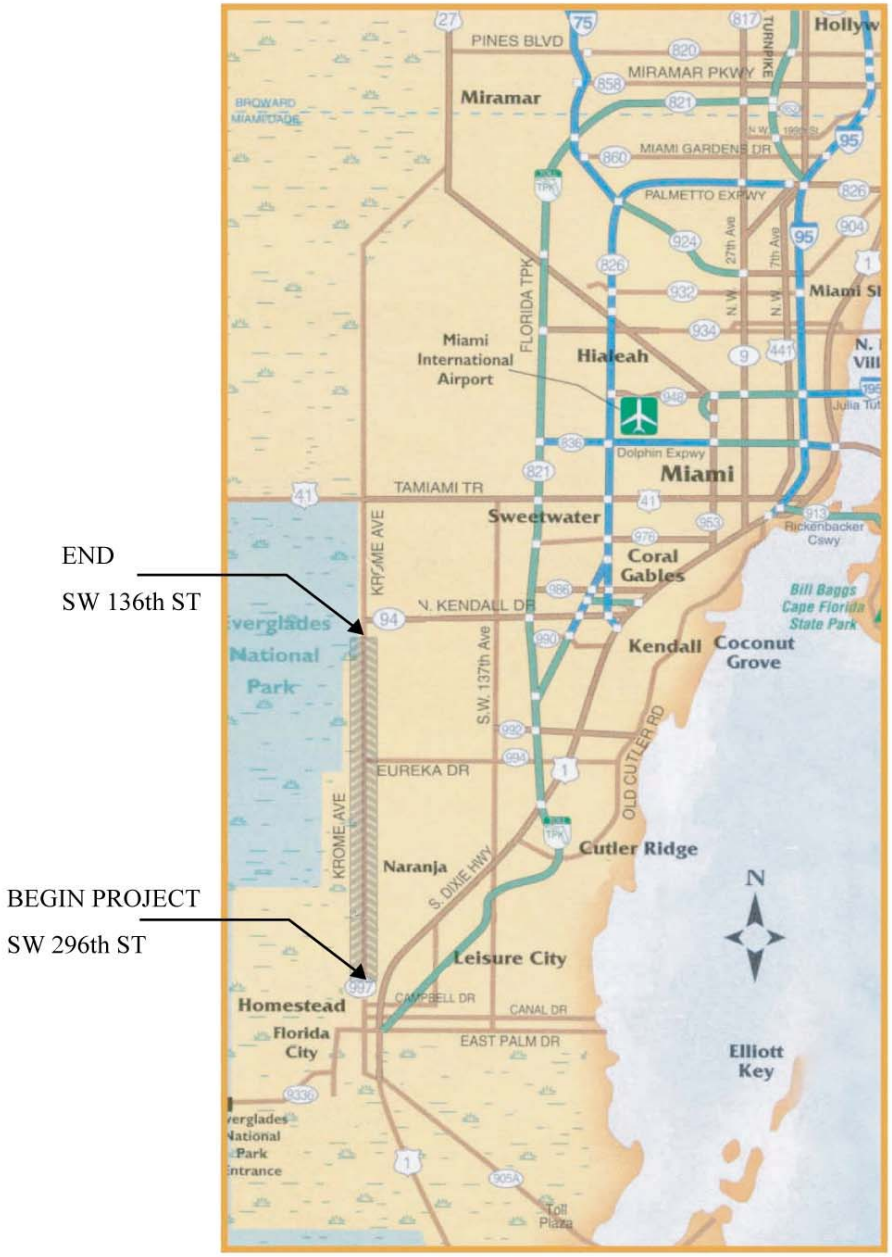

Figure 2: Project Location Map

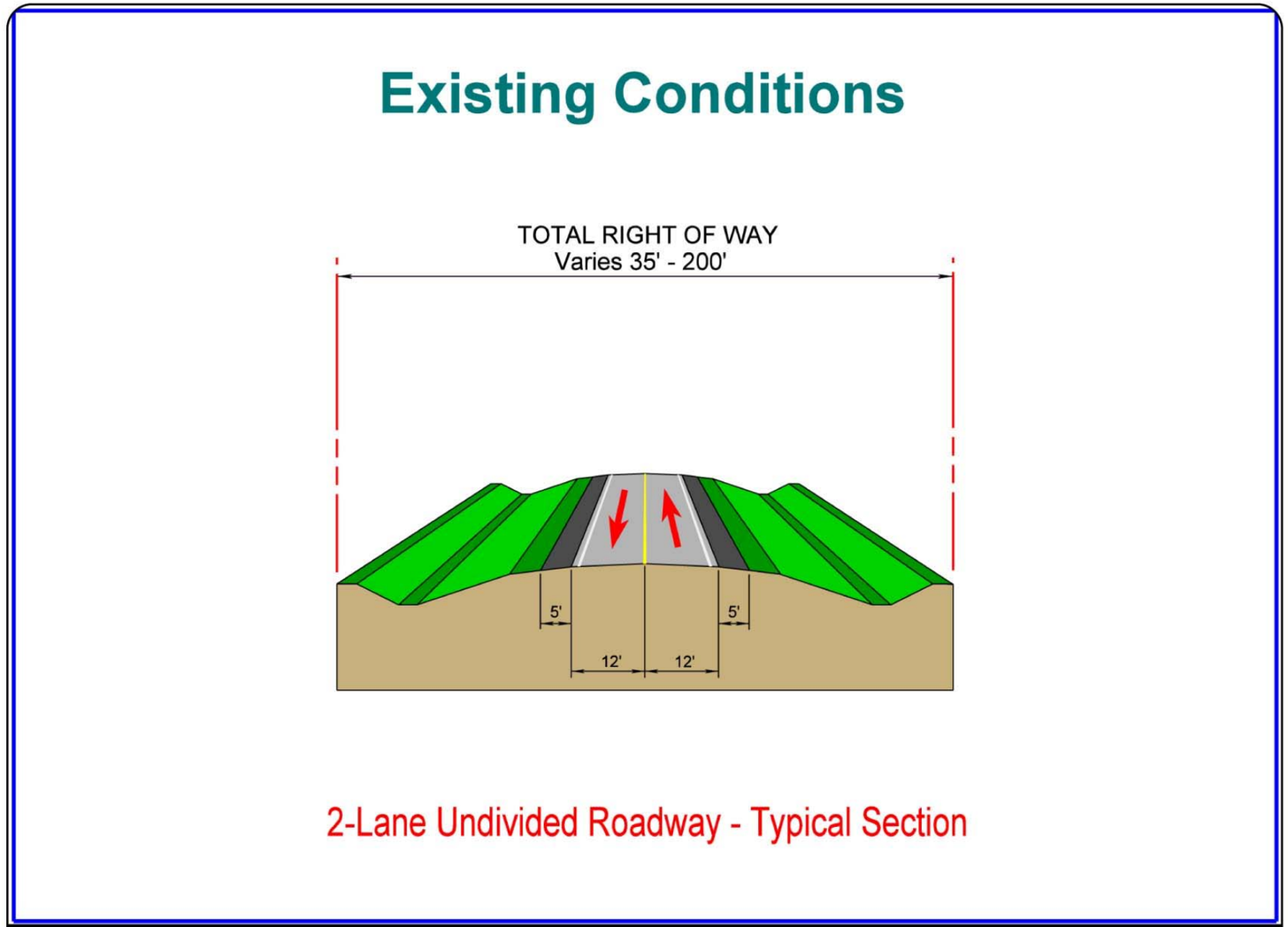

Figure 3: Existing Conditions-Typical Section

PROPOSED ALTERNATIVES

No Build Alternative

This alternative assumes that no improvements would be implemented within the corridor. With this alternative, the existing roadway would be maintained "as is", with a two lane, undivided typical section (Figure 3). The lack of adequate shoulders, substandard drainage and water quality treatment facilities, traffic operations and safety deficiencies will be retained. This alternative is considered viable during the public hearing and final selection phase to serve as a comparison to the study alternatives.

This alternative proposes to keep the existing roadway layout and make no improvements other than routine maintenance. If no improvements are made, roadway congestion during peak hours will increase. This segment of SR 997/Krome Avenue and its cross roads will experience congestion during peak hours and operate below Level of Service (LOS) D. If the improvements are not constructed before the year 2030, all segments would operate at LOS E or F, except SW 264th to SW 248th and SW 232nd to SW 216th that will operate at LOS D. All signalized intersections will operate at LOS F if improvements are not made before the year 2030.

The congestion along the area may cause additional impacts to this roadway. Such impacts may include excessive delays in travel time, large reduction of average travel speeds, excess fuel consumption from idling vehicles, increased air pollutants (particularly hydrocarbons and carbon monoxide) and higher crash rates.

Transportation System Management (TSM) Alternative

This alternative involves selectively upgrading deficient roadway areas with improved signing, turn lanes, pavement markings and traffic signals. This alternative has maximized its applicability on this project and will not satisfy the additional capacity, traffic operations and safety improvements needs along this section of roadway. The congestion along SR 997/Krome Avenue is caused by a lack of thru lane capacity and high turning volumes. The TSM analysis did not significantly improve the operation of the signalized intersections or safety issues associated with this corridor and did not include drainage improvements.

Alternative 1 – Two-Lane Divided Roadway (Depressed Median)

This alternative (Figure 4) will consist of the following elements:

- Two twelve-foot (12') wide travel lanes.
- Forty-foot (40') wide depressed grass median with inside shoulders.
- Two eight-foot (8') wide inside shoulders (two-foot paved and six-foot unpaved).
- Two twelve-foot (12') wide outside shoulders (five-foot paved and seven-foot unpaved).
- Twelve-foot (12') wide two-way shared use path on the southbound direction.
- Ten-foot (10') wide roadside swale on the southbound direction.

- Twenty two-foot (22') wide roadside swale on the northbound direction.
- Eight-foot (8') wide grass tie down area between the northbound swale and the right of way line.
- Eight-foot (8') wide grass horizontal clearance/tie down between the shared use path and the right of way line.
- Design Speed is 65 mph.
- Recovery Terrain (Clear Zone) is thirty six feet (36') wide from the edge of pavement.
- Border Width is thirty feet (30') wide from the outside shoulder point.
- The total width of this typical section is 148 feet.

Alternative 2 – Two-Lane Divided Roadway with Passing Zones (Depressed Median)

This alternative (Figure 5) will consist of the following elements:

- Alternative 2 is the same as Alternative 1 with the addition of a one-twelve-foot (12') wide passing lane.
- The total width of this typical section is 160 feet.
- This typical section calls for a minimum of one passing zone segment area throughout the length of the project between SW 168th Street and SW 136th Street. Each passing zone segment will consists of one passing lane per direction alternatively.

Alternative 3 – Four-Lane Divided Roadway (Depressed Median)

This alternative (Figure 6) will consist of the following elements:

- Four twelve-foot (12') travel lanes.
- Fifty four-foot (54') wide depressed grass median with inside shoulders.
- Two eight-foot (8') inside shoulders (four-foot paved and four-foot unpaved).
- Two twelve-foot (12') outside shoulders (five-foot paved and seven-foot unpaved).
- Twelve-foot (12') wide two-way shared use path on the southbound direction.
- Twelve-foot (12') wide roadside swale on the southbound direction.
- Twenty four-foot (24') wide roadside swale on the northbound direction.
- Sixteen-foot (16') wide grass horizontal clearance/tie down between the shared use path and the right of way line.
- Sixteen-foot (16') wide grass tie down area between the northbound swale and the right of way line.
- Design Speed is 65 mph.
- Recovery Terrain (Clear Zone) is thirty six feet (36') wide from the edge of pavement.
- Border Width is forty feet (40') wide from the outside shoulder point.
- The total width of this typical section is 206 feet.
- This typical section is in compliance with the Florida Intrastate Highway System (FIHS) facility design criteria.

Alternative 4 – Four-Lane Divided Roadway (Depressed Median)

This alternative (Figure 7) will consist of the following elements:

- Four twelve-foot (12') travel lanes.
- Forty-foot (40') wide depressed grass median with inside shoulders.
- Two eight-foot (8') inside shoulders (two-foot paved and six-foot unpaved).
- Two twelve-foot (12') outside shoulders (five-foot paved and seven-foot unpaved).
- Twelve-foot (12') wide two-way shared use path on the southbound direction.
- Ten-foot (10') wide roadside swale on the southbound direction.
- Twenty two-foot (22') wide roadside swale on the northbound direction.
- Eight-foot (8') wide grass horizontal clearance/tie down between the shared use path and the right of way line.
- Eight-foot (8') wide grass tie down area between the northbound swale and the right of way line.
- Design Speed is 65 mph.
- Recovery Terrain (Clear Zone) is thirty six feet (36') wide from the edge of pavement.
- Border Width is thirty feet (30') wide from the shoulder point.
- The total width of this typical section is 172 feet.

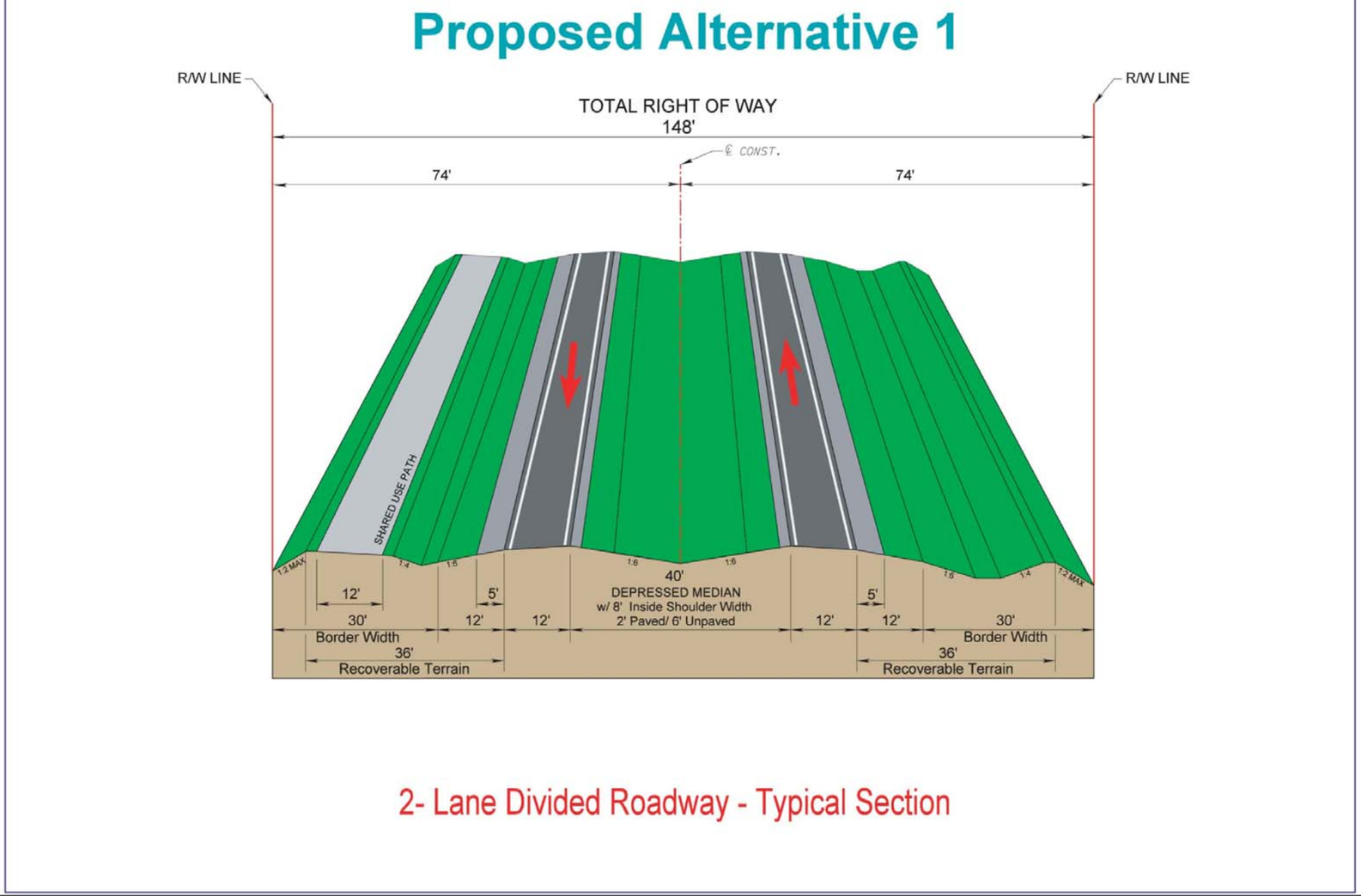

Figure 4: Proposed Alternative 1, 2-Lane Divided Roadway-Typical Section

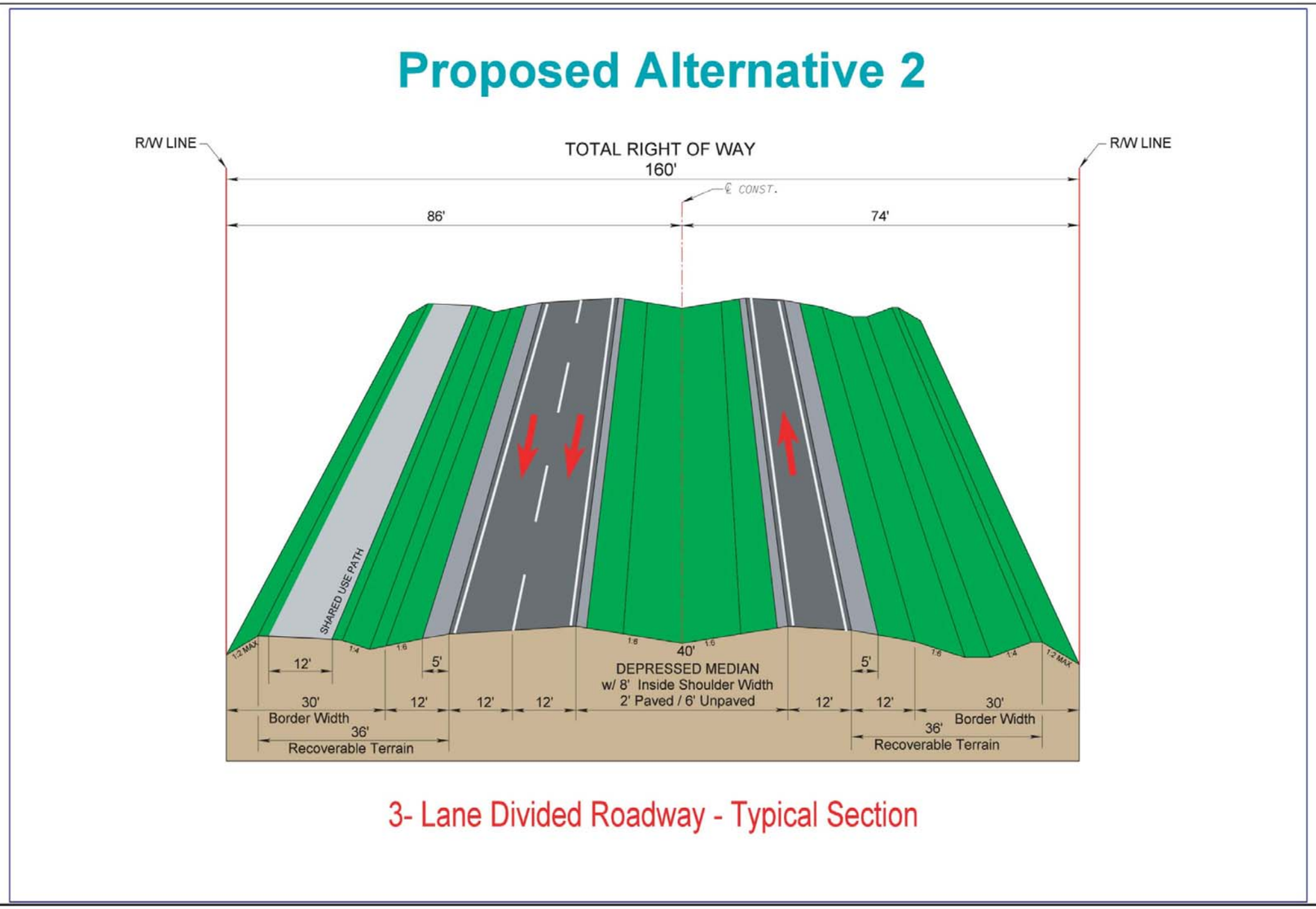

Figure 5: Proposed Alternative 2, 3-Lane Divided Roadway-Typical Section

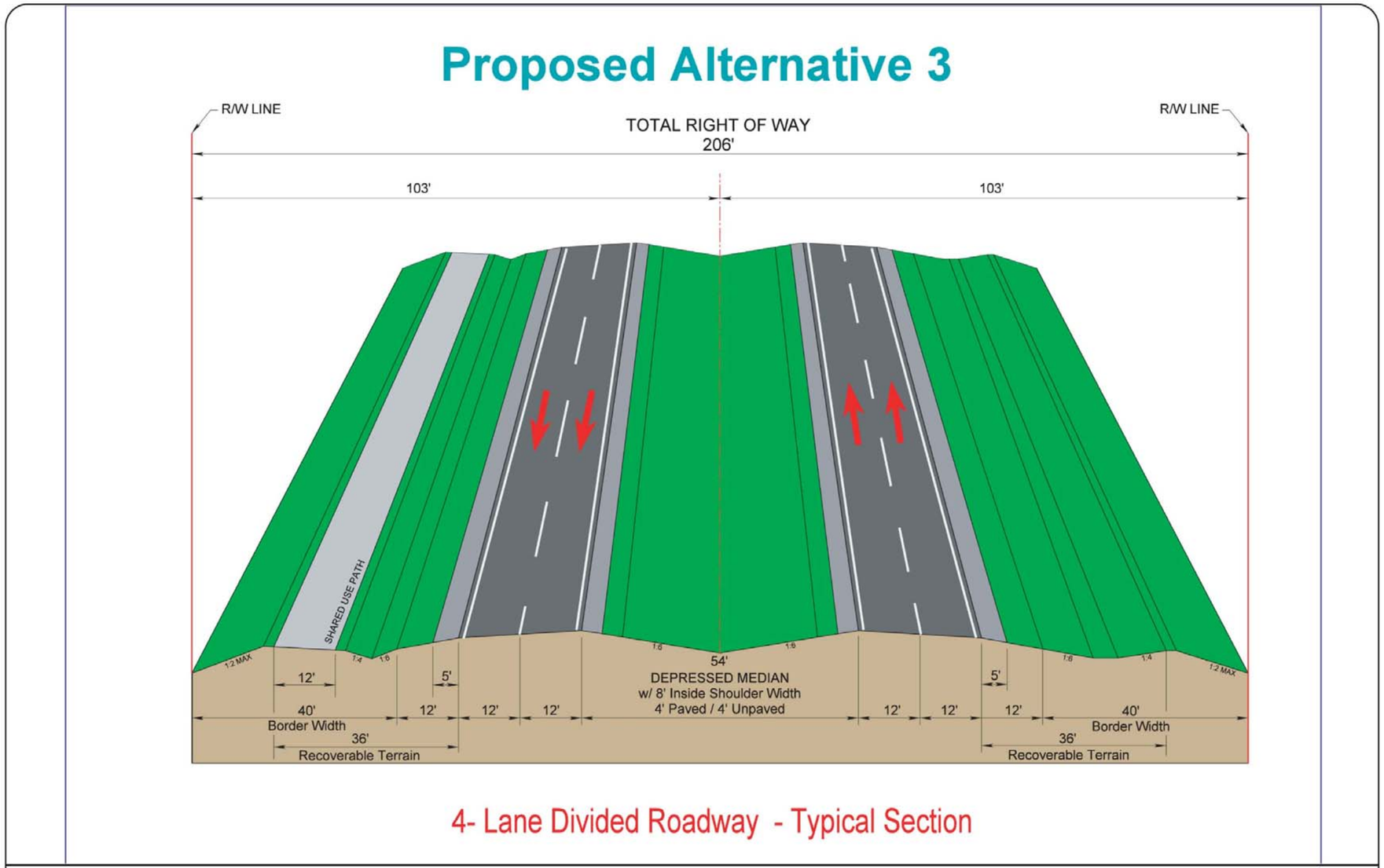

Figure 6: Proposed Alternative 3, 4-Lane Divided Roadway-Typical Section

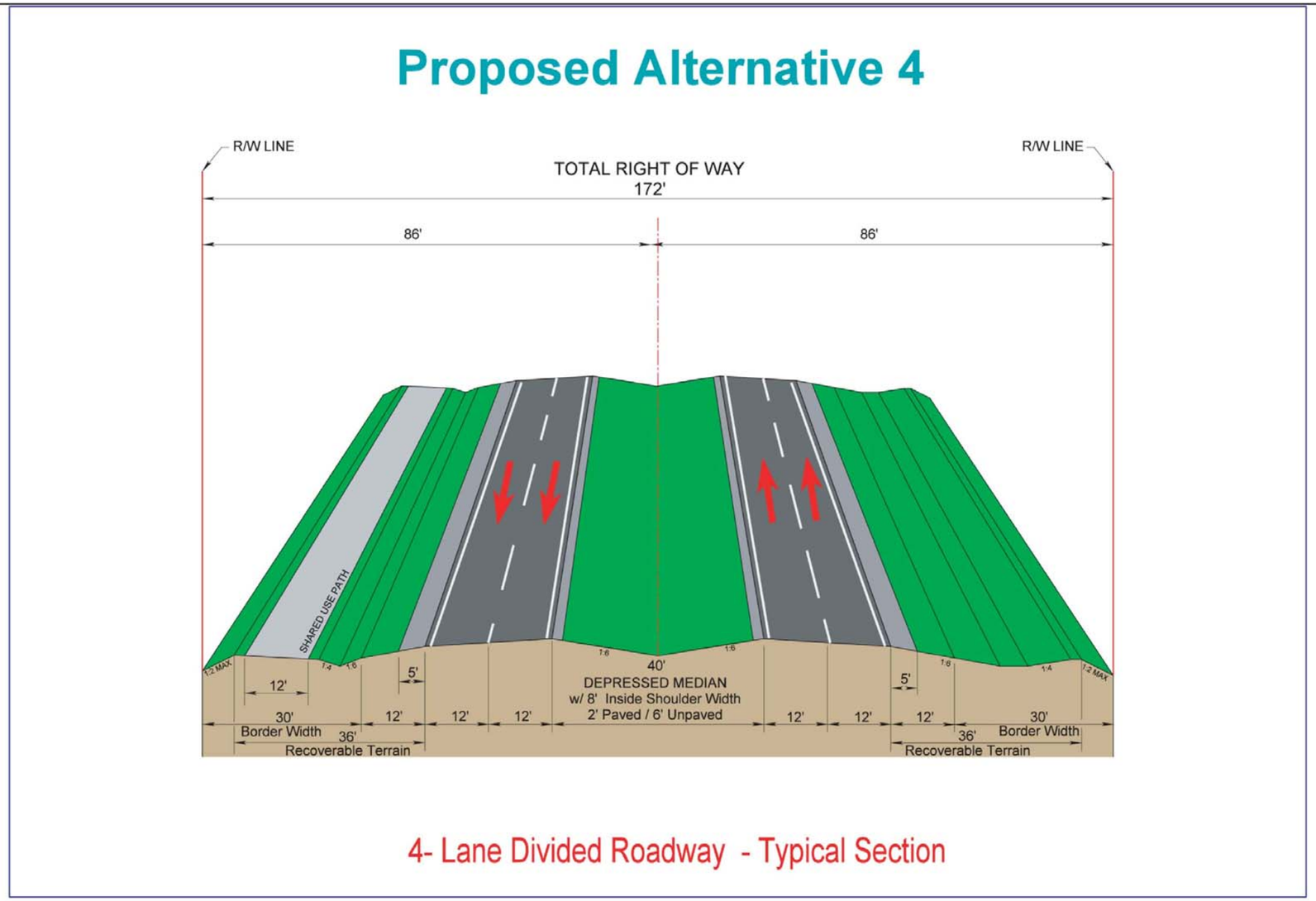

Figure 7: Proposed Alternative 4, 4-Lane Divided Roadway-Typical Section

AREA OF POTENTIAL EFFECT

The Area of Potential Effect (APE) as stated in the 2005 CRAS report was determined by evaluating the improvements that were implemented as part of the proposed project alternatives. The determination also considered the character of the project corridor. The potential effects include visual, noise, traffic, light, and vibration. Previous cultural resource assessment studies have shown that the potential visual effects are the most far-reaching of these effects. An APE for this project was established during the preliminary field reconnaissance of the project corridor when the CRAS was conducted. It was defined as the area within which potential visual effects for the improvements could be observed.

The SR 997/Krome South project involves several alternatives including a No Build alternative, a TSM alterative, and four Build alternatives. The APE for historic resources was established as the parcels that flank SR 997/Krome Avenue within the project area. Currently the exercised and actual right-of-way (ROW) are not the same. The exercised ROW extends approximately 11.43 m (37.5 ft) from the centerline of the existing roadway. Proposed improvements would require extending the exercised ROW closer to the actual ROW, which is approximately 30.48 m (100 ft) from the centerline of the existing roadway. Due to the distance between the proposed improvements and the locations of cultural resources, it was determined that any impacts would likely not occur beyond 30.48 m (100 ft) of the existing roadway centerline. An APE of this size allowed for the documentation of cultural resources within or directly adjacent to the expanded ROW that may be potentially impacted by proposed improvements.

HISTORICAL OVERVIEW

For the purposes of this report, a historical overview is provided to place the three significant historic resources that are the subject of this study in the proper contexts related to the history of the area.

The Twentieth Century (ca. 1900-Present)

Small-scale settlement in south Miami-Dade County began in the late-1800s, when various pioneers moved to the area to take advantage of the land available through the various Homestead Acts passed by the U.S. government during the mid- to late-nineteenth century. At this time, few settlers inhabited the area around Snapper Creek, which is now the northern edge of Kendall. Two Seminole settlements were also located in the Kendall area during the early part of the twentieth century. Roots from the cycad plant (coontie) were plentiful in the area, and the Seminoles desired these (Matkov 2001:119).

The railroad survey for the Miami-Homestead extension of the Florida East Coast (FEC) Railway through south Miami-Dade County was completed in 1903; the tracks were completed in 1904, the same year the FEC platted the town site for Homestead. The extension completion provided the impetus for further development (George 1995:34). In order to promote his railroad, Flagler began marketing land in the area as farmland, and platted town lots from the large amounts of land the FEC acquired from the State. Before selling the land, he made several "improvements" to the area to attract future buyers, such as the dredging and installation of drainage canals in the low lying and swampy areas (George 1995:36). As a result, railroad towns gradually emerged as farmers purchased land and settled the area. Several important railroad towns were located in south Miami-Dade County such as Goulds, Black Point, Princeton, Naranja, Modello, and Homestead. These railroad towns reflect the evolution of commerce and transportation in the southernmost portion of Florida.

The land around the area known as Goulds was homesteaded in 1900 by African-American settlers. One of the first to file a homestead in the area was William Johnson, who took up the quarter section from what is now S.W. 216th Street to S.W. 224th Street. This parcel later became the center of downtown Goulds (Taylor 1980:89). However, the town of Goulds did not begin to grow or prosper until the FEC built a siding there in 1903 near the present day intersection of S.W. 216th Street and U.S. 1. Gould's Siding, as it was originally called, was named after Lyman B. Gould who was in charge of cutting railroad ties for Flagler's Key West Extension (George 1995:44). Many blacks settled in Goulds to work for the railroad, the Drake Mill, and for the homesteaders in the surrounding areas who operated large farms and groves (Taylor 1980:90). Goulds Siding came to be called Goulds and became the first fruit and vegetable packing center for the Redland District. The Redland District was an agricultural region noted for its production of grapefruit, oranges, and avocados (Bureau of Historic Preservation 1996:3). As early as 1912, there were five packing houses, a ketchup factory, boarding houses, two stores, a post office, restaurant, school, and a railroad depot located in Goulds (Taylor 1980:89).

Homestead was the most important railroad-related town in south Miami-Dade County. This community began just prior to the arrival of the railroad. It was initially settled in 1903 by William Alfred King, section foreman for the FEC, and approximately a dozen black workers. In June of 1904, just one month before the railroad arrived, the town was formally platted by John S. Fredericks, and officially named "Homestead." The town was sited on the east side of the railroad right-of-way and parallel to the tracks (Research Atlantica 1994:11). It quickly developed into the center of business for the surrounding small settlements, known as the Redland District.

By 1905, Homestead served as the base of operation for Flagler's planned construction of the Key West Extension of the FEC Railway. As many as four thousand men were a part of the railroad extension's labor force, and a number of the workers and their families settled in Homestead during this period. As the population continued to expand during the first decade of the twentieth century, new social institutions such as a local school and the First Baptist and Methodist churches were established (Research Atlantica 1994:17). Homestead was incorporated in 1913, with a population of 121 people and 28 registered voters. As a result of the growing population, construction activity also increased throughout the 1910s. In 1917, the Old Homestead City Hall (*NRHP*-listed) on SR 997/Krome Avenue was built, and the Landmark Hotel at 55 South Flagler Avenue opened the same year (Research Atlantica 1994:21). By 1918, the population had notably grown to 800 residents, and the town had a bank, weekly newspaper, electric light plant, and improved streets (Bureau of Historic Preservation 1996:5).

Land reform efforts began in earnest at the turn-of-the-century under the agenda of 1900 governor-elect, William Sherman Jenning, who promised to drain the Everglades. The Everglades Drainage District was established in 1905 and by 1909 drainage began with the construction of the Miami Canal. As a result, flooding was controlled in the western part of the county and the land became available for agriculture and development. By 1912, small farming communities of the Redland District materialized on land west of NW 27th Avenue that was formerly under water (Janus Research 1999:26-27). By 1917, four canals were draining the Everglades from the southeast end of Lake Okeechobee towards Miami, Ft. Lauderdale, and Boca Raton (Clement 2002). The three canals that currently run off the southeast end of Lake Okeechobee are the Miami, West Palm Beach and St. Lucie Canals (Porter 2001-2004). The North New River Canal extended between Lake Okeechobee to the New River and was dredged between 1906 and 1911. A canal extending from the Caloosahatchee River in southwestern Florida was also dredged starting in 1906. Yet another canal was the Florida East Coast Canal (later the Intracoastal Waterway) which was completed in 1911, it stretched from Jacksonville to Biscayne Bay (Clement 2002). In the late 1920s, after two hurricanes had devastated the area, Congress passed the River and Harbor Act of 1930, and the construction of levees on the north and south sides of Lake Okeechobee began.

The idea of constructing the Tamiami Trail, a highway across the Everglades, which would link the Gulf and Atlantic coasts in southern Florida, was first promoted by James Franklin Jaudon in 1915. Jaudon, a former Dade County tax assessor, wanted to develop property he owned in the western Everglades and around Chevalier Bay in northern Monroe County, and believed that construction of the Tamiami Trail would make this feasible (Burnett 1988). Apparently with this scheme in mind,

Jaudon, L. T. Highleyman, eventual Supervisor of the Southern Drainage District, and R. E. McDonald purchased 20,000 acres of land in the Everglades from the Trustees of the Internal Improvement Board in 1917 (Jaudon 1924). Jaudon and a promotion group then convinced Lee, Dade, and Monroe county officials of the value and feasibility of a road and canal through his landholdings. At the time, there was even serious talk of the construction of a railroad alongside the Trail and Canal (Jaudon Papers 1917–1934). Consequently, Dade County raised $125,000 and graded a rough road from the eastern part of the county to the edge of the Everglades, while Lee County worked on the western end of the highway. Work on the project temporarily stopped during World War I, when the war and problems connecting the Dade and Lee County portions delayed the road's completion.

After World War I, Florida experienced unprecedented growth. Many people relocated to Florida during the war to work in wartime industries or were stationed in the state as soldiers. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Earlier land reclamation projects created thousands of new acres of land to be developed. Real estate activity increased steadily after the war's end and drove up property values. Prices on lots were inflated to appear more enticing to out-of-state buyers. Every city and town in Florida had new subdivisions platted and lots were selling and reselling for quick profits. Southeastern Florida, including cities such as Miami and Palm Beach, experienced the most activity, although the boom affected most communities in central and South Florida (Weaver et al. 1996:3).

Between 1919 and 1920, agricultural production in the area reached record levels. In the early 1920s, the real estate "boom" hit Miami-Dade County. Between 1920 and 1923, the population of Miami-Dade County doubled. Consequently, the population of Homestead reached 1,307 people in 1920 (Bureau of Historic Preservation 1996:5). The real estate boom was created in part by the desirable sub-tropical climate of the area, the abundance of available land created by the draining of the Everglades, and the visions and schemes of promoters and developers (Parks 1991:107). Real estate was rapidly changing hands and several new residential subdivisions were platted. Beginning in 1916, promoters and developers placed advertisements about Miami in northern magazines and newspapers in hopes of attracting more buyers to the area. This advertising expanded yearly (Sessa 1950: 47), and the demand for land gradually increased. During the boom years, Kendall had some large building projects that were primarily institutional in nature. The Dade County Home and Hospital and a prison work farm were constructed at this time (Matkov 2001:120). Similarly, the area's accessibility looked increasingly promising as the construction of the Tamiami Trail continued; 43-miles extending west from Miami-Dade were complete as of 1918.

During the Florida Boom the FEC added a second track and the Seaboard Air Line Railroad (Seaboard) arrived in Miami in 1927 adding competition to railroad services in South Florida (Florida Department of Transporation n.d: 3). The Seaboard first entered Florida in 1899 when it merged with the Florida Central & Peninsular System. Under the leadership of new President, S. Davies Warfield, the Seaboard was able to challenge the FEC and capitalize on the steady increase of rail traffic into Florida during the 1920s. In 1925, the Seaboard began its extension from West Palm Beach to Homestead (Mann 1983:127-129).

During the 1920s, like the rest of Florida, Homestead was experiencing a land boom. Real estate was rapidly changing hands and several new residential subdivisions were platted. The Homestead Bond and Mortgage Company financed the construction of over 30 residences at this time. In the 1920s, SR 997/Krome Avenue evolved into the City's downtown business center. Homes along the south end of SR 997/Krome Avenue were even relocated to accommodate the burgeoning commercial area (Research Atlantica 1994:21).

Road building also became a statewide concern during the 1920s, as responsibility shifted from a local to a state level. Roads made remote areas of the state accessible and allowed the boom to spread. On a daily basis up to 20,000 people were arriving in the state. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state. Work on the Tamiami Trail resumed after World War I ended. Undaunted by depleting funds, Jaudon surveyed and staked out the most feasible route. In the spring of 1923, a group of Lee County promoters organized a motorcade to attract public interest and demonstrate that automobile travel across the Everglades was possible. On April 4, 1923, these motorists, called the "Trail Blazers," left Fort Myers to drive across the flooded and rock-bottomed prairies of the Everglades. The expedition, which consisted of 10 cars, 23 men, and 2 Seminole-Miccosukee guides, took 23 days to reach Miami and captured the attention of the nation as daily reports were wired to the press (Federal Writers' Project 1984:406; Covington 1993:202; Gaby 1993:163).

This trip stimulated interest in building the highway and also demonstrated the viability of overland automobile traffic across the Everglades. Following this journey Barron G. Collier, a millionaire tycoon, guaranteed completion of the highway contingent on the establishment of a new county named after him in what was then southern Lee County. It also required the re-routing of the road across Collier's holdings in this new county, thereby bypassing Monroe County and Jaudon's original tract. Although Collier's financing depleted by 1926, the State Road Department took over the final 12 miles of the Everglades section of the road which would link the Miami-Dade County and Lee County portion. When the 143-mile-long Tamiami Trail officially opened on April 25, 1928, it had taken 13 years to build at a cost of $13 million (Tebeau 1966:220–232; Burnett 1988:41–44).

By the end of 1925, over-speculation and over-development threatened South Florida's vigorous and unprecedented growth. Unfortunately, throughout Florida, the prosperity associated with the real estate market was short-lived. Additionally, in August of 1925, the FEC Railway announced an embargo on all carload freight except fuel, petroleum, livestock, and perishable goods (Sessa 1950:264-265). This embargo delayed the arrival of supplies for building contractors and forced them to dismiss workers. Compounding the problems posed by the embargo was an active anti-Florida campaign in the northern states. Major magazines did articles on the unscrupulous practices of Florida developers and warned of the dangers of purchasing Florida real estate.

Another blow to the boom came with two major hurricanes in 1926 and 1928.. Because there had not been a major storm in Miami-Dade County for 16 years, the 1926 hurricane took everyone completely by surprise (Tebeau 1971:387). Following the hurricane, the most of South Florida lay in ruins. Kendall's Flagler Groves lost its 7,000 citrus trees during the hurricane (Matkov

2001:120). Damage to the area was staggering, and the "boom" period ended. The collapse of the Florida Land Boom and the onslaught of the Great Depression were worsened by the impact of these storms. Similarly, both the FEC and the Seaboard entered receivership (Florida Department of Transporation n.d: 3).

During the Depression years of the 1930s, the number of people residing in south Miami-Dade County dramatically decreased. While much of the State would suffer with the Land Bust and the Depression soon afterwards, Goulds remained stable due to its agricultural heritage. In addition to the depressed real estate market, the agricultural industry was suffering due to overproduction, high tariffs, drought, and Mediterranean fruit fly infestation (Bureau of Historic Preservation 1996:6). However, government sponsored projects, such as the Civilian Conservation Corps (CCC) projects, were taking place in the area. CCC workers were housed in barracks in Kendall's Dadeland area, and they conducted numerous improvement projects, such as the construction of Matheson Hammock's marina and beach area (Matkov 2001:120). Similarly, tourists continued to flock to Greater Miami, especially Miami Beach. Many tourists made day trips to South Dade to see the farm and grove country or the Everglades. Tourist attractions began to spring up all over Florida. The Monkey Jungle opened three miles to the west of Goulds in 1932. This attraction was founded by a New York commercial artist, Joseph DuMond, on a ten-acre hammock. First it began as a monkey research facility, but eventually DuMond began charging a ten cent admission to view the monkeys in a "rain forest" habitat. By the end of the 1930s, the Monkey Jungle had become one of Dade County's premier tourist attractions (George 1995:127, 129).

In 1934, the Everglades National Park Project was authorized by Congress to instate a national park. To establish the Everglades National Park over two million acres of land had to be acquired through public and private donations (Clement 2002); that would take 14 years. Another hurricane hit Florida in 1935, this time destroying Flagler's Key West Extension in the Florida Keys (Bureau of Historic Preservation 1996:6). Fortunately, several years later, in 1938, the portions of the Overseas Highway to Key West were created on the old railroad right-of-way; therefore, Homestead was not cut off from travelers heading south to the Keys. Kendall was also hit by this hurricane, which completely destroyed the Flagler Groves (Matkov 2001:120).

Farm production in South Dade was slowly gaining momentum in the late 1930s and by the U.S.'s entrance into World War II in 1941 agricultural output significantly increased. Many farms were dedicated to winter production and had developed highly successful irrigation and fertilization methods after years of research and work (George 1995:139). A devastating hurricane struck South Dade in 1945, which razed the FEC Railway station in Goulds to the ground (George 1995:137).

With the United States involvement in World War II and the influx of military personnel and their families into south Miami-Dade County in the 1940s, growth in the area was revitalized. Military activity associated with World War II and the post-World War II boom revitalized the entire Redland District from Kendall to Homestead. Kendall had a Civil Air Patrol unit during the war. Additionally, the former CCC barracks were converted for use as a German prisoner of war facility. Two hundred thirty-one captured men were held at the camp and labored as

plumbers, mechanics, and farm hands (Matkov 2001:121). During these years, the establishment of the Homestead Air Force Base greatly influenced Homestead's economic expansion. The base was primarily utilized as a transportation depot and training station for the Air Transport Command. At the end of the war in 1945, the base was temporarily closed, but soon after reactivated as the first Strategic Air Command Base (Bureau of Historic Preservation 1996:7). The close of the war and the expansion of the base brought new people to the area as current and former soldiers decided to settle in Homestead.

In 1947, Everglades National Park was established on 1.3 million acres of land versus the nearly two million set in 1934. In 1949, the Congress created the Central and Southern Florida Flood Control Project (C&SF) to deal with flood, drought and hurricane issues in Florida. One year later, the Florida legislature created the Central and Southern Florida Flood Control District (renamed South Florida Water Management District [SFWMD] in 1976) to manage the Army Corps of Engineers large water delivery system (SFWMD n.d.; Clement 2002). One outcome of this project was the construction of a system of levees in Miami-Dade County and the construction of roadways, such as the SR 997/Krome Avenue Extension along the levees.

The Miccosukee Tribe of Indians maintains a strong presence in South Florida and has three reservations in the area along Tamiami Trail, Alligator Alley, and SR 997/Krome Avenue (Miccosukee Tribe of Indians of Florida 2002). In January 1962, the Miccosukee Tribe of Indians of Florida was incorporated. Up until this point, the federal and state governments had generally considered the Miccosukees to be part of the larger Seminole Tribe. The Miccosukees were granted reservation land adjoining the Tamiami Trail approximately 40 miles west of Miami. In 1965, the Florida legislature divided the former State Indian reservation, awarding three-quarters of the acreage to the Miccosukees because they had no federal reservation (Kersey 1992:119). This land is now the location of the Alligator Alley Reservation, located west of Ft. Lauderdale and north and south of State Highway 84 (Alligator Alley). Miccosukee land near Miami also was accepted into federal trust under the Indian Gaming Regulatory Act of 1988. This land is now known as the Krome Avenue Reservation and is located at the intersection of SR 997/Krome Avenue and the Tamiami Trail. The Miccosukee Indian Bingo Center was opened on this land in 1990 (Tiger and Kersey 2002:156). Six years later the Miccosukee Resort and Gaming Center located at 500 S.W. 177th Avenue opened on June 14, 1996 (Miccosukee Resort and Gaming 2002).

In the latter half of the twentieth century, the one event to have the greatest impact on Homestead was Hurricane Andrew. On August 24, 1992, the ferocious storm struck South Florida, and Homestead was one of the areas hit the hardest by the hurricane. With winds over 150 m.p.h., approximately 80 percent of Homestead's homes were destroyed (Bureau of Historic Preservation 1996:8). The category five storm damaged 75 percent of Homestead Air Force Base, prompting Defense officials to close the active duty base and move military units and families. Since then, the base has been divided, with about 75 percent turned over to the base closure agency and the remainder serving as an Air Force reserve station (Mobile 1999). Today, the hurricane's effects are still evident throughout the city, as the residential areas feature numerous vacant lots and the commercial buildings downtown exhibit recent repairs and modern renovations.

SIGNIFICANT HISTORIC RESOURCES

Photographs, narrative descriptions, and discussions of significance for the three *NRHP*-eligible resources that are the subject of this study are found in the following paragraphs. The locations of these resources are shown in Figures 8 and 9.

Photograph 1: Howard Schaff Residence/27450 S.W. 177th Avenue, Facing West

8DA9674 Howard Schaff Residence/27450 S.W. 177th Avenue

Constructed circa 1926, this one-story Craftsman/Bungalow residence is located on the west side of S.W. 177th Avenue between S.W. 278th Street and S.W. 272nd Street/Epmore Drive, in Township 56 South, Range 38 East, Section 36 (USGS Quadrangle Goulds 1988) in the general vicinity of Homestead in an unincorporated area of southwest Miami-Dade County, Florida (Photograph 1). This irregular building has a wood frame structural system and rests on a concrete pier foundation with oolitic limestone infill. The cross-gabled roof is surfaced with composition shingles and the exterior is clad in smooth stucco. A porte-cochere located on the south side of the building has a flat roof and oolitic limestone piers. Fenestration includes one-pane fixed metal windows. Exterior ornamentation consists of knee braces, vents, and wooded window surrounds. The building is in a rural setting and remains in good condition. There are two non-historic outbuildings on the property. The first outbuilding is a gabled roof fruit stand located to the east. The second is a trailer located to the north.

Howard Schaff, an early resident of the Redland District, lived in the area since 1919. His father, Charles E. Schaff, was an associate of William J. Krome, the FEC engineer after whom Krome Avenue is named. Beyond his responsibilities as a local citrus grove owner and farmer, Howard Schaff's 1944 obituary stated he was Vice President of the First National Bank of Homestead from 1932-36. Schaff's identity as a citrus farmer is substantiated in a 1927 Polk City Directory, 1930 area census, and historic aerial photographs showing his residence surrounded by groves (Polk City Directory 1927; n.a. n.d.). Comparison with historic photographs shows that this resource has experienced minimal alterations. In addition, the rural agricultural nature of the resource's setting is largely intact as the parcel supports mango tree cultivation.

This historic residence is located off SR997/Krome Avenue. Given its significant historical associations with the local citrus owner, Howard Schaff, and the retention of historic physical integrity inherent in the resource and its setting, this building was determined eligible for listing in the *NRHP*. It is eligible for listing in the *NRHP* at the local level primarily under Criterion A, for its associations with an important local grove owner and businessman who made noteworthy contributions to the development of Homestead. To a lesser extent this building is eligible under Criterion C in the area of Architecture, as a rare, intact example of a Craftsman/Bungalow style residence in this rural area of southwestern Miami-Dade County that clearly exhibits distinctive characteristics in its use of regional materials.

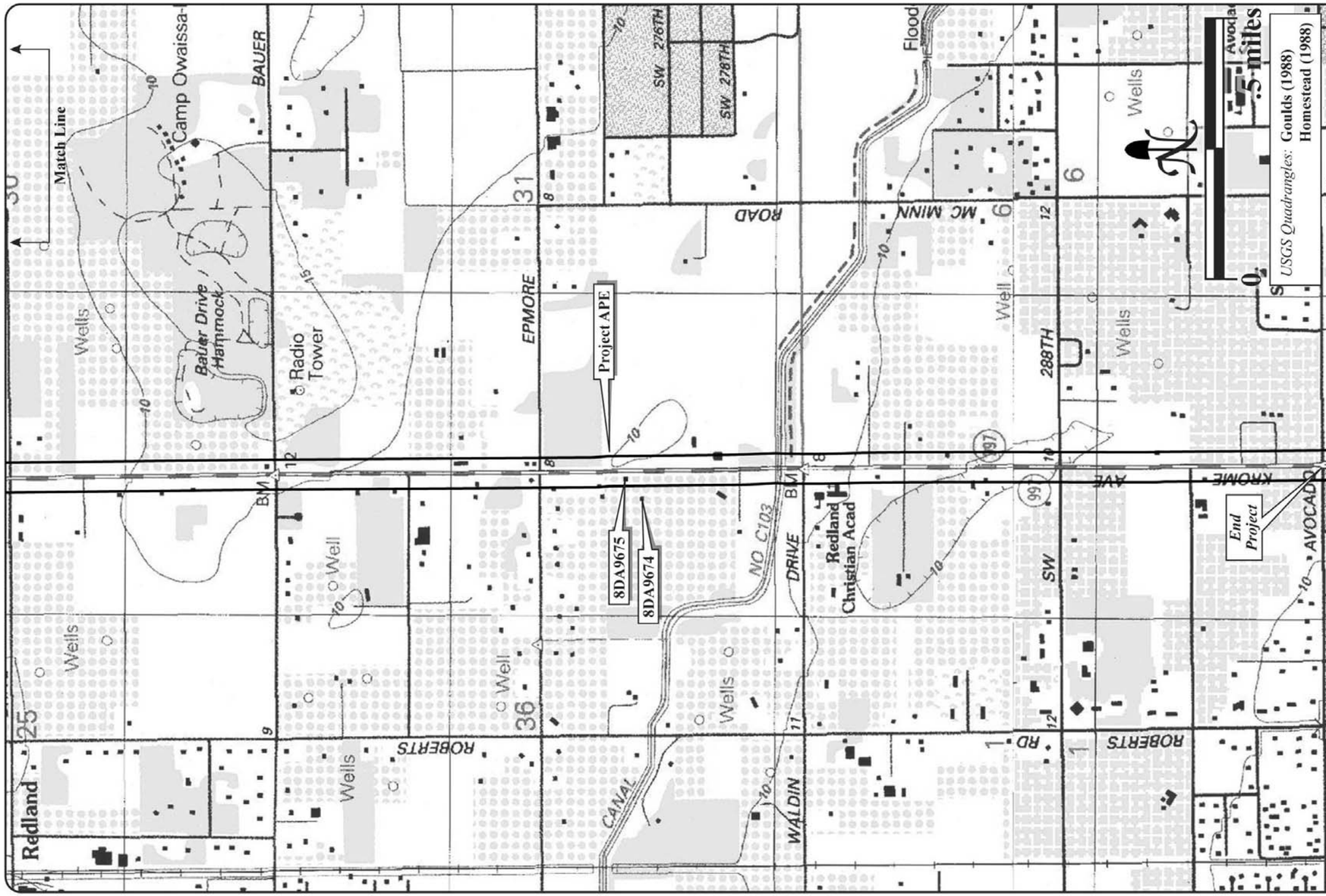

Figure 8: Significant Resources Located within the APE

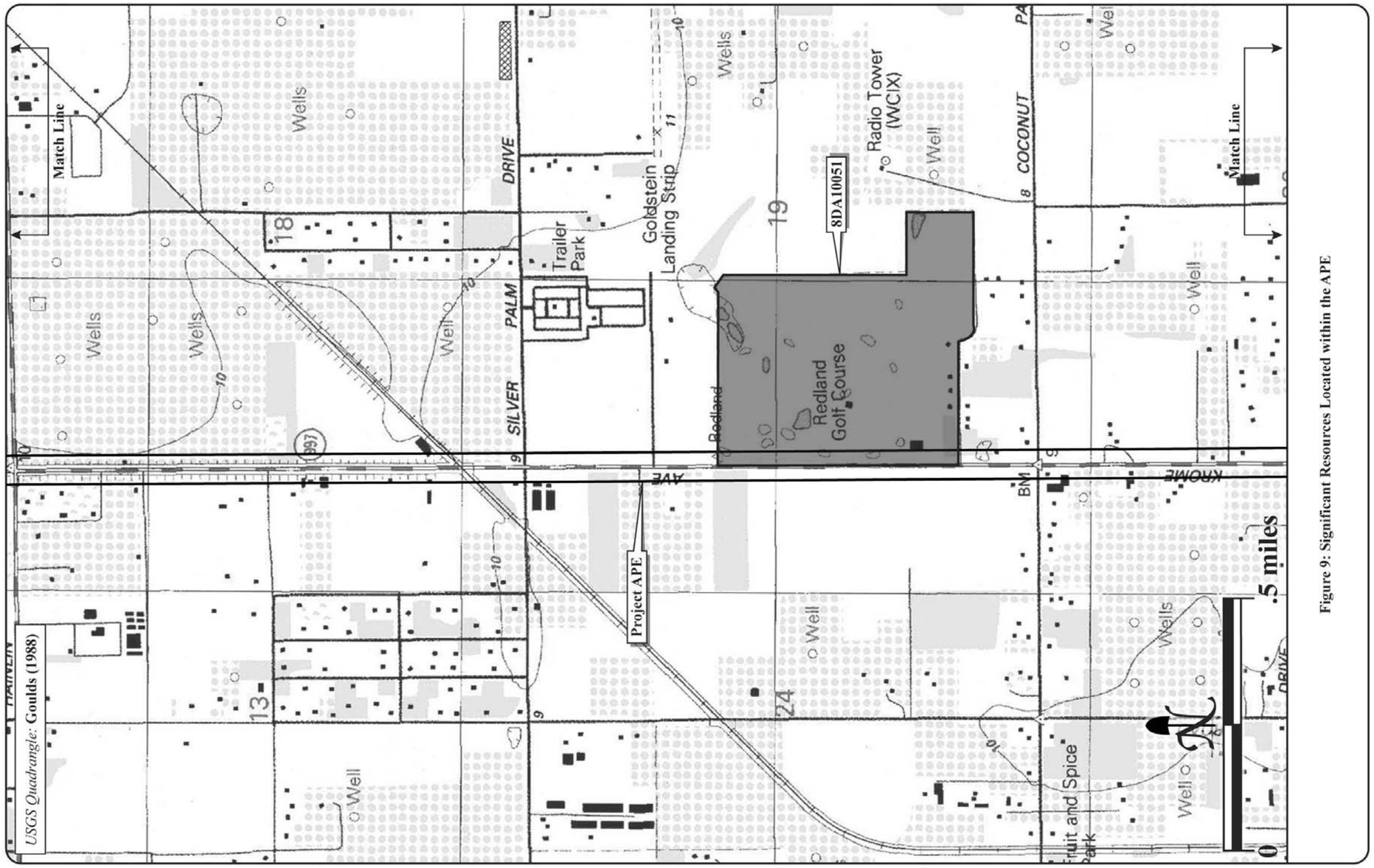

Figure 9: Significant Resources Located within the APE

Photograph 2: Clarence J. Parman Residence/27250 S.W. 177th Avenue, Facing West

8DA9675 Clarence J. Parman Residence/27250 S.W. 177th Avenue

Constructed in 1927, this two-story Masonry Vernacular residence is located on the west side of S.W.177th Avenue between S.W. 278th Street and S.W. 272nd Street/Epmore Drive, in Township 56 South, Range 38 East, Section 36 (USGS Quadrangle Goulds 1988) in the general vicinity of Homestead in an unincorporated area of southwest Miami-Dade County, Florida (Photograph 2). This irregular building has a concrete block structural system and rests on a continuous concrete foundation. The gable roof is surfaced with composition shingles and the exterior is clad in smooth stucco. There is an interior ridge concrete chimney located in the center of the roof; it has a brick horizontal band at mid shaft. Fenestration includes metal four-pane awning windows and four-pane casement windows. Exterior ornamentation consists of rafter tails, vents, shutters, concrete sills, and a wrought iron light fixture. The building is in a mixed commercial and rural setting and remains in good condition. There are two non-historic outbuildings on this property. One is a dwelling that exists to the west. The other is a carport to the south is supported by brick columns.

This building is the former residence of Clarence J. Parman, who moved to South Florida from Toledo, Ohio around 1925. Parman, an architect registered with the American Institute of Architects, had an office in Homestead. His 1963 obituary stated that he designed the Homestead

Electric Plant, Police Station, Library, the addition to City Hall, and several other buildings in addition to his home. He was a former member of the Planning and Zoning Board of Dade County and also started the first commercial lime grove in south Miami-Dade County. Parker also opened the first lime-packing house in the area.

This historic residence is located off SR997/Krome Avenue. Although the house exhibits some non-historic alterations such as the replacement of some windows and siding, it still retains a high degree of historic physical integrity and manifests its historic appearance. Given its significant historical associations with the local architect, Clarence J. Parman, this building was determined eligible for listing in the *NRHP*. It is eligible for listing in the *NRHP* at the local level primarily under Criterion A, for its associations with a significant local architect and businessman who made noteworthy contributions to the development of Homestead. To a lesser extent this building is eligible under Criterion C in the area of Architecture, as the personal residence of a notable local architect who designed several important buildings in Homestead.

Photograph 3: Redland Golf Course, Facing Northeast

8DA10051 Redland Golf Course

The 117-acre Redland Golf Course is located on the east side of SW 177th Avenue (SR 997/Krome Avenue) and north of SW 245th Terrace and SW 246th Street in Township 56 South, Range 39 East, Section 19 (USGS Goulds Quadrangle 1988) (Photograph 3). The golf course is a designed recreational landscape that consists of 18 fairways. The first nine fairways were constructed circa 1947, and the remaining nine were added in 1963. This course has been modified very little since its completion. This course was built on flat terrain and features water hazards on five holes. The greens and fairways are covered with Bermuda grass (thegolfcourses.net 2005). The Redland Golf & Country Club Building (8DA9684), built circa 1956, is located southwest of the golf course.

Robert "Red" Lawrence designed the Redland Golf Course, along with several other courses in Arizona. Lawrence created one of the first desert-style courses in 1962 at Desert Forest, in Carefree, Arizona (Larsen 2002), and he was a Charter Member of the American Society of Golf Course Architects (kingcrest.com). Lawrence also designed the Red Course at Wigwam Resort, the Estrella Mountain Golf Course, and the Camelback Golf Club in Phoenix, Arizona (Larsen 2002).

The Redland Golf Course represents a historic landscape specifically designed for outdoor recreation. According to *National Register Bulletin 18*, a property nominated because it is a

designed historic landscape should meet the National Register criteria primarily on the basis of landscape gardening or landscape architecture under Criterion C (Keller and Keller n.d.). The Redland Golf Course was designed by notable golf course architect, Red Lawrence. The golf course retains its historic integrity, although it exhibits a non-historic expansion of nine fairways. This SHPO stated this resource is eligible for listing in the *NRHP* due to its associations with the Redlands community and because it possesses the front nine historic holes and is an early design of Red Lawrence.

DETERMINATION OF EFFECTS

Following an evaluation of the improvements related to the SR 997/Krome Avenue from S.W. 296th Street to S.W. 136th Street project area, a determination of effects was developed as stipulated by Section 106 of the *NHPA of 1966* as implemented by 36 CFR Part 800. As part of this assessment, various effects to the three *NRHP*-eligible resources were considered. The potential noise levels, parking needs, traffic volumes, and air quality are similar for each of the historic resources, and this general information is presented first. This information is followed by a discussion of each resource and its relationship to the build alternatives.

The Criteria of Effect as defined by the Section 106 regulations was applied to each significant historic resource. The Criteria of Effect is defined as the following:

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

Noise

The noise analysis for the SR 997/Krome Avenue PD&E Study was performed using the Federal Highway Administration's (FHWA) computer model for highway traffic noise prediction and analysis – the Traffic Noise Model (TNM-Version 2.5). Fifty-two noise sensitive sites were identified as having the potential to be affected by traffic-related noise adjacent to the SR 997/Krome Avenue corridor. Forty-nine of the sites are single-family residences, three are churches. Exterior noise levels were evaluated for the Existing, and the No-Build and Build alternatives at all of the potentially impacted sites.

Results for the design year (2032) build alternatives indicate that exterior traffic noise levels at 22 of the noise sensitive sites are predicted to experience exterior traffic noise levels that approach or exceed FHWA's Noise Abatement Criteria (NAC) for Activity Category B (66 dBA). None of the receivers are predicted to experience traffic noise levels that substantially exceed existing levels (an increase of 15.0 dBA or more).

The FHWA requires that noise abatement measures be considered when predicted traffic noise levels approach or exceed the NAC. The measures considered for the SR 997/Krome Avenue PD&E Study were traffic management, alternative roadway alignment, property acquisition, and noise barriers. After evaluation of these traffic noise abatement measures, it was determined that noise barriers are the only feasible and reasonable abatement measure for the SR 997/Krome Avenue project. Noise barriers will be modeled at impacted sites upon the selection of the

preferred alternative; however, noise barrier analysis will be completed upon selection of the preferred alternative.

Air Quality

In accordance with the FDOT PD&E Manual (Part 2, Chapter 16 - Air Quality Analysis), the SR 997/Krome Avenue alternatives were analyzed for potential air quality impacts. The project's No-Build and Build alternatives were analyzed using the FDOT's CO Florida 2004 screening model.

The results of the CO Florida 2004 model runs indicate that the project is not predicted to cause any exceedances of the National Ambient Air Quality Standards (NAAQS). Therefore, the proposed project will not cause violations of the NAAQS and will not have a significant impact on air quality conditions. The CO Florida 2004 computer printouts supporting the results of the Screening Test are located in the project files and in the project's Air Quality Report.

As of June 2005, Miami-Dade County is an area designated as Attainment for ozone standards under the criteria provided in the Clean Air Act Amendments of 1990; therefore, transportation conformity no longer applies.

Traffic Volumes

The travel demand projections were based on the Miami MPO travel demand model. Traffic projections were developed using Miami MPO's projected population and employment data for future years (2010, 2020 and 2030). Traffic projections were developed for three alternatives (No-Build, Two-Lane Enhanced and a Four-Lane Alternative). The traffic projections and relative growth for each segment are contained in the "Krome Avenue Subarea Model Validation Report", approved by FDOT in mid 2005. Table 1 is an excerpt from that report, depicting existing daily traffic volumes and future daily traffic projections for each of the alternatives modeled.

Table 1: Average Annual Daily Traffic Comparison For 2030 Model Scenarios

SR 997/Krome Avenue Roadway		Existing Count	2030 FSUTMS Model		
From	To		No-Build	Two-Lane Enhanced	Four-Lane Divided
SW 296th St (Avocado Dr)	SW 288th St (Biscayne Dr)	13,900	21,600	22,700	36,900
SW 288th St (Biscayne Dr)	SW 280th St (Waldin Dr)	12,700	24,100	26,500	44,000
SW 280th St (Waldin Dr)	SW 272nd St (Epmore Dr)	14,800	21,600	25,300	47,500
SW 272nd St (Epmore Dr)	SW 264th St (Bauer St)	15,400	22,200	26,900	54,600
SW 264th St (Bauer St)	SW 248th St (Coconut Palm Dr)	14,500	22,000	27,000	53,800
SW 248th St (Coconut Palm Dr)	SW 232 St (Silver Palm Dr)	15,900	20,800	26,200	55,000

SR 997/Krome Avenue Roadway		Existing Count	2030 FSUTMS Model		
From	To		No-Build	Two-Lane Enhanced	Four-Lane Divided
SW 232 St (Silver Palm Dr)	SW 216th St (Hainlin Mill Dr)	16,100	22,500	27,100	58,800
SW 216th St (Hainlin Mill Dr)	SW 200th St (Quail Roost Dr)	14,400	23,800	28,200	56,900
SW 200th St (Quail Roost Dr)	SW 184th St (Eureka Dr)	14,800	27,900	31,500	58,300
SW 184th St (Eureka Dr)	SW 136th St (Howard Rd)	17,300	31,400	36,600	58,300
SW 136th St (Howard Rd)	SW 104th St (Killian Dr)	NA	31,500	36,100	59,100
SW 104th St (Killian Dr)	SW 88th St (Kendall Dr N)	15,500	22,500	28,400	50,000
SW 88th St (Kendall Dr N)	SW 8th St (Tamiami Trail/US 41)	15,700	31,100	35,800	58,700
		14,100	30,900	35,500	58,300
US 41 (Tamiami Trail/SW 8th St)	US 27/SR 25 (Okeechobee Rd)	8,000	**17,000**[1]	**18,800**[2]	**22,100**[2]
		8,700	**15,500**[1]	**16,900**[2]	**21,100**[2]

1 Future volumes for this link were adjusted interpolating the Two-Lane Enhanced/Existing growth ratio from the Kendall to US 41 roadway segment.
2 Future volumes for this link were adjusted using the NCHRP 255 procedure.

Parking Needs

Within the project area, there is no parking along SR 997/Krome Avenue. Therefore, no parking will be affected by the any of the alternatives' proposed improvements.

Effects to Historic Resources

Howard Schaff Residence/27450 S.W. 177th Avenue
This residence is located on the west side of S.W. 177th Avenue between S.W. 278th Street and S.W. 272nd Street/Epmore Drive, and faces S.W. 177th Avenue (Photograph 4).

The No Build and TSM Alternatives will not involve improvements that will affect this resource.

Alternatives 1 and 2 do have at-grade improvements that will occur adjacent to this building along SR 997/Krome Avenue; these are described and typical sections are shown in the Proposed Alternatives section of the case study report. No additional ROW is required from the property as part of Alternatives 1 and 2, so this resource will not be directly impacted by these two build alternatives. All of the adjacent improvements as part of Alternatives 1 and 2 will be at-grade, and consequently, the views to and from the building will not be affected.

Alternatives 3 and 4 will include ROW acquisition from this property. Alternative 3 requires 12,365.4 square feet or 0.28 acres along the portion of the property closest to SR 997/Krome

Avenue (Figure 10). The needed ROW extends across the entire width of the parcel, which is 668.4 feet. This historic house is located on a large piece of property, which is 20 acres total in size, and is set back a notable distance from SR 997/Krome Avenue. With the acquisition of this portion of property, the proposed improvements will still be 187.5 feet from the house. Alternative 4 will require 1,002.6 square feet or 0.02 acres along the portion of the property closest to SR997/Krome Avenue (Figure 11). With the acquisition of this portion of property, the proposed improvements will still be 204.5 feet from the house.

For all four build alternatives, based on the results of the traffic noise analysis, it is not anticipated that traffic noise impacts will occur. No vehicular access changes or impacts are planned along SR 997/Krome Avenue, so the existing access to this building will not be impacted. No parking will be impacted in the immediate vicinity of this building. Additionally, it does not appear that there will be impacts to the building related to traffic volumes or air quality.

Upon evaluating the four proposed build alternatives, it has been determined that Alternatives 1 and 2 will have no effect on the *NRHP*-eligible residence, and the characteristics that qualify it for listing in the *NRHP* will not be affected. Both Alternatives 3 and 4 will require ROW acquisition on the east side of the property, which does fall within the historic property boundaries. The acquisition for both of these alternatives does not require the removal of contributing resources on the property, and it will not impact the character or function of this historic resource or affect its historic and architectural significance, which is primarily associated with the original owner and the building's architecture. The large mango trees in front of the property and oolitic limestone pedestals will not be removed (Photograph 5). Because the improvements will also be at-grade, the views to or from the historic resource will not be diminished, so there will not be any visual/aesthetic effects. Alternatives 3 and 4 will have no adverse effect on the *NRHP*-eligible resource and the characteristics that qualify it for listing in the *NRHP*.

Photograph 4: Howard Schaff Residence/27450 S.W. 177th Avenue facing west, showing the setback from SR 997/Krome Avenue

Photograph 5: Howard Schaff Residence/27450 S.W. 177th Avenue facing west, showing pedestals

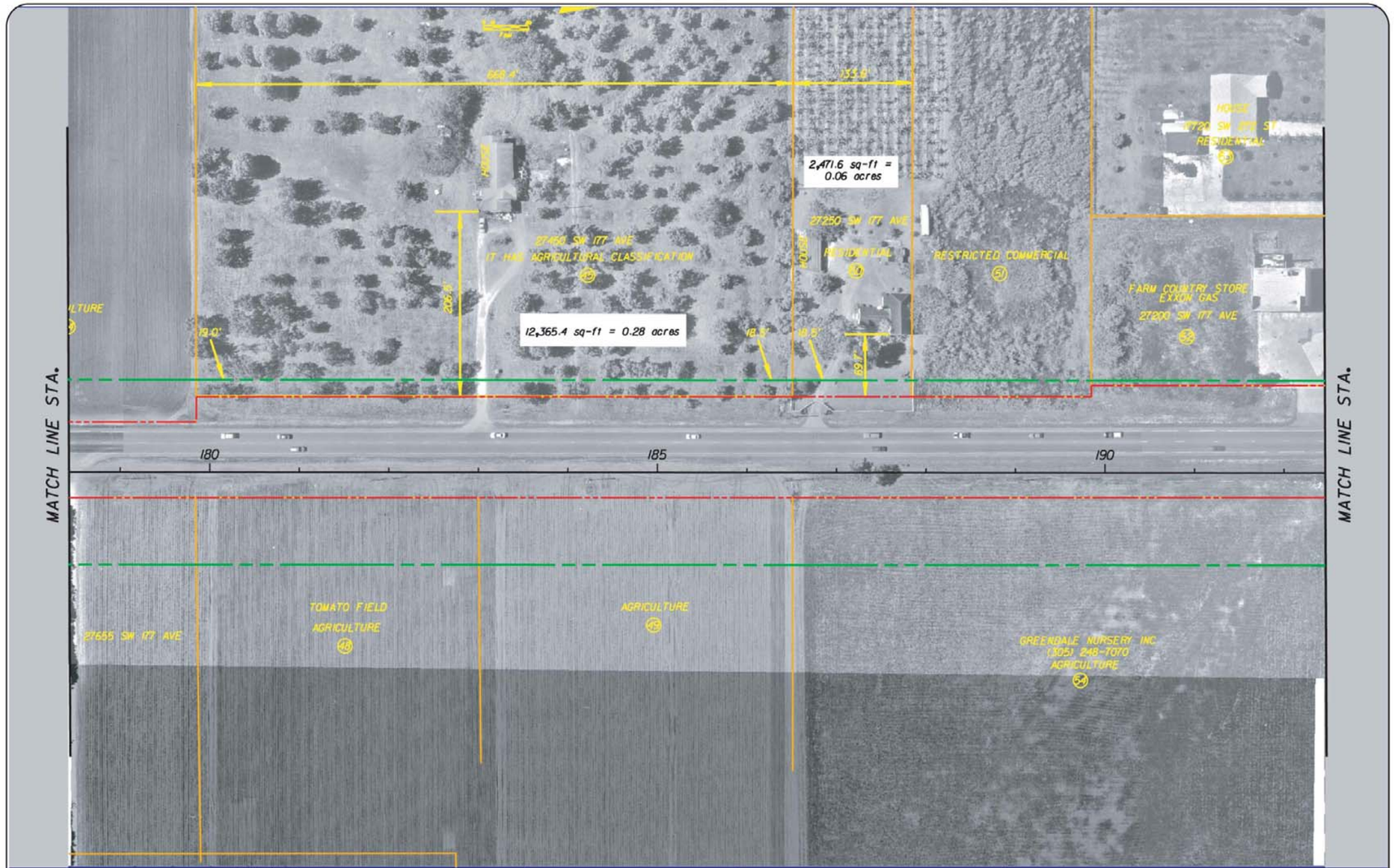

Figure 10: Alternative 3 Right-of-Way Acquisition Effects to 27450 & 27250 S.W. 177 Avenue

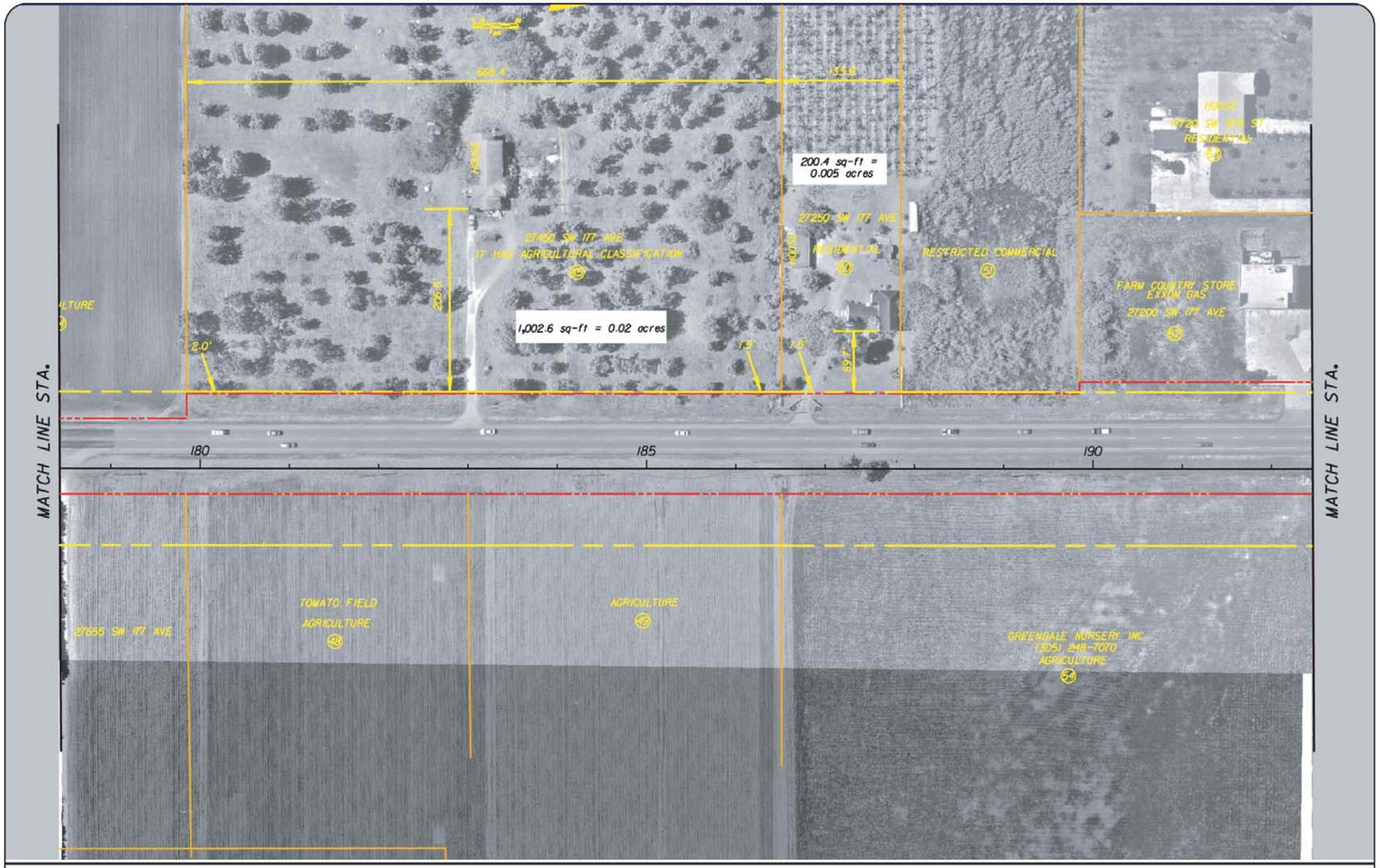

Figure 11: Alternative 4 Right-of-Way Acquisition Effects to 27450 & 27250 S.W. 177 Avenue

Clarence J. Parman Residence/27250 S.W. 177th Avenue
This residence is located on the west side of S.W.177th Avenue between S.W. 278th Street and S.W. 272nd Street/Epmore Drive, the primary façade faces S.W.177th Avenue (Photograph 6).

The No Build and TSM Alternatives will not involve improvements that will affect this resource.

Alternatives 1 and 2 do have at-grade improvements that will occur adjacent to this building along SR 997/Krome Avenue; these are described and shown in the Proposed Alternatives section of the case study report. No additional ROW is required from the property as part of Alternatives 1 and 2, so this resource will not be directly impacted by the build alternatives. All of the adjacent improvements as part of Alternatives 1 and 2 will be at-grade, and consequently, the views to and from the building will not be affected.

Alternatives 3 and 4 will include ROW acquisitions from this property. Alternative 3 requires 2,471.6 square feet or 0.06 acres along the portion of the property closest to SR 997/Krome Avenue (Figure 10). This parcel is six acres total in size. The needed ROW extends across the entire width of the parcel, which is 133.6 feet. This historic house is set back from SR 997/Krome Avenue. With the acquisition of this portion of property, the proposed improvements will be 51.2 feet from the house. Alternative 4 will require 200.4 square feet or 0.005 acres along the portion of the property closest to SR 997/Krome Avenue (Figure 11). The needed ROW extends across the entire width of the parcel. As mentioned previously, this historic house is set back from SR 997/Krome Avenue. With the acquisition of this portion of property, the proposed improvements will be 68.2 feet from the house.

For all four build alternatives, based on the results of the traffic noise analysis, it is not anticipated that traffic noise impacts will occur. No vehicular access changes or impacts are planned along SR 997/Krome Avenue, so the existing access to this building will not be impacted. No parking will be impacted in the immediate vicinity of this building. Additionally, it does not appear that there will be impacts to the building related to traffic volumes or air quality.

Upon evaluating the four proposed build alternatives, it has been determined that Alternatives 1 and 2 will have no effect on the *NRHP*-eligible residence and the characteristics that qualify it for listing in the *NRHP* will not be affected. Both Alternatives 3 and 4 will require ROW acquisition on the east side of the property, which does fall within the historic property boundaries. The acquisition for both of these alternatives does not require the removal of contributing resources on the property, and it will not impact the character or function of this historic resource or affect its historic and architectural significance, which is primarily associated with the original owner and the building's architecture. No historic trees on the property will be removed. Because the improvements will also be at-grade, the views to or from the historic resource will not be diminished, so there will not be any visual/aesthetic effects. Alternatives 3 and 4 will have no adverse effect on the *NRHP*-eligible resource and the characteristics that qualify it for listing in the *NRHP*.

Photograph 6: Clarence J. Parman Residence/27250 S.W. 177th Avenue facing west, showing the setback from SR 997/Krome Avenue

Redland Golf Course

The Redland Golf Course is located on the east side of SW 177th Avenue (SR 997/Krome Avenue) and north of SW 245th Terrace and SW 246th Street (Photographs 7 and 8).

The No Build and TSM Alternatives will not involve improvements that will affect this resource.

Alternatives 1 and 2 do have at-grade improvements that will occur adjacent to this resource along SR 997/Krome Avenue; these are described in the Proposed Alternatives section of the case study report. A small portion of ROW is required from the property as part of Alternatives 1 and 2, approximately 4,992 square feet or 0.12 acres (Figure 12). The overall total size of the golf course is 117 acres. The portion of property to be acquired is quite small and does not appear to encroach upon the actual golf course itself, but is confined to the course property perimeter closest to the road.

Alternatives 3 and 4 will also include ROW acquisition from this property. Alternative 3 requires 48,151 square feet or 1.10 acres along the portion of the property closest to SR 997/Krome Avenue (Figures 13-15). Although this alternative requires the largest amount of property of the four build alternatives, the acquisitions still remain at the perimeter of the golf course property closest to the road. Alternative 4 will require 9,126 square feet or 0.21 acres along the portion of the property closest to SR 997/Krome Avenue (Figure 16). The portion of property to be acquired is quite small and does not appear to encroach upon the actual golf course itself, but is confined to the course property perimeter closest to the road.

For all four build alternatives, based on the results of the traffic noise analysis, it is not anticipated that traffic noise impacts will occur. No vehicular access changes or impacts are planned along SR 997/Krome Avenue, so the existing access to the golf course will not be impacted. No parking will be impacted in the immediate vicinity of the golf course. Additionally, it does not appear that there will be impacts to the course related to traffic volumes or air quality.

Upon evaluating the four proposed build alternatives, it has been determined that Alternatives 1, 2, 3, and 4 will have no adverse effect on the *NRHP*-eligible golf course and the characteristics that qualify it for listing in the *NRHP*. All Alternatives will require ROW acquisition on the west side of the property, which does fall within the historic property boundaries. The acquisition for these alternatives does not require the removal of contributing resources on the property, and it will not impact the character or function of this historic resource or affect its significance, which is primarily associated with the original golf course designer and the original front nine holes. In addition, according to the project information, no trees are to be affected. Because the improvements will also be at-grade, the views to or from the historic resource will not be diminished, so there will not be any visual/aesthetic effects.

Photograph 7: Southern portion of Redland Golf Course Property closest to SR 997/Krome Avenue, shown on the right side of the photograph, facing north.

Photograph 8: Southern portion of Redland Golf Course Property, facing northeast.

Figure 12: Alternatives 1 & 2 Right-of-Way Acquisition Effects to Redland Golf Course

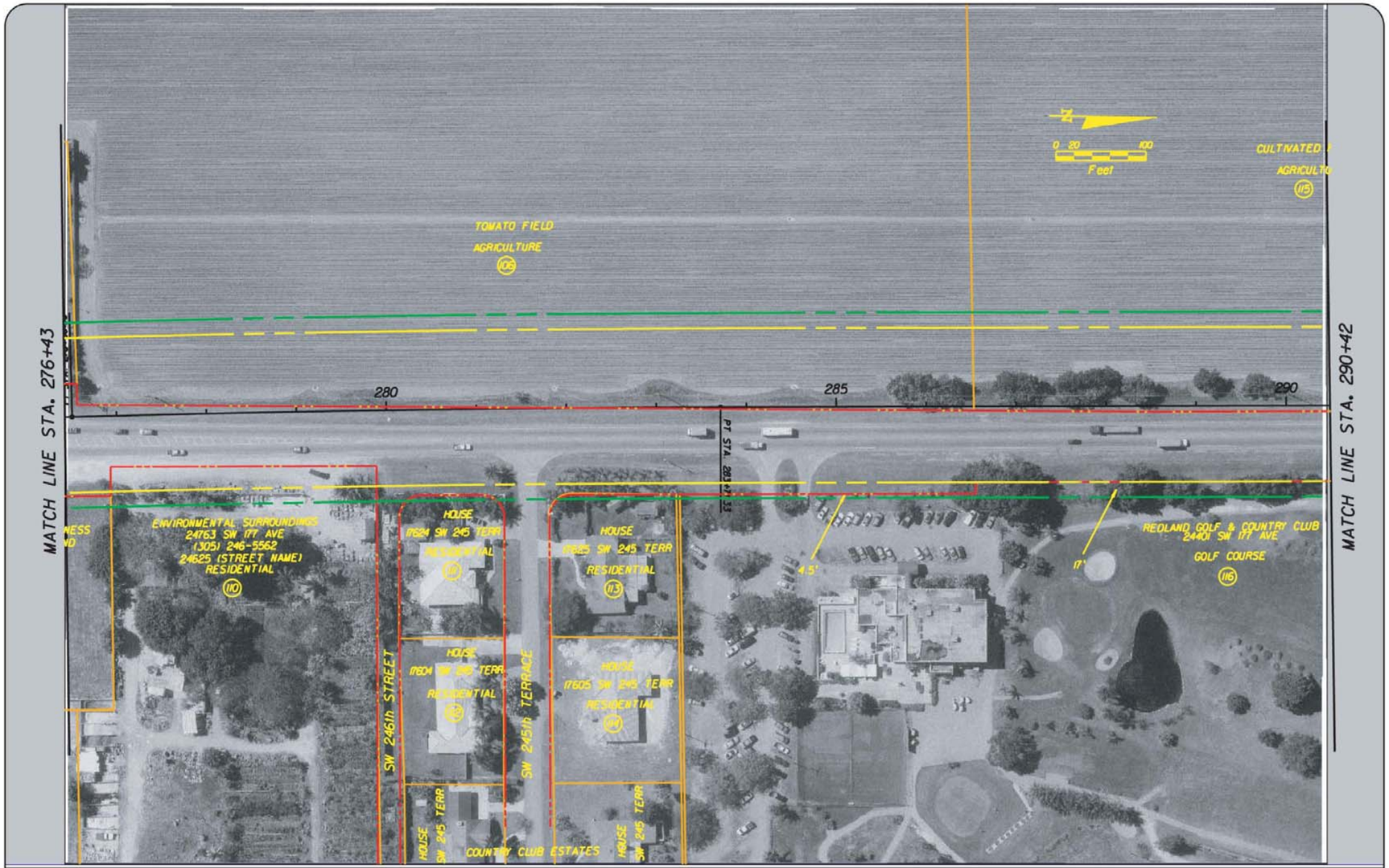

Figure 13: Alternative 3 Right-of-Way Acquisition Effects to Redland Golf Course

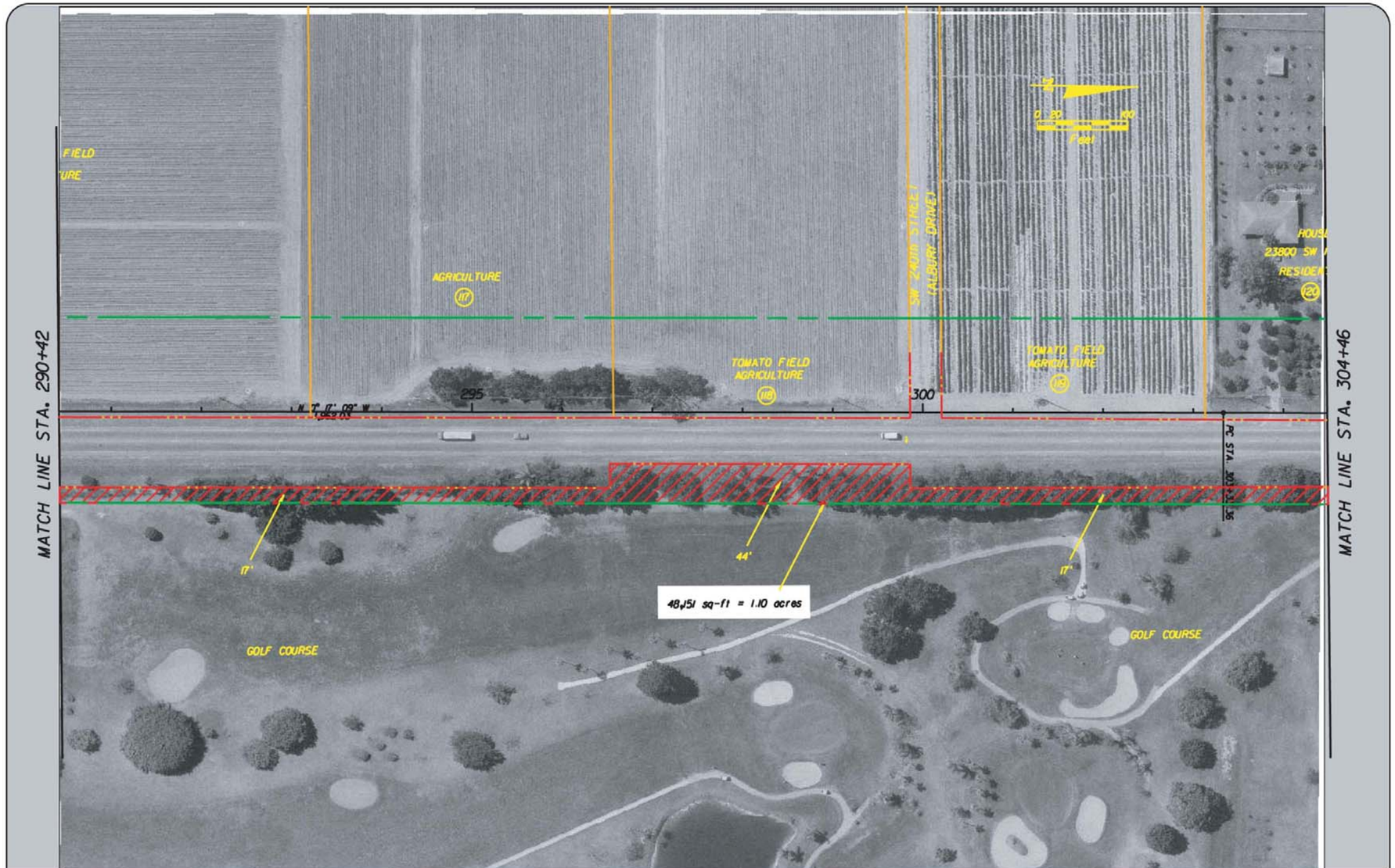

Figure 14: Alternative 3 Right-of-Way Acquisition Effects to Redland Golf Course

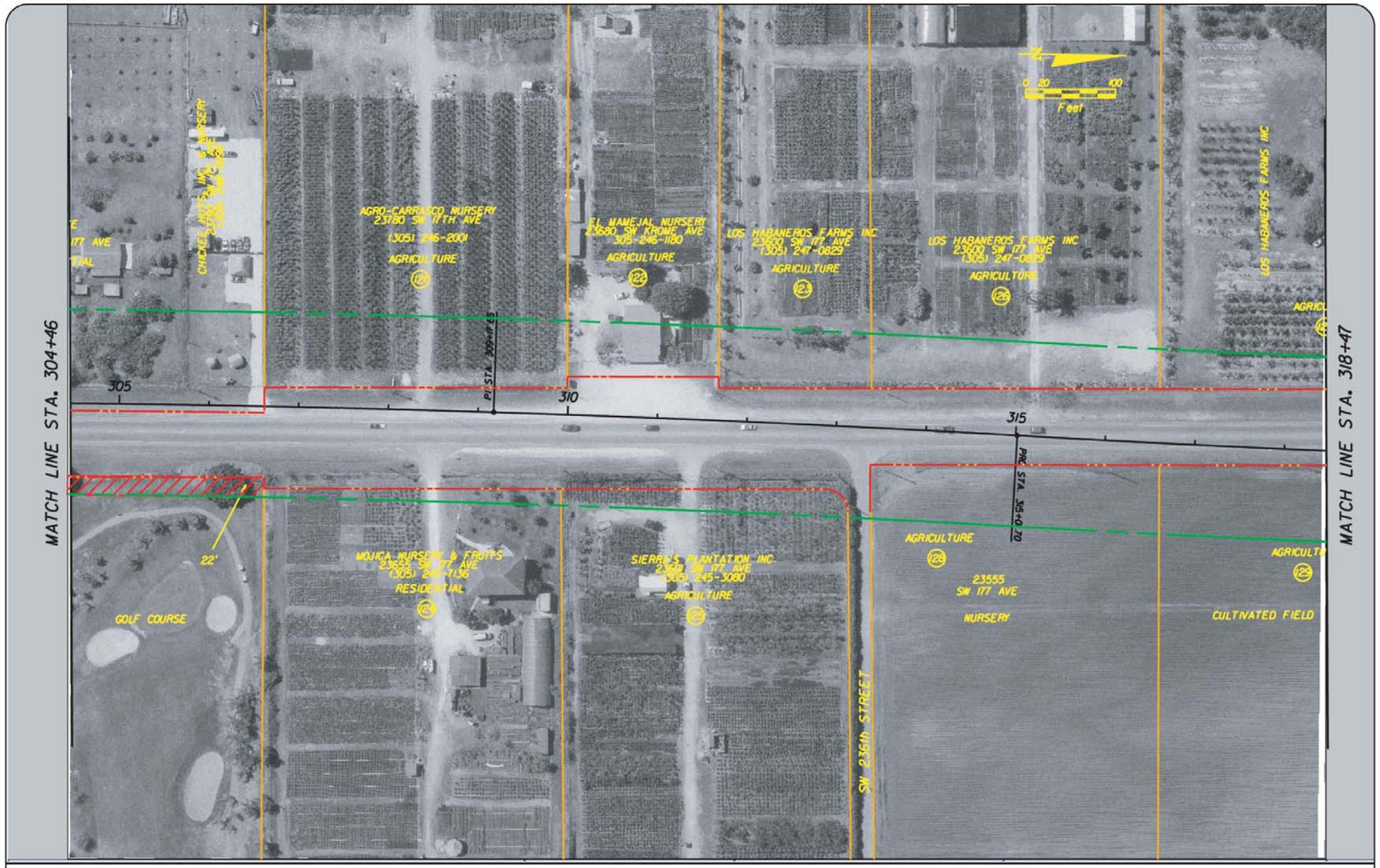

Figure 15: Alternative 3 Right-of-Way Acquisition Effects to Redland Golf Course

Figure 16: Alternative 4 Right-of-Way Acquisition Effects to Redland Golf Course

CONCLUSIONS

In accordance with the provisions of the *National Historic Preservation Act (NHPA) of 1966*, as implemented by 36 CFR Part 800 and Chapter 6 of the FDOT *Environmental Management Office Cultural Resource Management Handbook* (revised), this Section 106 Documentation and Determination of Effects report documents the potential effects of the improvements related to the SR 997/Krome Avenue from S.W. 296th Street to S.W. 136th Street project area to the following three *NRHP*-eligible resources within the project area:

- Howard Schaff Residence/27450 SW 177th Avenue (8DA9674)
- Clarence J. Parman Residence/27250 SW 177th Avenue (8DA9675)
- Redland Golf Course (8DA10051)

In 2005, these resources were identified and documented as part of the *CRAS of Krome Avenue (S.W. 177th Avenue/SR-997) from S.W. 296th Street (Avocado Drive) to S.W. 136th Street (Howard Drive)* as prepared by Janus Research for the FDOT, District 6. All work was intended to comply with Section 106 of the *NHPA of 1966* (as amended) as implemented by 36 CFR 800 (*Protection of Historic Properties*), Chapter 267 of the *Florida Statutes*, and Section 4(f) of the Department of Transportation Act of 1966. In a letter dated August 1, 2005, the State Historic Preservation Officer (SHPO) concurred with the findings of the *CRAS of Krome Avenue (S.W. 177th Avenue/SR-997) from S.W. 296th Street (Avocado Drive) to S.W. 136th Street (Howard Drive)*, and also determined that the Redland Golf Course was potentially eligible for inclusion in the *NRHP*.

The FDOT is exploring several alternatives related to this project, such as the TSM, No Build, and four Build alternatives.

Section 106 of the *National Historic Preservation Act of 1966* is applicable to this project, as federal funds are involved in the construction of the improvements. Based upon the Section 106 process, effects to the eligible resources that may be caused by the improvements were evaluated by Janus Research.

The Criteria of Effect as defined by the Section 106 regulations were applied to each significant historic resource. None of the significant historic resources will be affected by the No Build or TSM Alternatives. Alternatives 1 and 2 will have no effect on the Howard Schaff Residence/27450 SW 177th Avenue (8DA9674) and Clarence J. Parman Residence/27250 SW 177th (8DA9675). Alternatives 3 and 4 will have no adverse effect on these two resources due to ROW acquisitions. Alternatives 1-4 will have no adverse effect on the Redland Golf Course (8DA10051) due to ROW acquisitions.

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APPENDIX A: SHPO LETTER

2439

FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Robert S. Wright
Acting Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

August 1, 2005

RE: DHR Project File Number: 2005-3375
Received by DHR: April 8, 2005; RAI received July 1, 2005
Financial Management No.: 249614-4-21-01
Project: *Cultural Resource Assessment Survey. SR 997/Krome Avenue/SW 117th Avenue ("Krome South PD&E Study") from SW 296th Street/Avocado Drive to SW 136th Street/Howard Drive*
County: Miami-Dade

Dear Mr. Wright:

Our office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, 36 CFR Part 800: Protection of Historic Properties, Chapter 267, Florida Statutes, and applicable local ordinances. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies and local governments in carrying out their historic preservation responsibilities; to cooperate with Federal and State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate Federal agencies in accordance with the National Historic Preservation Act of 1966, as amended, on Federal undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

A survey was conducted to identify historic structures or archaeological sites within the Area of Potential Effect (APE) of the proposed undertaking and to assess the effects of the project on those historic properties. Results of the survey and a request for additional information from our office resulted in the identification of six previously recorded buildings (8DA2764-2765, 8DA2817-2818, 8DA6762, and 8DA9603), one historic golf course (8DA10051), and 27 newly identified historic buildings (8DA9669-9672 and 9674-9696). Of the previously recorded buildings, one (8DA2817) has been demolished.

Based on the information provided, our office concurs that the *Howard Schaff Residence* (8DA9674) and the *Clarence J. Parman Residence* (8DA9675) are potentially eligible for listing on the National Register of Historic Places (NRHP). Sherry Anderson and Scott Edwards from our office reviewed the information regarding the *Redlands Golf Course* (8DA10051) and have concluded that this resource is also potentially eligible for listing. In addition to its association with the development of the Redlands community, the front nine holes were designed by prominent golf course architect, Robert "Red" Lawrence, in 1947. The original golf course has retained its historic physical integrity and is one of Lawrence's earliest designs.

Please note that we cannot determine the potential eligibility of the following resources at this time because they were inaccessible to the surveyors.

Site Name	FMSF #
16405 S.W. 177th Avenue	
17101 S.W. 177th Avenue	8DA9695
20345 S.W. 177th Avenue	
26430 S.W. 177th Avenue	

Because these resources are located within the project's APE, our office should be consulted about their potential eligibility when the properties become accessible. Although 8DA9695 was surveyed, the building is mostly obscured and the surveyor was unable to discern the style and plan of the house. We concur that the remaining buildings (8DA2764-2765, 8DA2818, 8DA6762, 8DA9603, 8DA9669-9672, 8DA9676-9694, and 8DA9696) are ineligible.

We look forward to further consultation with your office regarding potential effects to the significant properties listed herein. If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, at 850-245-6432 or by electronic mail at *sanderson@dos.state.fl.us*.

Sincerely,

Barbara C. Mattick
Deputy SHPO
for Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Ms. Alice Bravo, FDOT District Six, EMO
Ken Hardin, Janus Research